State Route 76
South Mission Road to Interstate 15
Highway Improvement Project

SAN DIEGO COUNTY, CALIFORNIA
DISTRICT 11 – SD – 76; PM 12.1/17.7; I-15: 46.1/47.3
EA 257110
PIN: 1100000189

Final Environmental Impact Report/ Environmental Impact Statement

Volume II - Appendices

Prepared by the
State of California Department of Transportation

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

January 2012

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APPENDIX A
CEQA CHECKLIST

CEQA Environmental Checklist

11-SD-76	12.1/17.7;46.1/47.3	257110
Dist.-Co.-Rte.	P.M/P.M.	E.A.

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS*: Would the project:				
a) Have a substantial adverse effect on a scenic vista	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

*Impacts associated with the Existing Alignment Alternative would be Less Than Significant with Mitigation.

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐

V. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

VI. GEOLOGY AND SOILS*: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

*There are No Geological Impacts associated with the Existing Alignment Alternative.

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒

X. LAND USE AND PLANNING*: Would the project:

a) Physically divide an established community?	☐	☐	☐	☒
b)Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☒	☐	☐

*Impacts associated with the Existing Alignment Alternative would be Less Than Significant.

XI. MINERAL RESOURCES: Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

XII. NOISE: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

XIII. POPULATION AND HOUSING*: Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☒	☐	☐	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

*Impacts associated with Growth for the Existing Alignment Alternative would have No Impact.

XIV. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☒	☐
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

APPENDIX B
RESOURCES EVALUATED RELATIVE TO THE REQUIREMENTS OF SECTION 4(F)

(This appendix has been updated following public review of the Draft EIR/EIS)

RESOURCES EVALUATED RELATIVE TO THE

REQUIREMENTS OF SECTION 4(f)

FOR STATE ROUTE 76

SOUTH MISSION ROAD TO INTERSTATE 15

HIGHWAY IMPROVEMENT PROJECT

INTRODUCTION

The following discusses existing and planned properties adjacent to the proposed widening and realignment of State Route 76 (SR-76) between South Mission Road and the Interstate 15 (I-15) interchange (proposed project) that may warrant protection under Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966. The properties are evaluated for potential direct and indirect (proximity) impacts resulting from the proposed project. In instances where there is a potential use of a 4(f) resource, this impact is evaluated with references to Section 4(f) use criteria..

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by the California Department of Transportation (Caltrans) under its assumption of responsibility pursuant to 23 U.S.C. 327. The discussion was prepared in support of the Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) prepared for the proposed project.

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

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

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

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

I. DISCUSSION OF PROPERTIES

Field reconnaissance and reviews of applicable local plans were used to identify resources in the vicinity of the proposed project that could potentially be subject to evaluation under Section 4(f). All potential Section 4(f) properties within half-mile of either build alternative were identified. This section discusses parks, recreational facilities, wildlife refuges, and historic properties found within or adjacent to the study area for 1) ownership, 2) public access, 3) eligible historic properties, 4) use of the resource and analysis of the use, and 5) analysis of proximity impacts.

From this analysis, the following list was developed (Table 1, Figure 1). The properties on this list were then researched to determine if they meet the criteria for eligibility as Section 4(f) properties. Resources found not to warrant protection under Section 4(f) are discussed below in Section II. Section 4(f) properties proposed for *de minimis* impacts with implementation of the project are discussed in Section III.

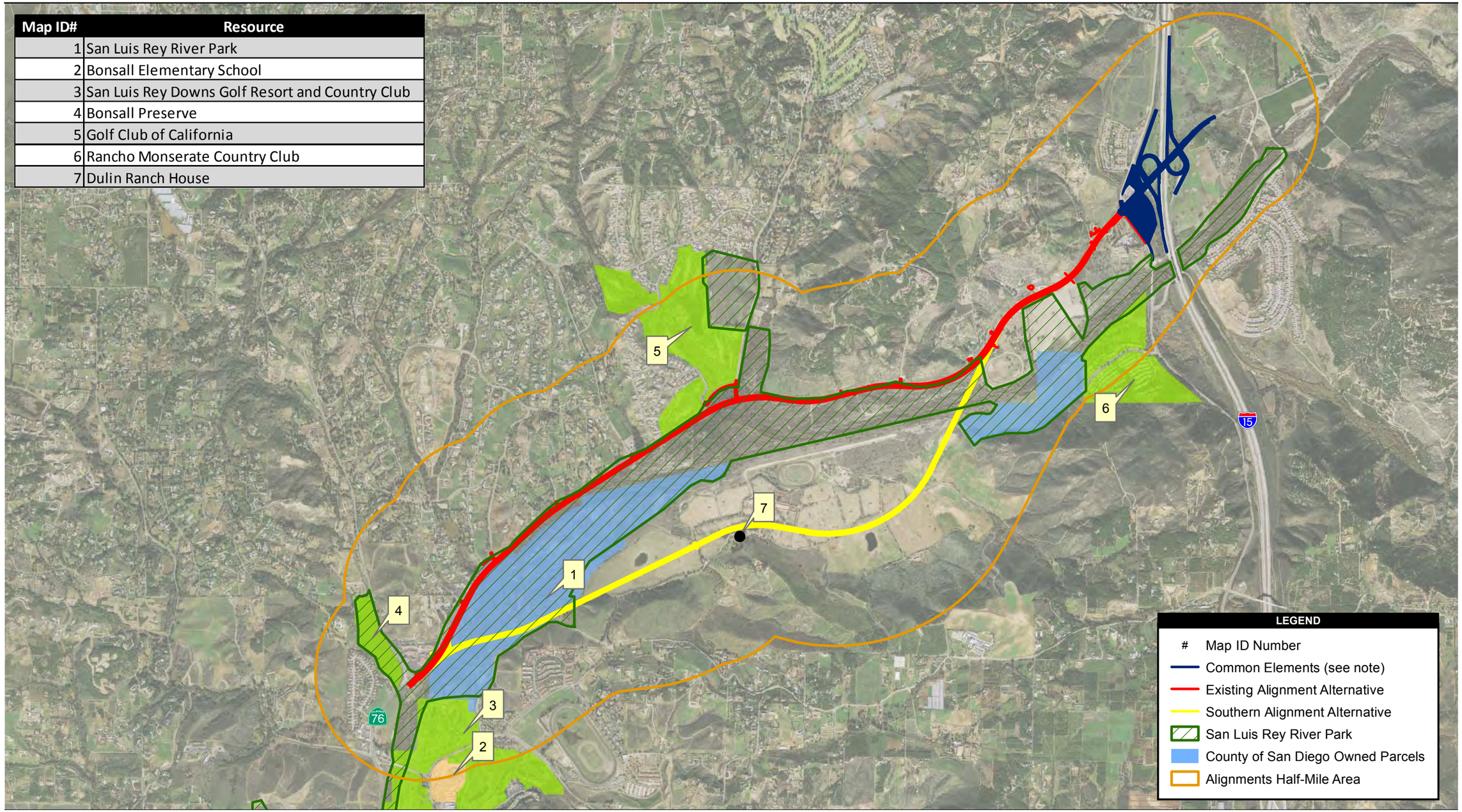
In Section IV, each property was then evaluated as to it's proximity to the proposed project alternatives to determine the potential for "constructive use."

Table 1. Potential Section 4(f) Resources

Map ID	Resource	Jurisdiction	Distance to Existing Alignment Alternative (mi)	Distance to Southern Alignment Alternative (mi)
1	San Luis Rey River Park	Bonsall	0.0	0.0
2	Bonsall Elementary School	Bonsall	0.4	0.4
3	San Luis Rey Downs Golf Resort and Country Club	Bonsall	0.1	0.1
4	Bonsall Preserve	Bonsall	0.0	0.0
5	Golf Club of California	Fallbrook	0.0	0.5
6	Rancho Monserate Country Club	Fallbrook	0.3	0.3
7	Dulin Ranch House	Bonsall	Beyond 0.5 mi	0.2

II. RESOURCES NOT PROTECTED BY SECTION 4(F)

Table 2 provides a list of the properties that were evaluated but found not to warrant protection under Section 4(f). Although the properties listed below have the potential to be parks, recreational facilities, wildlife refuges and/or historic properties, they do not trigger Section 4(f) because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, and/or 4) the project does not permanently use the property and does not hinder the preservation of the property.



Map ID#	Resource
1	San Luis Rey River Park
2	Bonsall Elementary School
3	San Luis Rey Downs Golf Resort and Country Club
4	Bonsall Preserve
5	Golf Club of California
6	Rancho Monserate Country Club
7	Dulin Ranch House

Source: DigitalGlobe 2008; SanGIS 2009

2,500 1,250 0 2,500 Feet

Scale: 1 = 30,000; 1 inch = 2,500 feet

Common Elements include the modified Park and Ride facilities and SR-76/I-15 interchange. For additional detail please refer to Figures 2.1-4 (Partial Cloverleaf interchange Design Variation) and 2.1-5 (Spread Diamond interchange Design Variation).

Figure 1
Potential Section 4(f) Properties

Path: P:\2008\08080105 SR76 East S.Mission I-15 PA-ED\5GIS\MXD\4f\Figure1_Potential_4f_Properties_2011.mxd, 9/26/2011, augellop

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Table 2. Resources Not Protected By Section 4(f)

Map ID	Resource	Jurisdiction	Type	Notes	Distance to Existing Alignment Alternative (mi)	Distance to Southern Alignment Alternative (mi)
3	San Luis Rey Downs Golf Resort and Country Club	Bonsall	Golf Course	Privately Owned	0.1	0.1
4	Bonsall Preserve	Bonsall	Open Space	Privately Owned	0.0	0.0
5	Golf Club of California	Fallbrook	Golf Course	Privately Owned	0.0	0.5
6	Rancho Monserate Country Club	Fallbrook	Golf Course	Privately Owned	0.3	0.3

III. SECTION 4(F) PROPERTIES PROPOSED FOR *DE MINIMIS* IMPACTS

Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), amends existing 4(f) legislation to allow the USDOT to determine that certain uses of 4(f) land will have no adverse affect on the protected resource. This revision provides that once the USDOT determines that a transportation use of a Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete.

However, on July 1, 2007, the Federal Highway Administration (FHWA) assigned, and Caltrans has assumed all the USDOT Secretary's responsibilities under the National Environmental Policy Act (NEPA). Therefore, consultation, and any other action required in accordance with applicable Federal laws for this project, including Section 4(f) of the USDOT Act of 1966, is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

De minimis impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not adversely affect the activities, features, and attributes of the 4(f) resource.

De minimis impacts on historic sites are defined as the determination of either "no adverse effect" or "no historic properties impacted" in compliance with Section 106 regulations, including SHPO's written concurrence.

San Luis Rey River Park

The Draft EIR/EIS was circulated for public review and comments in September 2010, and proposed portions of newly purchased parcels within the outline of the San Luis Rey River Park for de minimis impacts. Recently, the County of San Diego has purchased additional parcels in the San Luis Rey River valley in order to incorporate these new parcels into the San Luis Rey

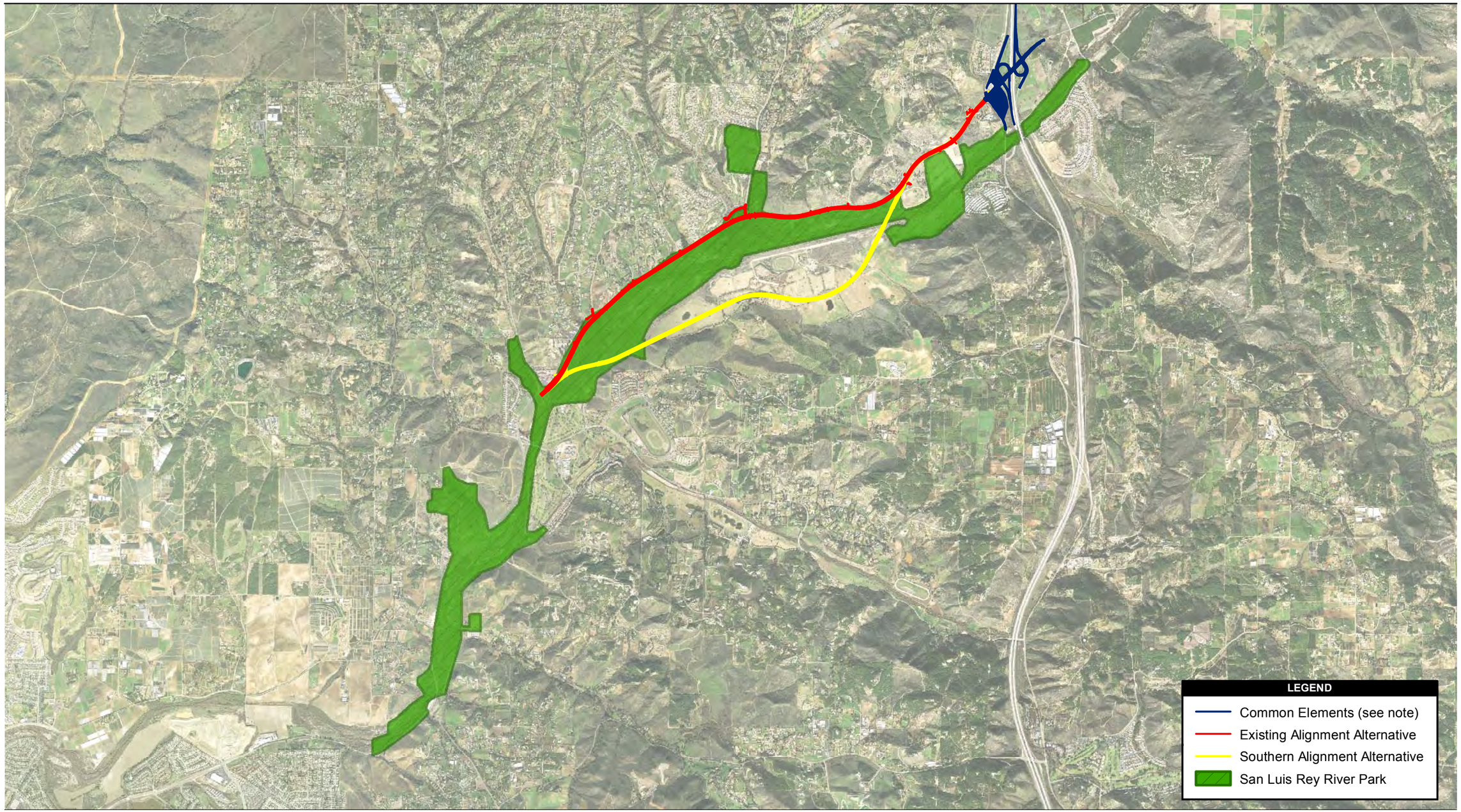
River Park. These newly purchased parcels are immediately adjacent to the current SR-76 roadway. Caltrans proposes to incorporate portions of the planned and informal trails into the SR-76 East project fill slopes, where feasible. Additionally, Caltrans has proposed construction of undercrossings sufficient to accommodate equestrian and other trail users, as part of the SR-76 highway project.

After further negotiations, the County of San Diego agreed that the impacts of the SR-76 project on San Luis Rey River Park parcels are 4(f) *de minimis* upon Caltrans' signing a Memorandum of Understanding (MOU) that would require Caltrans to construct trails in the SR-76 East project vicinity where the trails can be accommodated. The trail construction would mitigate the SR-76 highway project's impacts so that they would not adversely affect the future features, attributes or activities of the proposed San Luis Rey River Park. By way of the MOU, Caltrans has agreed to construct trails outside the highway right of way, where feasible in what were previously "temporary project impact" areas of highway construction. Since construction of the trails would change these temporary impacts to permanent impacts, further increasing the highway impact footprint, the County of San Diego would be responsible for mitigating any permanent impacts from the trails that would cause temporary impact areas to become permanent impact areas and would be responsible for any further consultations with resource agencies. In addition, these permanent trail impacts would reduce replanting efforts proposed by Caltrans in the EIR/EIS, these new permanent impacts would be mitigated by the County of San Diego through additional environmental review and documentation. The MOU would state that Caltrans, in partnership with the County of San Diego, would request a revised Biological Opinion from the USFWS to account for additional permanent impacts from the trails construction. The MOU would specify that Caltrans would modify CEQA/NEPA documents as necessary.

County of SD as the appropriate jurisdiction has concurred with the de minimis finding.

The County of San Diego Department of Parks and Recreation has developed the San Luis Rey River Park Master Plan along the river corridor (Figure 2). The San Luis Rey River Park Master Plan establishes a framework for the creation of a River Park within the river valley from the Bonsall Bridge easterly to I-15 that includes passive and active recreation areas, an open space preserve, and a multi-use trail system.

Proposed active recreation areas are identified in the plan as Tier A sites, which would be developed as sports fields, parking and staging areas, interpretive gathering spaces, and gardens. Proposed passive recreation areas are identified in the plan as Tier B sites, and would consist of medium-low-density passive uses that would accommodate picnicking, bird watching, and resource interpretation. Tier B sites would be dispersed throughout the park along the park's trail network. The San Luis Rey River Park Master Plan intends to develop approximately 40 acres of active recreation areas distributed between four Tier A sites in addition to numerous smaller passive park nodes. The San Luis Rey River Park Master Plan also intends to preserve approximately 1,600 contiguous acres of open space along the river corridor that would provide critical habitat for several threatened and endangered species. The open space preserve would consist of all areas not dedicated to recreational use or multi-use trails. The planned trail network, identified as Tier C sites, would provide access to the park's resources and amenities



Source: DigitalGlobe 2008; SANGIS 2009

4,000 2,000 0 4,000 Feet

Scale: 1 = 48,000; 1 inch = 4,000 feet

Common Elements include the modified Park and Ride facilities and SR-76/I-15 interchange. For additional detail please refer to Figures 2.1-4 (Partial Cloverleaf interchange Design Variation) and 2.1-5 (Spread Diamond interchange Design Variation).

Figure 2
San Luis Rey River Park

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with multi-use trails. These trails would be linear, would weave through riparian and upland habitats, and would include trail bridges and underpasses where necessary to enhance connectivity between riparian and upland areas. The County of San Diego Board of Supervisors approved the San Luis Rey River Park Master Plan and certified the San Luis Rey River Park Master Plan Programmatic Environmental Impact Report on September 24, 2008. Project-specific plans and corresponding environmental documents would be prepared, pursuant to the California Environmental Quality Act, for specific park improvements in the future.

Development of the San Luis Rey River Park may be constrained by existing land ownership. Some parcels within the River Park boundary are already owned by the County. However, many parcels are either privately owned or owned by different public agencies (such as Rainbow Union High School District, Rainbow Municipal Water District, and the San Diego County Water Authority) and therefore are not part of the San Luis Rey River Park, and not eligible for protection under Section 4(f). The County of San Diego Department of Parks and Recreation would have to purchase these properties or enter into agreements with the property owners before the sites could be developed or incorporated as a part of the San Luis Rey River Park.

Only the parcels within the River Park that have been acquired by the County warrant evaluation relative to the requirements of Section 4(f). This constitutes approximately 500 acres of the total proposed San Luis Rey River Park area.

These 500 acres currently owned by the County and proposed for incorporation into the River Park are completely undeveloped and do not contain any facilities on-site, nor is public access provided (Figure 3). Existing unofficial trails traverse these parcels. However, these trails are not designated on any trail network or identified by any applicable planning document. This unofficial trail is part of a network of unofficial trails located near the existing SR-76 roadway. These unofficial trails are dirt paths that have been created by residents walking through the area and not associated with any official trails plan. Larger dirt trails are used for equestrian, mountain biking, and hiking purposes, and are also not associated with any official trails plan. Use of these trails is a result of permission given by private property owners or trespassing (trespassing regulations on these trails is largely unenforced).

The San Luis Rey River Park Master Plan proposes to create a trail network that would entail the formalization of selected existing unofficial trails in the park's planning areas. This trail network would include a community trail along the length of the proposed project on the south side of the existing roadway through the areas of the River Park proposed for passive use. These trails would follow a similar path to that of the existing unofficial trail. The San Luis Rey River Park Master Plan would combine portions of these existing unofficial trails with new segments to create a trails network throughout the park. The vast majority of unofficial trail segments not incorporated into the trails network would be closed and restored and preserved as habitat.

The proposed project and the San Luis Rey River Park are being developed concurrently, and Caltrans and the County of San Diego Department of Parks and Recreation are working closely to coordinate the development of both projects. This coordination will include finalizing locations of passive and active recreation areas, habitat preservation areas, and the multi-use trail system associated with the San Luis Rey River Park based on the final alignment of whichever

alternative is ultimately selected. The County and Caltrans are dedicated to ensuring that final design of the proposed park would be compatible with the proposed improvements to SR-76.

Southern Alignment Alternative

Impacts

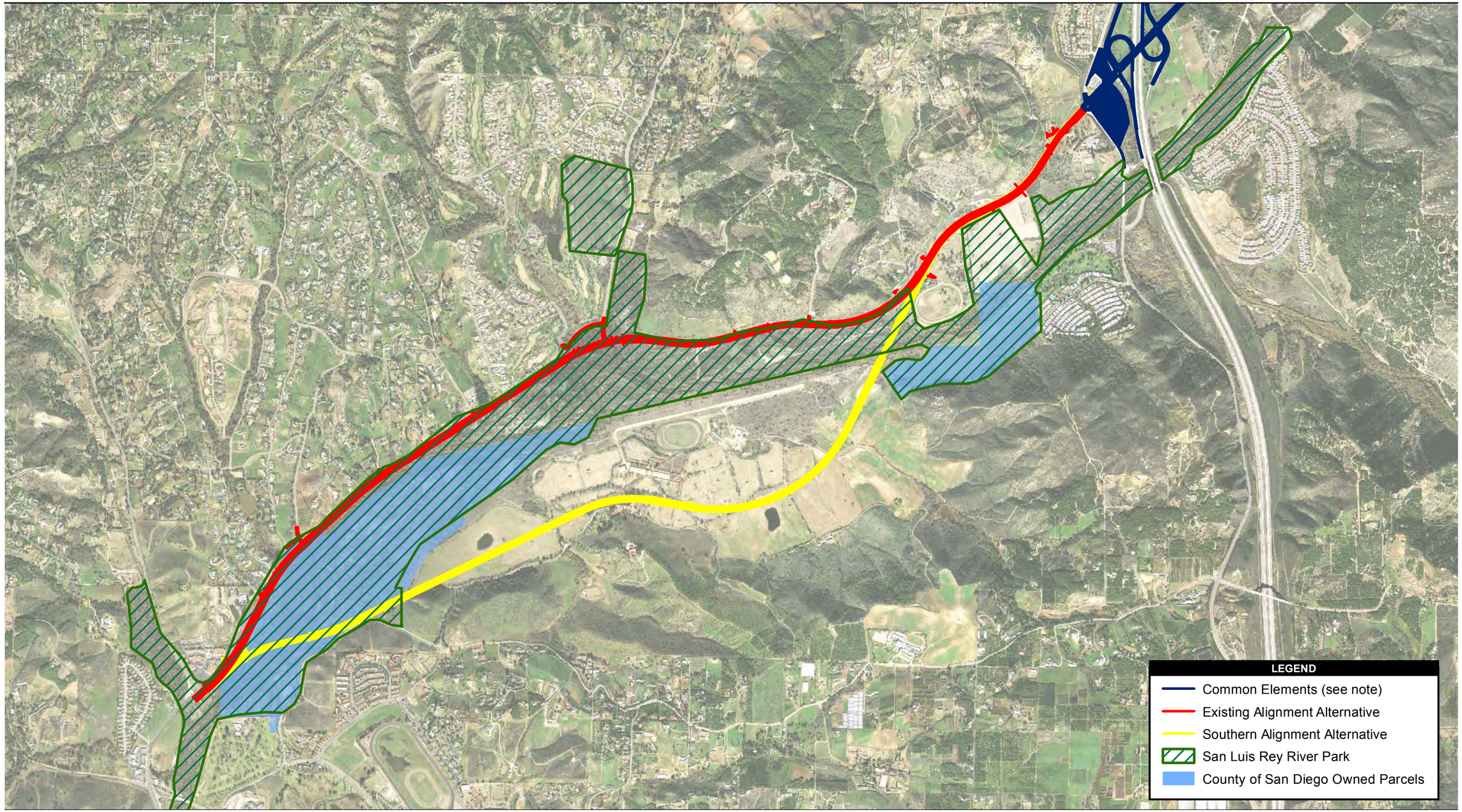
Implementation of the Southern Alignment Alternative would require the use of approximately 13.1 acres, representing approximately 2.6 percent of the land currently owned by the County within the San Luis Rey River Park boundary (Figure 3). The areas proposed for use are currently planned for passive recreational purposes and/or the preserve portion of the San Luis Rey River Park.

Vegetation in the area proposed for use consists predominantly of non-native grassland and small amounts of Southern Cottonwood – Willow Riparian Forest and Southern Willow Scrub.

There is a potential that the Southern Alignment Alternative could be visible from existing unofficial trails in the vicinity and it is not yet known if these unofficial trails would be included in the official multi-use trail system. The area requiring use is currently dedicated for mitigation, and would remain largely undisturbed and would retain the dominant scenic elements, which includes vegetation and trees associated with the San Luis Rey River. The Southern Alignment Alternative would not introduce any new permanent light sources as no lighting is proposed in this area, and the introduction of a new four-lane facility would not dramatically alter the existing viewshed in the vicinity surrounding the area proposed for use.

There is currently no traffic highway noise in the areas proposed for use. Ambient noise levels in the areas adjacent to the proposed alignment were measured to be between 39 and 48 dBA L_{eq} (Natural Environment Study, *Appendix C Wildlife Noise Report, Table 2 - Measurement Sites 1 and 12*). Noise levels in these Park areas proposed for use are predicted to be between 48 and 55 dBA L_{eq} (Natural Environment Study, *Appendix C Wildlife Noise Report, Table 5 - Measurement Sites 1 and 12*) with implementation of the Southern Alignment Alternative. There are no existing noise receptors in these Park areas, nor are any active recreation uses proposed for these areas. Sensitive bird species are not likely be affected by constant noise levels below 60 dBA.

The incorporation of the 13.1 acres into the proposed project would not impair the ability of these areas of the San Luis Rey River Park to function as currently planned. The proposed project and the San Luis Rey River Park are being developed concurrently, and Caltrans and the County of San Diego Department of Parks and Recreation are in close coordination with the development of both projects (Appendix L). This coordination will include finalizing locations for passive and active recreation areas, habitat preserve areas, and the multi-use trail system associated with the San Luis Rey River Park based on the final alignment of the Southern Alignment Alternative if it is ultimately selected.



Source: DigitalGlobe 2008; SanGIS 2009

2,000 1,000 0 2,000 Feet

Scale: 1 = 24,000; 1 inch = 2,000 feet

Common Elements include the modified Park and Ride facilities and SR-76/I-15 interchange.
For additional detail please refer to Figures 2.1-4 (Partial Cloverleaf interchange Design Variation) and 2.1-5 (Spread Diamond interchange Design Variation).

Figure 3
San Luis Rey River Park County Owned Parcels

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Measures to Minimize Harm

The proposed project has been designed to minimize impacts and use of land, where possible, by limiting the grading footprint to minimize impacts to resources, while still meeting project objectives. Habitat impacted by the proposed project would be mitigated via habitat restoration/replacement at ratios determined in consultation with the resource agencies. Any indirect impacts to sensitive bird species would also be mitigated at ratios determined in consultation with the resource agencies as a part of the overall mitigation plan for the proposed project. In addition, please refer to "Measures to Minimize Harm to Planned Trails on Publicly Owned Land" in Appendix L of this EIR/EIS.

***De Minimis* Finding**

Conversion of these areas to transportation use would not be consistent with the designated function of the San Luis Rey River Park. However, the portion of land requiring use does not possess any features or attributes that, if lost, would impede the ability of the River Park to function in its intended use, as defined in the San Luis Rey River Park Master Plan. Therefore, the proposed project would not adversely affect any of the activities, features, or attributes of the River Park that qualify the resource for protection under 4(f), and would be proposed as *de minimis*. The County de minimis letter dated September 21, 2011 is included in Appendix L of this EIR/EIS.

Existing Alignment Alternative

Impacts

Implementation of the Existing Alignment Alternative would require the use of approximately 8.3 acres, representing approximately 1.7 percent of the land currently owned by the County within the San Luis Rey River Park boundary (Figure 3). The areas proposed for use are currently planned for passive recreational purposes and/or the preserve portion of the San Luis Rey River Park.

Vegetation on these areas proposed for use consists predominately of Cottonwood – Willow Riparian Forest and small amounts of nonnative grassland.

There is a potential that the Existing Alignment Alternative could be visible from existing unofficial trails in the vicinity, and it is not yet known if these unofficial trails would be included in the official multi-use trail system. The areas, which are dedicated for open space use, would remain largely undisturbed and would retain the dominant scenic elements, which include vegetation and trees associated with the San Luis Rey River. No active recreational uses are proposed in the areas proposed for use. The Existing Alignment Alternative would not introduce any new permanent light sources that could create glare, and the widening of the existing roadway from a two-lane to a four-lane facility would not dramatically alter the existing viewshed due to the presence of the existing SR-76 roadway.

Existing noise levels in the Park areas proposed for use are between 46 and 48 dBA L_{eq} (Natural Environment Study, *Appendix C Wildlife Noise Report, Table 2 - Measurement Sites 1-3*). Noise levels in these areas are predicted to be between 51 and 55 dBA L_{eq} with implementation of the Existing Alignment Alternative (Natural Environment Study, *Appendix C Wildlife Noise Report,*

Table 5 - Measurement Sites 1-3). There are no existing noise receptors in these Park areas, nor are any active recreation uses proposed for these areas. Sensitive bird species are not likely be affected by constant noise levels below 60 dBA.

The incorporation of the 8.3 acres into the proposed project would not impair the ability of these areas of the San Luis Rey River Park to function as currently planned. Vegetation, wildlife, air quality, and water quality would remain similar to the existing conditions. The proposed project and the San Luis Rey River Park are being developed concurrently, and Caltrans and the County of San Diego Department of Parks and Recreation are in close coordination with the development of both projects. This coordination will include finalizing locations for passive and active recreation areas, habitat preserve areas, and the multi-use trail system associated with the San Luis Rey River Park based on the final alignment of the Existing Alignment Alternative if it is ultimately selected.

Measures to Minimize Harm

The proposed project has been designed to minimize impacts and use of land, where possible, by limiting the grading footprint to minimize impacts to resources, while still meeting project objectives. Habitat impacted by the proposed project would be mitigated via habitat restoration/replacement at ratios determined in consultation with the resource agencies. Any indirect impacts to sensitive bird species would also be mitigated at ratios determined in consultation with the resource agencies as a part of the overall mitigation plan for the proposed project.

***De Minimis* Finding**

Conversion of these areas to transportation use would not be consistent with the designated function of the San Luis Rey River Park. However, the portion of land requiring use does not possess any features or attributes that, if lost, would impede the ability of the River Park to function in its intended use, as defined in the San Luis Rey River Park Master Plan. Therefore, the proposed project would not adversely affect any of the activities, features, or attributes of the parcel that qualify the resource for protection under 4(f), and would be proposed as *de minimis*.

IV. SECTION 4(F) RESOURCES EVALUATED FOR PROXIMITY IMPACTS

Constructive use (23 CFR 774.15) involves the evaluation of indirect or "proximity impacts" to a 4(f) resource. No actual use or "take" is involved. A constructive use occurs when the project's proximity impacts are so severe that the protected activities, features or attributes that qualify the resource for protection under Section 4(f) are "substantially impaired." Substantial impairment occurs only when the protected activities, features or attributes are substantially diminished by the proposed project.

Bonsall Elementary School

Bonsall Elementary School is a public elementary school in the Bonsall Union School District, located approximately 0.4 mile of either of the build alternatives, and publicly accessible from Old River Road (Figure 1). The playground and sports field include a basketball court, a track, school playground equipment, and approximately 7 acres of grass fields. These facilities are

open to the public on afternoons and weekends. Additionally, Fallbrook operates Little League Baseball and youth soccer leagues at the fields. This resource is afforded protection under Section 4(f) because the school facilities are open to the public. There would be no use of the facilities or change in access by either of the alignment alternatives. Views of the proposed project are obscured by topography and large trees that abut the northern edge of the San Luis Rey River. Air quality and noise would not be affected, and would remain similar to the existing conditions because of the school's distance from both alignment alternatives. The proposed project would not cause a constructive use of Bonsall Elementary School because the proximity impacts would not impair the protected activities, features, or attributes of this Section 4(f) property.

Dulin Ranch House

A Historic Resource Evaluation Report (HRER) was prepared to identify properties within the study area that may be eligible for listing in the National Register of Historic Places (National Register), in compliance with Section 106 of the National Historic Preservation Act. The HRER is based on archival research, a review of historic resources, and field surveys.

Southern Alignment Alternative

The Southern Alignment Alternative is proposed to be constructed approximately 0.2 mile from the Dulin Ranch House, an historic resource eligible for local listing in the National Register (Figure 1). However, implementation of the Southern Alignment Alternative would not physically displace this historic resource or require a use that would physically alter the historic resource.

This property's eligibility for listing in the National Register affords this resource protection under Section 4(f). The historic resource meets National Register Criterion A and California Register Criterion 1 because it conveys a period of significance from circa 1914 to the 1970s, representing 20th century regional ranching. The Dulin Ranch House includes one main structure and several surrounding structures, and located on the property of the Vessels Stallion Farm, which is an approximately 2,000-acre property whose main operation is breeding race horses. Approximately 450 acres of the approximately 2,000-acre farm is devoted to the horses, while the remaining acres are used for beef cattle, citrus groves, flowers, vegetable crops, and avocado groves.

Implementation of the Southern Alignment Alternative would not require the use of the physical structures at the Dulin Ranch House, but would be located approximately 0.2 mile from the resource. Views from the Dulin Ranch House structures would not be substantially different, as there is a row of trees that partially obscures existing views towards the Southern Alignment. Noise in the vicinity of the Dulin Ranch House would increase approximately 13 dBA with implementation of the Southern Alignment Alternative. This is a substantial increase over existing noise levels. However, the HRER identifies only the clusters of the original ranch house as a historic property, and does not consider the setting to be a contributing attribute to the resource. Therefore, this substantial increase in noise would have a "no affect" on the historic resource.

The Southern Alignment Alternative would separate the historic resource from the remainder of the Vessels Stallion property and result in displacement of the Vessels Stallion Farm. However, because the entire Vessels property was not identified as a historic property, isolation of the Dulin Ranch house have a "no affect" on the historic attributes.

Existing Alignment Alternative

The Existing Alignment Alternative would be located at a distance of more than a half-mile from the Dulin Ranch House, therefore no constructive use would occur (Figure 1).

San Luis Rey River Park

The County of San Diego Department of Parks and Recreation has developed the San Luis Rey River Park Master Plan along the river corridor (Figure 2). The San Luis Rey River Park Master Plan establishes a framework for the creation of a River Park within the river valley from the Bonsall Bridge easterly to I-15 that includes passive and active recreation areas, an open space preserve, and a multi-use trail system.

Proposed active recreation areas are identified in the plan as Tier A sites, which would be developed as sports fields, parking and staging areas, interpretive gathering spaces, and gardens. Proposed passive recreation areas are identified in the plan as Tier B sites, and would consist of medium-low-density passive uses that would accommodate picnicking, bird watching, and resource interpretation. Tier B sites would be dispersed throughout the park along the park's trail network. The San Luis Rey River Park Master Plan intends to develop approximately 40 acres of active recreation areas distributed between four Tier A sites in addition to numerous smaller passive park nodes. The San Luis Rey River Park Master Plan also intends to preserve approximately 1,600 contiguous acres of open space along the river corridor that would provide critical habitat for several threatened and endangered species. The open space preserve would consist of all areas not dedicated to recreational use or multi-use trails. The planned trail network, identified as Tier C sites, would provide access to the park's resources and amenities with multi-use trails. These trails would be linear, would weave through riparian and upland habitats, and would include trail bridges and underpasses where necessary to enhance connectivity between riparian and upland areas. The County of San Diego Board of Supervisors approved the San Luis Rey River Park Master Plan and certified the San Luis Rey River Park Master Plan Programmatic Environmental Impact Report on September 24, 2008. Project-specific plans and corresponding environmental documents would be prepared, pursuant to the California Environmental Quality Act, for specific park improvements in the future.

Development of the San Luis Rey River Park may be constrained by existing land ownership. Some parcels within the River Park boundary are already owned by the County. However, many parcels are either privately owned or owned by different public agencies (such as Rainbow Union High School District, Rainbow Municipal Water District, and the San Diego County Water Authority) and therefore are not part of the San Luis Rey River Park, and not eligible for protection under Section 4(f). The County of San Diego Department of Parks and Recreation would have to purchase these properties or enter into agreements with the property owners

before the sites could be developed or incorporated as a part of the San Luis Rey River Park. Only the parcels within the River Park that have been acquired by the County warrant evaluation relative to the requirements of Section 4(f). This constitutes approximately 500 acres of the total proposed San Luis Rey River Park area.

These 500 acres currently owned by the County and proposed for incorporation into the River Park are completely undeveloped and do not contain any facilities on-site, nor is public access provided (Figure 3). Existing unofficial trails traverse these parcels. However, these trails are not designated on any trail network or identified by any applicable planning document. These unofficial trails are dirt paths that have been created by residents walking through the area and not associated with any official trails plan. Larger dirt trails are used for equestrian, mountain biking, and hiking purposes, and are also not associated with any official trails plan. Use of these trails is a result of permission given by private property owners or trespassing (trespassing regulations on these trails is largely unenforced).

The San Luis Rey River Park Master Plan proposes to create a trail network that would entail the formalization of selected existing unofficial trails in the park's planning areas. This trail network would include a community trail along the length of the proposed project on the south side of the existing roadway through the areas of the River Park proposed for passive use. These trails would follow a similar path to that of the existing unofficial trail. The San Luis Rey River Park Master Plan would combine portions of these existing unofficial trails with new segments to create a trails network throughout the park. The vast majority of unofficial trail segments not incorporated into the trails network would be closed and restored and preserved as habitat.

The proposed project and the San Luis Rey River Park are being developed concurrently, and Caltrans and the County of San Diego Department of Parks and Recreation are working closely to coordinate the development of both projects. This coordination will include finalizing locations of passive and active recreation areas, habitat preservation areas, and the multi-use trail system associated with the San Luis Rey River Park based on the final alignment of whichever alternative is ultimately selected. The County and Caltrans are dedicated to ensuring that final design of the proposed park would be compatible with the proposed improvements to SR-76.

In correspondence from the County of San Diego during the public comment period for the Draft EIR/EIS, the County disagreed with the *de minimis* findings made by Caltrans. Caltrans maintains that the *de minimis* findings are appropriate, and would be maintained with regards to potential project impacts to the San Luis Rey River Park area and the planned and informal trails. In a County comment letter dated November 2, 2010, the County stated that it did not concur with the Caltrans Section 4(f) *de minimis* finding because adequate mitigation for impacts to trails had not been proposed. By way of an MOU (Memorandum of Understanding) Caltrans has agreed to address the County's concerns. Please refer to Appendix L of the EIR/EIS for additional information regarding the *de minimis* finding.

The County de minimis letter dated September 21, 2011 is included in Appendix L of this EIR/EIS.

Southern Alignment Alternative

The Southern Alignment Alternative would come within a half-mile of the San Luis Rey River Park, and would be immediately adjacent to the River Park boundaries in several locations (Figure 3).

Vegetation in the River Park areas in proximity to the alignment consists predominantly of non-native grassland and small amounts of Southern Cottonwood – Willow Riparian Forest and Southern Willow Scrub.

There is a potential that the Southern Alignment Alternative could be visible from existing unofficial trails in the vicinity and it is not yet known if these unofficial trails would be included in the official multi-use trail system. The areas in proximity of the proposed Southern Alignment Alternative include areas dedicated for open space use, passive and active recreational use.

Existing vegetation in these areas would remain largely undisturbed and would retain the dominant scenic elements, which include vegetation and trees associated with the San Luis Rey River. The Southern Alignment Alternative would not introduce any new permanent light sources as no lighting is proposed in these areas, and the introduction of a new four-lane facility would not dramatically alter the existing viewshed in the majority of the areas dedicated for Park use.

The Southern Alignment would introduce a four-lane conventional highway into an undeveloped area that currently does not receive traffic highway noise. Current ambient noise levels in the areas near the proposed alignment were measured to be between 41 and 48 dBA L_{eq} (Natural Environment Study, *Appendix C Wildlife Noise Report, Table 2 - Measurement Sites 1-4 and 10*). Depending on proposed grading contours, the noise levels are predicted to be between 47 and 55 dBA L_{eq} in the Park areas in proximity of the Southern Alignment Alternative (Natural Environment Study, *Appendix C Wildlife Noise Report, Table 5 - Measurement Sites 1-4 and 10*). There are no sensitive (human) receptors in the River Park that would be exposed to this increase. Sensitive bird species are not likely to be affected by constant noise levels below 60 dBA.

The proposed project and the River Park are being developed concurrently, and Caltrans and the County of San Diego Department of Parks and Recreation are in close coordination with the development of both projects. This coordination will include finalizing locations for passive and active recreation areas, habitat preserve areas, and the multi-use trail system associated with the San Luis Rey River Park based on the final alignment of the Southern Alignment Alternative, if it is ultimately selected. Vegetation, wildlife, air quality, and water quality would remain similar to the existing conditions. Therefore, the Southern Alignment Alternative would not cause a constructive use in these areas of the San Luis Rey River Park because the proximity of the project would not substantially impair the protected activities, features, or attributes of the resource.

Existing Alignment Alternative

The Existing Alignment Alternative would be immediately adjacent to much of the northern boundary of the San Luis Rey River Park (Figure 3).

Vegetation in the River Park areas in proximity to the alignment consists predominantly of non-native grassland and small amounts of Southern Cottonwood – Willow Riparian Forest and Southern Willow Scrub.

There is a potential that the Existing Alignment Alternative could be visible from existing unofficial trails in the vicinity and it is not yet known if these unofficial trails would be included in the official multi-use trail system. The River Park areas in proximity of the proposed Existing Alignment Alternative include areas dedicated for both active and passive uses.

The Existing Alignment would widen the existing SR-76 roadway from two to a four-lane conventional highway. Areas of the San Luis Rey River Park adjacent to the existing SR-76 roadway currently receive traffic highway noise measured between 41 and 48 dBA L_{eq} (Natural Environment Study, *Appendix C Wildlife Noise Report, Table 2 - Measurement Sites 1-4 and 10*). Depending on proposed grading contours, the future traffic noise levels are predicted to be between 47 and 55 dBA L_{eq} in the Park areas adjacent to the Existing Alignment Alternative (Natural Environment Study, *Appendix C Wildlife Noise Report, Table 5*). However there are no sensitive (human) receptors within the River Park that would be exposed to this increase. Sensitive bird species are not likely to be affected by constant noise levels below 60 dBA.

The proposed project and the River Park are being developed concurrently, and Caltrans and the County of San Diego Department of Parks and Recreation are in close coordination with the development of both projects. This coordination will include finalizing locations for passive and active recreation areas, habitat preserve areas, and the multi-use trail system associated with the San Luis Rey River Park based on the final alignment of the Existing Alignment Alternative, if it is ultimately selected. Vegetation, wildlife, air quality, and water quality would remain similar to the existing conditions. Therefore, the Existing Alignment Alternative would not cause a constructive use in these areas of the San Luis Rey River Park because the proximity of the project would not substantially impair the protected activities, features, or attributes of the resource.

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APPENDIX C
TITLE VI POLICY STATEMENT

(This appendix has been updated following public review of the Draft EIR/EIS)

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. Box 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711

Flex your power!
Be energy efficient!

July 20, 2010

TITLE VI
POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact Charles Wahnon, Manager, Title VI and Americans with Disabilities Act Program, California Department of Transportation, 1823 14th Street, MS-79, Sacramento, CA 95811. Phone: (916) 324-1353 or toll free 1-866-810-6346 (voice), TTY 711, fax (916) 324-1869, or via email: charles_wahnon@dot.ca.gov.

Cindy McKim
CINDY McKIM
Director

APPENDIX D
SUMMARY OF RELOCATION BENEFITS

The following explanation is general in nature and is not intended to be a complete statement of Federal and State relocation laws and regulations. Any questions concerning relocation should be addressed to the Department's Right of Way division.

Any persons to be displaced would be assigned to a relocation advisor, who would work closely with each displace in order to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displaces jeopardizing or forfeiting any of their benefits or payments. At the time of the first written offer to purchase, owner-occupants are given a detailed explanation of the State's relocation services. Tenant occupants of properties to be acquired are contacted soon after the first written offer to purchase, and also are given a detailed explanation of the Department's Relocation Program. To avoid loss of possible benefits, no individual, family, business, farm or nonprofit organization should commit to purchase or rent a replacement property within first contacting a Department relocation advisor.

I. RELOCATION ASSISTANCE ADVISORY SERVICES

The California Department of Transportation (the Department) will provide relocation advisory assistance to any person, business, farm or non-profit organization displaced as a result of the Department's acquisition of real property for public use. The Department will assist residential displacees in obtaining comparable decent, safe and sanitary replacement housing by providing current and continuing information on sales price and rental rates of available housing. Non-residential displacees will receive information on comparable properties for lease or purchase.

Residential replacement dwellings will be in equal or better neighborhoods, at prices within the financial means of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, displaces will be offered comparable replacement dwellings that are open to all persons regardless of race, color, religion, sex or national origin, and are consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include supplying information concerning federal and state assisted housing programs, and any other known services being offered by public and private agencies in the area.

The California Department of Transportation (the Department) will provide relocation advisory assistance to any person, business, farm or non-profit organization displaced as a result of the Department's acquisition of real property for public use. The Department will assist residential displacees in obtaining comparable decent, safe and sanitary replacement housing by providing current and continuing information on sales price and rental rates of available housing. Non-residential displacees will receive information on comparable properties for lease or purchase.

Residential replacement dwellings will be in equal or better neighborhoods, at prices within the financial means of the individuals and families displaced, and reasonably accessible to their

places of employment. Before any displacement occurs, displaces will be offered comparable replacement dwellings that are open to all persons regardless of race, color, religion, sex or national origin, and are consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include supplying information concerning federal and state assisted housing programs, and any other known services being offered by public and private agencies in the area.

II. RESIDENTIAL RELOCATION PAYMENTS PROGRAM

The Relocation Payment Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of the replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Program can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles.

Purchase Supplement

In addition to moving and related expense payment, fully eligible homeowners may be entitled to payments for increased costs of replacement housing. Homeowners who have owned and occupied their property for 180 days or more prior to the date of the first written offer to purchase the property, may qualify to receive price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. The maximum combination of these three supplemental payments that the owner-occupant can receive is $22,500. If the total entitlement (without the moving payments) is in excess if $22,500, the Last Resort Housing Program will be used. See the explanation of the Last Resort Housing Program below.

Rental Supplement

Tenants who have occupied the property to be acquired by the Department for 90 days or more and owner-occupants of 90-179 days prior to the date of the first written offer to purchase may qualify to receive a rental differential payment. This payment is made when the Department determines that the cost to rent a comparable “decent, safe and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may quality for a down payment benefit designed to assist in the purchase of a replacement

property and the payment of certain costs incidental to the purchase, subject to certain limitations noted below under the Down Payment section below. The maximum amount payable to any tenant of 90 days or more and any owner-occupant of 90-179 days, in addition to moving expenses, is $5,250. If the total entitlement for rental supplement exceeds $5,250, the Last Resort Housing Program will be used.

In addition to the occupant requirements, in order to receive any relocation benefits the displaced person must buy or rent and occupy a "decent, safe and sanitary" replacement dwelling within one year from the date the Department takes legal possession of the property, or from the date the displace vacates the displacement property, whichever is later.

Down Payment

The down payment option has been designed to aid owner occupants of 90-179 days and tenants with no less than 90 days of continuous occupancy prior to the Department's first written offer. The down payment and incidental expenses cannot exceed the maximum payment of $5,250. The one-year eligibility period in which to purchase and occupy a "decent, safe and sanitary" replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on Federal-aid projects. Last resort housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last resort housing has been designed primarily to cover situations where a displace cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the $5,250 and $22,500 limits of the standard relocation procedure, because either the displace lacks the financial ability or other valid circumstances. In certain exceptional situations, Last Resort Housing may also be used for tenants of less than 90 days.

Other Relocation Information

After the first written offer to acquire the property has been made, the Department will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Preferences in area of relocation;
- Number of people to be displaced and the distribution of adults and children according to age and sex;
- Location of school and employment;
- Specific arrangements needed to accommodate any family member(s) special needs; and,

- Financial ability to relocate into comparable replacement dwelling, which will adequately house all members of the family.

III. THE BUSINESS AND FARM RELOCATION ASSISTANCE PROGRAM

The Business and Farm Relocation Assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms and nonprofit organizations are moving and searching expenses, and possibly reestablishment expenses or a fixed In Lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

Moving Expenses

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property.

- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.

- Expenses related to searching for a new business site, up to $2,500 for reasonable expenses actually incurred.

Reestablishment Expenses

Reestablishment expenses related to the operation of the business at the new location, up to $10,000 for reasonable expenses actually incurred.

A fixed payment in lieu of moving and searching payments, and reestablishment payment may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to the average annual net earnings for the last two taxable years prior to the relocation and may not be less than $1,000 nor more than $20,000.

IV. ADDITIONAL INFORMATION

No relocation payment received will be considered as income for the purpose of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other federal law (except for any federal law providing low-income housing assistance).

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without being given at least 90 days advance notice, in writing. Occupants of any type of dwelling eligible for relocation payments will not be required to move unless at least one comparable "decent, safe and sanitary" replacement residence, open to all persons regardless of race, color, religion, sex or national origin, is available or has been made available to them by the state.

Any person, business, farm or non-profit organization, which has been refused a relocation payment by the Department, or believes that the payments are inadequate, may appeal for a hearing before a hearing officer or the Department's Relocation Assistance Appeals Board. No legal assistance is required; however, the displacee may choose to obtain legal council at his/her expense. Information about the appeal procedure is available from the Department's Relocation Advisors.

The information above is not intended to be a complete statement of all of the Department's laws and regulations. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted immediately after the first written offer to purchase, and also given a more detailed explanation of the Department's relocation programs.

V. IMPORTANT NOTICE

To avoid loss of possible benefits, no individual, family, business, farm or non-profit organization should commit to purchase or rent a replacement property without first contacting a Department of Transportation Relocation Advisor at:

State of California
Department of Transportation, District #11
Right of Way Division, MS 310
4050 Taylor Street
San Diego, California 92110

APPENDIX E
GLOSSARY OF TECHNICAL TERMS

GLOSSARY OF TECHNICAL TERMS

Access to Parks Guidelines: As stated in Departmental Notice 95-32, November 8, 1995, California State Parks' "policy is to meet the recreational needs of all the people of California and to provide an accessible environment in which all visitors to the State Park System units are given the opportunity to understand, appreciate, and participate in the State's Cultural, historical, and natural heritage." Guidelines were developed that reflect the direction of the Americans with Disabilities Act (ADA). These guidelines are maintained and updated as needed by the Disabled Advisory Committee (DAC) with oversight by the Human Resources Office (HRO).

Active Fault: A fault that has moved recently and which is likely to move again. For planning purposes, an "active fault" is usually defined as one the shows movement within the last 11,000 years and can be expected to move within the next 100 years.

Adaptive Use: Use of a historic structure for a purpose other than for which it was originally intended.

Aesthetics: Refers to the visual, audible, and other sensory factors within the park setting and its surrounding landscapes that, taken together, establish character or sense of place.

Agua Caliente Band: Several small groups of Cahuilla Indians that were living in the area at the time the Agua Caliente Reservation was established. The Cahuilla Indian name for the Palm Springs area was "Se-Khi" (boiling water), but the Spanish named it Agua Caliente (hot water).

Alluvium: A general term for all detrital deposits resulting from the operations of modern rivers, thus including the sediments laid down in riverbeds, flood plains, lakes, fans at foot of mountain slopes, and estuaries.

Ambient Air Quality: The atmospheric concentration (amount in specified volume of air) of a specific compound as actually experienced at a particular geographic location that may be some distance from the source of the relevant pollutant emissions.

Ambient Noise Level: The composite of noise from all sources near and far.

Americans with Disabilities Act (ADA): The ADA was signed into law by President George Bush in 1990. Divided into four titles, it guarantees people with disabilities equal access to employment, transportation and public services, public accommodations, and telecommunications.

Aquifer: The underground layer of water-bearing rock, sand, or gravel through which water can seep or be held in natural storage. Such rock layers hold sufficient water to be used as a water supply.

Archaeological: Pertaining to the material remains of past human life, culture, or activities.

Asistencias: Satellite facility for a mission.

Bedrock: The solid rock underlying unconsolidated surface materials.

Best Available Control Technology (BACT): The most stringent emission limit or control technique that has been achieved in practice that is applicable to a particular emission source.

Best Management Practices (BMP): The most current methods, treatments, or actions in regards to environmental mitigation responses.

Bikeways: Bicycle travel way, encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biocorridors: Interconnected tracts of land characterized by significant natural resource value through which native species can disperse.

Biodiversity: Biological diversity in an environment as indicated by numbers of different species of plants and animals, as well as the relative abundance of all the species within a given area.

Biological Corridor: A linear landscape feature that provides a link for faunal and floral movement between two patches of comparatively undisturbed habitat, such that both faunal and floral species can migrate to repopulate or maintain current populations in more restricted habitat areas.

Biotic Community: A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Buffer: Land that protects natural and/or cultural values of a resource or park from adverse effects arising outside the buffer.

Cahuilla Indians: A tribe belonging to the Shoshonean division of the Uto-Aztecan linguistic family. Tribes in this group range from the Aztecs of Mexico to the Hopi, Papago, and Pima of Arizona, the Ute of Colorado, and tribes of the Morongo Reservation area, including the Serrano, Cupeno, and Gabrielino.

California Administrative Code: The procedures that California state agencies must follow when adopting, amending, or repealing regulations.

California Coastal Commission: Established by the 1972 Coastal Act to review and approve projects and actions within a defined zone along the California coastline for compliance with the Coastal Act.

California Department of Parks and Recreation: Established in 1961, it originally consisted of the statutory Divisions of Beaches and Parks, Small Craft Harbors, Recreation and Administration; it is organizationally within the Resources Agency. It is the legal name for California State Parks.

California Environmental Quality Act (CEQA): A state law (PRC §21000 et al.) requiring state and local agencies to take actions on projects with consideration for environmental protection. If a proposed activity may result in a significant adverse effect on the environment, an EIR must be prepared. General Plans require a “program EIR,” and park development projects require a project environmental document.

California Native Plant Society (CNPS): A statewide non-profit organization of amateurs and professionals with a common interest in increasing the understanding and appreciation of California's native plans and conserving them and their habitats through education, science, advocacy, horticulture, and land stewardship.

California Natural Diversity Database (CNNDB): Maintained by the California Department of Fish and Game, CNNDB is a statewide inventory of the locations and condition of the state's rarest species and natural communities. It is a "heritage program" and is part of the National Heritage Network, a nationwide network of similar programs. The goal of CNNDB is to provide the most current information on the state's most imperiled elements of natural diversity and to provide tools to analyze these data.

California State Parks and Recreation Commission: Established in 1927 to advise the Director of Parks and Recreation on the recreational needs of the people of California. In 1928 it gathered support for the first state park bond issue. The Commission schedules public hearings to consider classification or reclassification and the approval of State Parks' general plan (and amendments) for each park unit.

Chaparral: Stands of dense, spiny shrubs with tough evergreen leaves that are in areas along the coasts between 30° and 40° latitude that usually have mild rainy winters and long, hot, dry summers. These shrubs have been prevented from growing due to various environmental stresses, including aridity, a short growing season, low-nutrient soil, and frequent fires.

Classification: Official designation of units of the State Park System. Classification are established by the State Parks and Recreation Commission at the recommendation of California Department of Parks and Recreation staff, and are based on the sensitivity and kind of the unit's most important resources, and what types of use the unit will receive from the public.

Clean Water Act (CWA): Enacted in 1972 to create a basic framework for current programs to control water pollution; it provides statutory authority for the National Pollutant Discharge Elimination System (NPDES).

Concession: A contract with persons, corporations, partnerships, or associations for the provision of products, facilities, programs, and management and visitor services that will provide for the enhancement of park visitor use, enjoyment, safety, and convenience. Concession developments, programs, and services must be compatible with a park unit's classification and general plan provisions.

Conservation Easement: Acquisition of rights and interests to a property to protect identified conservation or resource values using a reserved interest deed. Easements may apply to entire parcels of land or to specific parts of the property. Most are permanent, although term easements pose restrictions for a limited number of years. Land protected by a conservation easement remains on the tax rolls and is privately owned and managed; landowners who donate conservation easements are generally entitled to tax benefits.

Constraints: (1) the state of being restricted or confined within prescribed bounds; (2) one that restricts, limits, or regulates; a check.

County Route: A segment of roadway that has been officially designated by the Director of California Department of Transportation as a scenic corridor.

Cultural Heritage Point of Interest: Human activity site, interpretive exhibit. Utilizes both preservation and interpretation.

Cultural Landscape: A geographic area (including both the cultural and natural resources) associated with a historic event, activity, or person, or exhibiting cultural or aesthetic values. This type is a landscape that evolved through use by people whose activities or occupancy shaped it.

Cultural Preserve: This subclassification protects areas of outstanding historic interest in state parks, including such features as sites, buildings, or zones where significant events in the flow of history in California occurred. They need to be large enough to protect resources from potential damage and to permit effective management and interpretation, and must also have complete integrity of the resources; no conflicting improvements, such as roads, are permitted. Natural resources values are secondary to historical values in cultural preserves.

Cultural Resource: A resource that exists because of human activities. Cultural resources can be prehistoric (dating from before European settlement) or historic (post-European contact).

Culvert: A drain, ditch, or conduit not incorporated into a closed system that carries drainage water under driveway, roadway, railroad, pedestrian walk, or publicway. Culverts are often built to channelize streams and as part of flood control systems.

Cumulative Impact: As defined by the state CEQA Guidelines (§15355), two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts.

Declaration of Purpose (California State Parks): The “declaration of purpose” defines the purpose of the unit in the context of the State Park System and the broadest goals of management. It includes an identification of prime resources, a broad statement of management goals consistent with unit classification, and a general statement of appropriate recreational activities.

Degradation: The reduction of environmental quality in an area through a lessening of diversity, the creation of growth anomalies, or the supplanting of native species by nonnative plant and animal species.

Demographic: Having to do with a particular characteristic of a segment of the public at large; may be connected to the group’s age, the region where the group resides, a particular recreational interest, economic status, etc.

Ecology: The study of the interrelationship of living things to one another and their environment.

Ecosystem: A community consisting of all biological organisms (plant, animals, insects, etc.) in a given area interacting with the physical environment (soil, water, air) to function together as a unit of nature.

Ecotone: A transition area between two adjacent ecological communities, usually exhibiting competition between organisms common to both; often a rich biological area.

Effect/Impact: An environmental change, as defined by State CEQA Guidelines §15358: (1) Direct or primary effects are caused by the project and occur at the same time and place; (2) Indirect or secondary effects that are caused by the project and are late in time or farther removed in distance, but still reasonably foreseeable. Indirect or secondary effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water quality and other natural systems including ecosystems.

Endangered Species: A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes. The U.S. Fish and Wildlife Service and/or the California Department of Fish and Game make this designation.

Endemic: Indigenous to, and restricted to, a particular area.

Environment: As defined in State CEQA Guidelines §15360, “the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historical and aesthetic significance.”

Environmental Impact Report (EIR): A report required by CEQA that assesses all the environmental characteristics of an area and determines what effects of impacts will result if the area is altered or disturbed by a proposed action. If a proposed activity may result in a significant adverse effect on the environment, an EIR must be prepared. General plans require the preparation of a “program” EIR appropriate to its level of specificity.

Environmentally Sensitive: An area in which plant or animal life or their habitats are either rare or especially valuable because of their role in an ecosystem. Such areas can be easily disturbed or degraded by human activities and developments.

Ethnographic: A multi-format group of materials gathered and organized by an anthropologist, folklorist, or other cultural researcher to document human life and traditions.

Exotic Species: A species occurring in an area outside of its historically known natural range that has been intentionally introduced to or have inadvertently infiltrated into the system. Also known as nonnative, ornamental, or introduced species. Exotic animals prey upon native species and compete with them for food and habitat. Exotic plant species can convert native ecosystems into a nonnative-dominated system that provides little benefit to other species in the ecosystem.

Floodplain: A lowland or relatively flat area adjoining inland or coastal waters that is subject to a one or greater chance of flooding in any given year (i.e., 100-year flood).

Floodway: The channel of a natural stream or river and portions of the floodplain adjoining the channel that are required to carry and discharge the floodwater or flood flow of any natural stream or river.

Forbes: Any herbaceous (non-woody) plant having broad leaves, and therefore excluding grasses and grass-like plants.

General Plan (GP): A general plan is a legal planning document required for all cities by the State of California. A general plan lays out the future of a City's development in general terms through a series of policy statements depicted in text and maps. A general plan provides a comprehensive framework for addressing the current and future needs of a city. All city decisions related to development, growth, infrastructure and environmental management must be consistent with the policies contained in the General Plan.

Geology: The scientific study of the origin, history, and structure of the earth.

Grade: The degree of rise or descent of a sloping surface.

Habitat: The physical location or type of environment, in which an organism or biological population lives or occurs. It involves an environment of a particular kind, defined by characteristics such as climate, terrain, elevation, soil type, and vegetation. Habitat typically includes shelter and/or sustenance.

Hazardous Material: Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant presence or potential hazard to human health and safety or to the environment. Lead-based paint is an example of a hazardous material.

Historic Character: The sum of all visual aspects, features, materials, and species associated with a structure or cultural landscape's history, i.e., the original configuration together with losses and later changes. These qualities are often referred to as character defining.

Hydrology: Pertaining to the study of water on the surface of the land, in the soil and underlying geology, and in the air.

Impervious surface: Any material that reduces or prevents absorption of water into land.

Infrastructure: Public services and facilities such as sewage-disposal systems, water supply systems, other utility systems, and road and site access systems.

Initial Study: As defined by State CEQA Guidelines §15365, an analysis of a project's potential environmental effects and their relative significance. An initial study is preliminary to deciding whether to prepare a negative declaration or an EIR.

Interpretation: In this planning document, it refers to a communication process, designed to reveal meanings and relationships of our cultural and natural heritage through involvement with objects, artifacts, landscapes, sties, and oral histories.

Kilowatt Hour: A measure of quality of electrical consumption equal to the power of 1 kilowatt acting for 1 hour.

Kilowatt: A measure of the rate of electrical flow equal to 1,000 watts.

Landform: Configuration of land surface (topography).

Mean Sea Level: The average altitude of sea surface for all tidal stages.

Mitigation Measure: A measure proposed that would eliminate, avoid, rectify, compensate for, or reduce significant environmental effects (see State CEQA Guidelines §15370).

Morphology: Form and structure of a plant that is typical.

National Park Service (NPS): In 1916, Congress established the National Park Service to manage the 14 national parks and 21 national monuments then assigned to the U.S. Department of the Interior. NPS now helps conserve more than 380 parks "unimpaired for the enjoyment of future generations."

National Register of Historic Places (NRHP): The official federal list of buildings, structures, objects, sites, and districts worthy of historic preservation. The register recognizes resources of local, state, and national significance. The register lists only those properties that have retained enough physical integrity to accurately convey their appearance during their period of significance.

Native species: A plant or animal that is historically indigenous to a specific site area.

Natural Preserve: A subclassification within a unit of the State Park System that requires Parks and Recreation Commission approval. Its main purpose is to maintain such features as rare and endangered plants and animals and their supporting ecosystems in perpetuity.

Negative Declaration: When a project is not exempt from CEQA and will not have a significant effect upon the environment, a negative declaration must be written (see State CEQA Guidelines §15371).

Notice of Preparation (NOP): A document stating that an EIR will be prepared for a particular project. It is the first step in the EIR process.

Office of Historic Preservation (OHP): The governmental agency primarily responsible for the statewide administration of the historic preservation program in California. Its responsibilities include identifying, evaluating, and registering historic properties and ensuring compliance with federal and state regulatory obligations.

Open Space: An area with few or no paved surfaces or buildings that may be primarily in its natural state or improved for use as a park.

Project: As defined by the State CEQA Guidelines §15378, a project can be one of the following: a) activities undertaken by any public agency; b) activities undertaken by a person that are supported in whole or in part through contracts, grants, subsidies, loans or other forms of assistance from one or more public agencies; c) activities involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

Public Resources Code (PRC): In addition to the State Constitution and Statues, California Law consists of 29 codes covering various subject areas. The PRC addresses natural, cultural, aesthetic, and recreation resources of the state.

Riparian: Riparian habitat represents the vegetative and wildlife areas adjacent to perennial and intermittent streams and is delineated by the existence of plant species normally found near fresh water.

Riprap: A loose assemblage of broken rock or concrete often used to prevent erosion.

Runoff: That portion of rainfall or surplus water that does not percolate into the ground and flows overland and is discharged into surface drainages or bodies of water.

Septic System: An on-site sewage treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absences of oxygen. Septic systems are often used where a municipal sewer system is not available.

Significant Effect on the Environment: As defined by State CEQA Guidelines §15382, substantial or potentially substantial adverse change on any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to physical change may be considered in determining whether the physical change is significant.

Siltation: The process of silt deposition. Silt is a loose sedimentary material composed of finely divided particles of soil or rock, often carried in cloudy suspension in water.

Solid Waste: Term used to describe the mixture of items, discarded by agricultural, residential, and non-residential activities.

Special-Status Species: Plant or animal species that are typically listed (state and federal) as endangered, rare, and threatened, plus those species considered by the scientific community to be deserving of such listing.

State Historic Preservation Officer (SHPO): The chief administrative officer for the OHP and is also the executive secretary of the State Historic Resources Commission.

Subclassification: A separate classification for a portion or unit of the State Park System. The State Parks and Recreation Commission establish these at the recommendation of Department staff. Cultural Preserves and Wilderness are subclassifications.

Subsidence: The gradual sinking of land as a result of natural or human-made causes.

Threatened Species: An animal or plant species that is considered likely to become endangered throughout a significant portion of its range within the foreseeable future because its prospects for survival and reproduction are in jeopardy from one or more causes. The U.S. Fish and Wildlife Service and/or the California Department of Fish and Game make this designation.

Topography: Graphic representation of the surface features of a place or region on a map, indicating their relative positions and elevations.

Trailhead: The beginning of a trial, usually marked by information signs.

Viewshed: The area that can be seen from a specified location.

Watershed: The total area above a given point on a watercourse that contributes water to the flow of the watercourse; entire region drained by a watercourse.

Wetland: Includes the environment of subtidal, mudflats, tidal salt marsh, periodically inundated or brackish marsh, diked marshland, associated upland, and freshwater marsh.

Wilderness: Within state parks, this is a subclassification requiring approval by the State Parks and Recreation Commission. It provides protection for plants and animals and their supporting ecosystems while also encouraging recreational use. Its provision includes no permanent facilities other than “semi-improved campgrounds” and possible retention of structures existing when the land was designated. No mechanical equipment may be used in a wilderness (including bicycles), and there is a 2000-foot no-fly zone above.

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APPENDIX F
ENVIRONMENTAL COMMITMENT RECORD

(This appendix has been updated following public review of the Draft EIR/EIS)

APPENDIX F
ENVIRONMENTAL COMMITMENT RECORD
(Mitigation Monitoring and Reporting Record)

In order to be sure that all of the mitigation measures identified in this document are executed at the appropriate times, the following mitigation program would be implemented. The mitigation program would follow a three-phase sequence: design of the project, construction and post-construction/maintenance activities. During design and preparation of the contract plans, there would be periodic environmental review to make sure that the mitigation measures and other commitments are incorporated into the final project plans, specifications and cost estimates. A check would be made to determine that Caltrans has received all necessary resource agency permits, and that any additional conditions as specified in the permits are also included in the contract plans.

Prior to construction, field engineers and contract staff would hold meetings with Caltrans environmental division specialists who would identify environmental commitments and explain their background and importance. A preliminary environmental monitoring plan and schedule of field reviews by environmental staff for the duration of construction would be developed. The Resident field engineer would keep a list of names of environmental specialists who have expertise for the various environmental concerns, which may arise during construction activities. The contractor's Storm Water Pollution Prevention Plan would also be reviewed periodically during construction. Environmental staff would determine if environmental obligations or commitments to other agencies would be affected or if new impacts may result to ensure that compliance with these obligations is fulfilled and would review any proposed changes to the original contract plans. Project files would be maintained by Caltrans' environmental branch to document field reviews, monitoring reports, and actions taken to address changes in the construction contract.

After construction is completed, the executed mitigation measures would be maintained. Their effectiveness would be determined through timely monitoring by Caltrans environmental and landscape specialists, and Caltrans environmental engineering coordinator. Highway maintenance personnel would check that all drainage facilities, erosion control devices, irrigation systems and other installations related to environmental commitments are functioning as intended. Plantings would undergo an appropriate period of maintenance to ensure establishment and plant materials would be replaced as necessary. The project environmental analyst would have a continuing coordination role during the final design and construction monitoring. A monitoring form, the Environmental Commitment Record (ECR), would be used as a checklist to track each measure or task, and to make sure that completion of all commitments during future phases of the project are completed. The proposed ECR appears on the following pages. The ECR identifies the appropriate staff and Department branch responsible for making sure that each mitigation measure is completed. The columns Action Taken, Task Completed, Remarks, and Environmental Compliance are blank at this stage; these columns would be filled out in the future as each of the mitigation measures and commitments are implemented.

Note: Various measures may apply to more than one issue area. Duplicative or redundant measures have not been included in this ECR.

	Task and Brief Description	Ref.	Responsible Branch / Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
							Initial	Date		Initial	Date
1.	**DESIGN KICK-OFF**		Design/Project Developer	Beginning of 1 phase							
2.	**ENVIRONMENTAL PS&E REVIEW**		Design/Environmental	District PS&E Circ							
3.	**PRECONSTRUCTION MEETING**		Design	Contract Award							
4.	Transfer Resident Engineer Book		Project Engineer	Pre Constr Meeting							
5.	**PREJOB MEETING**		Design/Construction	Constr							
6.	**ENVIRONMENTAL COMPLIANCE REVIEW**		Design/Construction	Safety Review							
7.	**DESIGN FEATURES MEMORANDUM**		Design/Construction	Post Constr							
8.	**Parks and Recreational Facilities**										
9.	Efforts between Caltrans and the County of San Diego to work cooperatively to avoid land use compatibility conflicts with state transportation facilities are ongoing	3.3	Design	Ongoing							
10.	**Growth**										
11.	Caltrans would continue to coordinate with local jurisdictions with land use authority to encourage them to condition development approvals on the provision of adequate regional transportation facilities.	3.4	Design	Ongoing							
12.	**Community Character and Cohesion**										
13.	The Native American Consultation Program is ongoing to inform the Native American community of the project and to request information and concerns about traditional cultural resources that might be affected by the project.	3.6	Design/Cultural	Ongoing							
14.	**Relocations and Real Property Acquisitions**										
15.	If applicable, relocation assistance payments and counseling would be provided to persons and businesses in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, to ensure adequate relocation and a decent, safe, and sanitary home for displaced residents.	3.7	R/W	Constr							

	Task and Brief Description	Ref.	Responsible Branch / Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
							Initial	Date		Initial	Date
16.	Temporary impacts to businesses during construction would be minimized through implementation of a Transportation Management Plan (TMP)		Design/Construction	Constr							
17.	**Utilities**										
18.	Caltrans would coordinate closely with the utility companies to determine where and how to move facilities in the most appropriate, safe, and non-disruptive manner, when necessary.	3.9	Design/Construction	Pre Constr							
19.	If the utility poles remain, design features would be implemented to protect the utilities and the motorists along SR-76.	3.9	Design/Construction	Design/Constr							
20.	**Traffic and Transportation**										
21.	Preparation of a Transportation Management Plan (TMP) to help identify strategies for alleviating or minimizing work-related traffic delays.	3.10	Design	Pre Constr							
22.	A public awareness program would be developed to inform the public of the upcoming detours and construction schedule	3.10	Design/Construction	Pre Constr							
23.	Emergency providers (fire, police, and medical) would be informed of all detours during construction activities.	3.10	Design/Construction	Pre Constr							
24.	Construction signage, signalization, or flag-persons would be used during construction in areas with pedestrian access	3.10	Design/Construction	Constr							
25.	**Hydrology and Floodplains**										
26.	The Existing Alignment Alternative would require that cross culverts be used under the highway to convey flow from the creeks to the north of the project to the San Luis Rey River. The culverts would be designed without headwaters rising above an elevation that would cause undesirable backwater depths or outlet velocities. The 40 proposed cross culverts would be constructed using pipe materials as	3.13	Design/Resident Engineer/Construction	Constr							

	Task and Brief Description	Ref.	Responsible Branch / Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
							Initial	Date		Initial	Date
	per recommendations from Caltrans District 11										
27.	As a way to offset potential floodplain impacts, standard engineering practices would be used, where feasible, to facilitate drainage.	3.13	Design/Resident Engineer/Construction/ Construction	Constr							
28.	**Cultural Resources**										
29.	Caltrans would depict CA-SDI-681/CA-SDI 5589, CA-SDI 5590, and CA-SDI-776 Locus A as ESAs on all project plans and would restrict entrance into and disturbance of these sites by adhering to an ESA action plan. Each of the sites would be avoided by all construction activity. Caltrans would monitor these locations during construction to prevent the accidental destruction of buried cultural deposits.	3.12	Design/Construction/ Cultural	Pre Constr/ Constr							
30.	The ESA action plan calls for both a “qualified” archaeological monitor and a Native American monitor to be present when ground-disturbing activities occur adjacent to those sites designated as ESAs. The ESA action plan would be modified, per Caltrans policy, to include monitoring in those areas designated as Archaeological Monitoring Areas (AMAs). These monitoring areas would be depicted on the design/construction plans, and the archaeologist and Native American monitors would be present at the preconstruction meeting.	3.12	Design/Cultural	Constr							
31.	Prior to construction, a monitoring plan, ESA action plan/AMA plan, and Post-Review Discovery Plan or combination of these plans would be developed. These plans would outline when and how monitoring would occur, and outline notification, discovery, and treatment of cultural resources procedures, including coordination, timeframes, scheduling, compensation, responsibilities, and treatment of new discoveries. Any newly discovered	3.12	Design/Cultural	Pre Constr							

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	cultural resource deposits would be subject to an assessment, and procedures in 36 CFR 800 would be followed. A final monitoring report would be completed that summarizes the results of the monitoring program.										
32.	The archaeologist and Native American monitors would work with the Caltrans construction liaison to accurately delineate and fence, if appropriate, the boundaries of those sites requiring the establishment of ESAs. These sites would be avoided by all construction activities.		Design/Archaeologist/ Construction	Pre Constr							
33.	If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find. If it is not practical to modify the project to avoid destroying or damaging the site, Caltrans would consider other nonavoidance measures such as archaeological data recovery.	3.12	Design/Cultural/ Construction	Constr							
34.	If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to PRC Section 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission who would then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains would contact the District 11 Cultural Branch Chief so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC	3.12	Design/Cultural/ Construction	Constr							

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	5097.98 are to be followed, as applicable.										
35.	**Visual/Landscape**										
36.	Sustainable landscape treatment would be designed to help reinforce and maintain the rural and riparian character of the project area, minimize the adverse visual impacts resulting from construction, provide visual cohesion, and control erosion.	3.11	Design/Construction/ Landscape	Design/Constr							
37.	Landscape design would reflect existing natural tree and shrub massing while softening and enhancing the project area. Large tree and shrub masses would be used for maximum visual effect. Straight lines associated with formal street landscape planting design would be avoided.	3.11	Construction/ Landscape Architecture	Design/Constr							
38.	Replacement plantings of the same species would occur in areas where mature trees and shrubs would be removed during construction.	3.11	Construction/ Landscape Architecture	Design/Constr							
39.	Sustainable plant material that can be readily established with an extended plant establishment period and limited irrigation would be used. The plant palette would consist of native trees, shrubs, and ground covers that are similar in composition to the adjacent habitats and that reinforce the landscape concept.	3.11	Construction/ Landscape Architecture	Design/Constr							
40.	Design of landform alteration to achieve natural-appearing slopes, to soften long or high slope banks, and to reduce visual scarring of the existing terrain	3.11	Design/ Landscape	Design/Constr							
41.	Contour grading would be employed where feasible, to construct subtly undulating landforms while minimizing the usual straight cut-and-fill manufactured slopes typical of much highway construction.	3.11	Design/Resident Engineer/Construction/ Landscape	Design/Constr							

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42.	Grading would result in land surfaces where feasible, that reflect the naturally occurring contours prior to the alteration or that suggest natural terrain that is rounded and nonplanar. Slopes would have variable gradients and undulate to simulate a natural slope.	3.11	Design/Resident Engineer/Construction/ Landscape	Design							
43.	Blasting and cutting through granite and other rock would be sculpted to achieve a rough, irregular, naturally appearing surface. Any existing outcroppings and large rocks would remain in place when possible. Rock surfaces exposed after blasting or cutting should be coated with a desert varnish (rock staining) to create an aged effect.	3.11	Design/Construction	Design							
44.	Rock slope protection in the form of stone riprap would be used on exposed fill slopes along the edges of the transportation corridor in order to protect the SR-76 from river encroachment. Additional exposed rock/rock slope protection measures would be taken.	3.11	Design/Resident Engineer/Construction	Design/Constr							
45.	Where feasible, walls may occur and would be consistent with the rural character of the project area. Walls would be earth tones, with consideration given to screening the walls with vines or planting.	3.11	Design/Resident Engineer/Construction/Landscape Architecture	Design/Constr							
46.	Where feasible, bridge Design features would include earth-toned integral color concrete, natural stone veneer, or a form-liner pattern (e.g., Antietam Dry-Stack pattern). Additionally, large vertical planes would be broken up by variations in texture (e.g., decorative banding), when appropriate.	3.11	Design/Resident Engineer/Construction	Design/Constr							
47.	Where feasible, fencing would be treated as a decorative element within the landscape whenever feasible. Split rail or comparable style would be	3.11	Design	Design/Constr							

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	considered in this area to reinforce the rural experience. In instances requiring chain-link fencing, the fencing would be galvanized with a finish/color that maintains the rural character of the project area.										
48.	Excess pavement would be abandoned and removed, and some of those areas revegetated.	3.11	Design/Resident Engineer/Construction	Design/Constr							
49.	Median barriers would be earth tones (tan buff/latte).	3.11	Design	Design/Constr							
50.	Where feasible, efforts would be made to incorporate guardrail materials that maintain the rural character of the project area. Earth-toned materials (i.e. wood) would be considered, as they further reinforce the existing rural experience.	3.11	Design	Design/Constr							
51.	When selecting lighting fixtures, particular attention would be paid to the scale, texture, color, and ability to satisfy the lighting requirements. The lighting would be appropriate for the rural nature of the area and would include such elements as glare shields or amber bulbs to minimize impacts to sensitive habitat and visual.	3.11	Design/Traffic/ Electrical	Design/Constr							
52.	**Geology and Soils**										
53.	Some slopes may require rock-fall protection, which may include additional set back areas near the traveled way, rock bolts, slope drapes, or rock-fall barriers.	3.15	Resident Engineer/ Construction	Design/Constr							
54.	If potentially liquefiable materials such as loose saturated sand and silts are encountered, a liquefaction analysis would be performed to evaluate the potential for liquefaction at the site and appropriate design measures would be taken based on the conclusions and recommendations of the report.	3.15	Geotech	Constr							
55.	Seismic settlement may exert a down drag force on pile foundations and adjacent structures. The magnitude of	3.15	Resident Engineer/ Construction/Geotech	Pre Constr							

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	the settlement would be estimated and foundation mitigation would be considered on a case-by-case basis. In general, adverse conditions would be mitigated on a site-specific basis with a preconstruction technical study and employment of specialized design and engineering practices based on the conditions at each location.										
56.	**Paleontology**										
57.	A qualified paleontologist would be at the pre-construction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues.	3.16	Resident Engineer/ Construction/Design/ Paleontology/ Environment	Pre Constr							
58.	A paleontological monitor would be on site on a full-time basis during the original cutting of previously undisturbed deposits of moderate sensitivity paleontological resources (Pleistocene older alluvial deposits) to inspect exposures for contained fossils.	3.16	Resident Engineer/ Construction/Design/ Paleontology	Constr							
59.	If fossils are discovered, the paleontologist (or paleontological monitor) would recover them.	3.16	Resident Engineer/ Construction/Design/ Paleontology	Constr							
60.	During the monitoring and recovery phases of the PMP, the qualified paleontologist and/or the paleontological monitor would also routinely collect stratigraphic data	3.16	Resident Engineer/ Construction/Design/ Paleontology	Constr							
61.	Fossil remains collected during monitoring and salvage would be cleaned (removal of extraneous enclosing sedimentary rock material), repaired (consolidation of fragile fossils and gluing together broken pieces), sorted (separating fossils of the different species), and cataloged (scientific identification of species, assignment of inventory tracking numbers, and recordation of these numbers in a computerized collection	3.16	Resident Engineer/ Construction/Design/ Paleontology	Constr							

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	database) as part of the mitigation program.										
62.	A curation agreement would be prepared as part of the mitigation program and the recovered materials along with copies of all pertinent field notes, photos, and maps, would be deposited in an approved repository for curation.	3.16	Paleontology	Post Constr							
63.	A final summary report would be completed that outlines the results of the mitigation program.	3.16	Environment	Post Constr							
64.	**Hazards and Hazardous Material**										
65.	A limited hazardous waste study would be performed for potentially elevated levels of petroleum hydrocarbon and MTBE contamination within the limits of proposed construction, and/or right-of-way acquisition, adjacent to the existing ExxonMobil gas station.	3.17	Environment	Pre Constr							
66.	If contaminated soils and/or groundwater are encountered within the areas proposed for construction, the soils and/or groundwater would require chemical characterization and subsequent disposal at an appropriate landfill or reuse as fill material prior to/during construction. If dewatering is performed in this area, a National Pollutant Discharge Elimination System (NPDES) permit would be required for discharge of water (Order No. R9-2008-0002, NPDES No. CAG919002).	3.17	Design/NPDES/ Construction	Pre Constr							
67.	Asbestos surveys and lead-based paint surveys would be conducted by a certified consultant prior to any modification to, or demolition of, the existing SR-76 bridge structure overcrossing I-15. If asbestos and/or lead-based paint are encountered on any bridge components, such materials would be properly handled and removed using a qualified	3.17	Certified Consultant	Pre Constr/ Constr							

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	abatement company, contained, labeled, and disposed of off-site at a solid waste disposal facility designated to accept asbestos waste										
68.	To avoid impacts from pavement striping during construction, it is recommended that testing of paint striping and/or markings for the presence of lead and other heavy metals be performed prior to construction. Any paint stripings and/or markings found to contain heavy metals would be removed and disposed of in accordance with Caltrans Standard Special Provisions.	3.17	Resident Engineer/ Construction	Pre Constr							
69.	For any previously unknown hazardous waste/material encountered during construction, the procedures outlined in *Caltrans Hazards Procedures for Construction* would be followed	3.17	Resident Engineer/ Construction	Constr							
70.	Gas utilities are known within the project location and would be addressed prior to construction	3.17	Resident Engineer/ Construction/ Design	Pre Constr							
71.	When treated wood is removed, it must be disposed of at a composite-lined solid waste landfill facility permitted to accept such waste or be reused within the project limits.	3.17	Resident Engineer/ Construction	Constr							
72.	**Air Quality**										
73.	Land disturbance would be minimized to minimize emission of fugitive dust, PM10, and PM2.5.	3.18	Resident Engineer/ Construction	Constr							
74.	Watering trucks would be used to minimize dust on the site.	3.18	Resident Engineer/ Construction	Constr							
75.	Grading and earth moving would be suspended when wind gusts exceed 25 mph unless soil is wet enough to prevent dust plumes.	3.18	Resident Engineer/ Construction	Constr							
76.	Surface of dirt piles would be stabilized if not removed within two days.	3.18	Resident Engineer/ Construction	Constr							
77.	Vehicular paths on unpaved surfaces would be limited and temporary roads would be stabilized.	3.18	Resident Engineer/ Construction	Constr							

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78.	Unnecessary vehicular and machinery activities would be minimized.	3.18	Resident Engineer/ Construction	Constr							
79.	Sweep streets where sediment is tracked from the jobsite onto paved roads and immediately after soil-disturbing activities occur or off-site tracking is observed.	3.18	Resident Engineer/ Construction	Constr							
80.	Disturbed land would be revegetated to minimize the emission of fugitive dust, PM10, and PM2.5.	3.18	Resident Engineer/ Construction/Landscape Architecture	Design/Constr							
81.	Unused material would be removed from the project site to minimize the emission of fugitive dust, PM10, and PM2.5.	3.18	Resident Engineer/ Construction	Constr							
82.	Measures would be incorporated into the project to minimize exposure to diesel particulate emissions, including locating construction equipment and truck staging and maintenance areas as far as feasible and nominally downwind of schools, active recreation areas, and other areas of high population density.	3.18	Resident Engineer/ Construction	Constr							
83.	**Noise Attenuation**										
84.	As required by the Caltrans' Standard Specification 7-1.011, each internal combustion engine would be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine would be operated on the project without this muffler	3.19	Resident Engineer/ Construction	Constr							
85.	Staging areas would be located at least 500 feet from occupied residential units. Work in staging areas that generate loud noises, such as equipment maintenance, would not occur during the hours prohibited for construction work	3.19	Resident Engineer/ Construction/ Design	Constr							
86.	If traffic control and construction signs that require power for lighting or flashing are located near residential units, the source of power would be batteries, solar cells, or another quiet source. Gas- or diesel-fueled internal combustion engines would not be used	3.19	Resident Engineer/ Construction/ Design/Traffic/ Electrical	Constr							

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87.	Pile driving and explosives blasting would be restricted to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, and would not be allowed on Saturdays, Sundays, or holidays	3.19	Resident Engineer/ Construction	Constr							
88.	**Water Quality**										
89.	Design Pollution Prevention BMPs would be considered to minimize downstream impacts to the channels.	3.14	Resident Engineer/ Construction	Constr							
90.	Treatment BMPs would be considered to treat storm water runoff.	3.14	Resident Engineer/ Construction	Constr							
91.	**Biological Opinion Recommendations**										
92.	Access to the sewer easement access road would be limited through the use of locked gates or similar methods which would prevent unauthorized vehicles from using the sewer easement access road while maintaining connectivity for wildlife at the wildlife undercrossings. Access control measures for the sewer easement access road would be provided to the CFWO for review and approval.	Appendix K	Design/Biologist/ Construction	Constr Post Constr							
93.	Geotechnical work would be conducted between September 16 and February 14 to avoid the gnatcatcher, vireo, flycatcher, and toad breeding seasons and would proceed in advance of other project impacts. In order to minimize temporal impacts to habitats in the project area, and due to the minimal area of impact proposed in association with the geotechnical work, this work would proceed prior to placement of ESA fencing, arroyo toad exclusion fencing (except as feasible for trenching locations), completion of the arroyo toad translocation and monitoring program for the larger project, and gnatcatcher preconstruction surveys.	Appendix K	Geotech/Biologist	Constr							

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94.	To ensure there are no unanticipated impacts to gnatcatchers, all activities conducted for geotechnical work would be monitored by a CFWO-approved gnatcatcher biologist who would walk ahead of equipment to flush birds towards areas of habitat to be avoided and would record the number and location of gnatcatchers disturbed by geotechnical work. Caltrans would submit the biologist's name, address, telephone number, and work schedule on the project to the Service for review and approval at least 5 working days prior to initiating project impacts. The biologist would be provided with a copy of this consultation.	Appendix K	Design/Biologist/ Geotech	Pre Constr Constr							
95.	All activities conducted for geotechnical work would also be monitored by a CFWO approved arroyo toad biologist who would salvage and relocate arroyo toads and quantify take of arroyo toads. Arroyo toad translocation and monitoring methodology for the geotechnical work would be defined and documented in coordination with the CFWO. Caltrans would submit the biologist's name, address, telephone number, and work schedule on the project to the Service for review and approval at least 5 working days prior to initiating project impacts. The biologist would be provided with a copy of this consultation.	Appendix K	Design/Biologist/ Geotech	Pre Constr Constr							
96.	Under the guidance of the arroyo toad biologist, trenching locations would be located, to the greatest extent feasible, out of areas deemed to be more likely to harbor aestivating arroyo toads. As feasible, and in coordination with the CFWO, arroyo toads may be excluded from trenching areas through the use of temporary fencing and watering; however water trucks may not be able	Appendix K	Design/Biologist/ Geotech	Pre Constr Constr							

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	to reach all trenching locations or may result in greater disturbance of habitat. Decisions on whether arroyo toads can effectively be excluded from trenching areas would be made by the arroyo toad biologist in coordination with the CFWO.										
97.	Under the guidance of the arroyo toad biologist, boring sites would be hand excavated using a small spade to a depth of 0.3 m (1 ft) to detect and salvage aestivating arroyo toads if present.	Appendix K	Biologist/ Geotech	Constr							
98.	Work during rain events should be avoided to the greatest extend feasible as arroyo toads may become active during rain events and the movement of equipment through mud may result in sedimentation into breeding habitat. To ensure that work is completed as rapidly as possible such that the temporal disturbance of the habitat is limited, work may continue during a light or intermittent rain early in the fall, if the arroyo toad biologist, using his/her best judgment, determines that increased impacts to arroyo toads are unlikely.	Appendix K	Biologist/ Construction	Constr							
99.	All movement of personnel and equipment would be limited to designated access routes which would be established through the crushing of vegetation. To establish access routes, a minimal amount of grading may be required where there is a drop-off between the pavement and the ground, and no other grading would occur to establish access routes. In addition, topsoil may be scraped when anything too large to drive over has to be moved out of the way (e.g., logs), and no other soil movement would occur to establish access routes. Access routes would be approximately 3 m (10 ft) wide, which is the width	Appendix K	Design/Resident Engineer/Construction/ Biologist	Constr							

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	necessary to access boring sites. Wood or metal would be placed where soils could cause equipment to become stuck.										
100.	If possible, equipment used would have soft tires with minimal tread, and a wide wheel base to better distribute weight and reduce soil disturbance.	Appendix K	Resident Engineer/ Construction/Biologist	Constr							
101.	Plastic sheeting would be placed under drill rigs to prevent equipment oils from reaching the ground. Amphibians are known to be attracted to plastic sheeting due to the moisture it captures. If plastic sheeting must be left in arroyo toad habitat overnight, the edges would be secured such that amphibians are not able to crawl underneath the plastic.	Appendix K	Resident Engineer/ Construction/Biologist	Constr							
102.	All boring holes would be filled to prevent small animals from becoming trapped in the holes.	Appendix K	Resident Engineer/ Construction/Biologist	Constr Post Constr							
103.	To ensure that arroyo toads do not burrow into loose dirt that would later be moved, trenches would be created and filled the same day. If it is necessary to leave piles of loose dirt in areas of arroyo toad habitat for more than a day, they would be surrounded by sediment fencing to prevent toads from burrowing into the dirt.	Appendix K	Biologist/Resident Engineer/Construction	Constr Post Constr							
104.	Vehicle speed would not exceed 24 km per hour (15 mi per hour).	Appendix K	Resident Engineer/ Construction/Biologist	Constr							
105.	All spoils, trash, debris, and material disposal would be removed out of the project area and stored or disposed of properly at an approved disposal facility.	Appendix K	Resident Engineer/ Construction/Biologist	Constr Post Constr							
106.	Permanent and temporary impacts to gnatcatchers, vireos, flycatchers, arroyo toads, ambrosia, and their critical habitats would be offset through conservation and restoration at the Groves, Tabata, and Vessels mitigation properties.	Appendix K	Biologist	Constr/ Post Constr							

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107.	Perpetual biological conservation easements or other conservation mechanisms acceptable to the CFWO would be recorded over the areas preserved, restored, and/or enhanced by the project at the Groves, Tabata, and Vessels mitigation properties. The conservation mechanisms would specify that no easements or activities (e.g., fuel modification zones, public trails, drainage facilities, walls, maintenance access roads) that would result in soil disturbance and/or native vegetation removal would be allowed within the biological conservation easement areas (with the exception of approved trails at the Groves). Caltrans anticipates that they would not be able to place the conservation easements or other conservation mechanisms for these properties prior to initiating project impacts; however, annual reports would be provided on their status until the conservation mechanisms have been placed over the properties.	Appendix K	Biologist/Design/ Construction	Design/ Pre Constr							
108.	Caltrans, under the Environmental Mitigation Program (EMP) Memorandum of Agreement (MOA), would ensure that perpetual management, maintenance, and monitoring plans are prepared and implemented for the Groves, Tabata, and Vessels mitigation properties.	Appendix K	Biologist	Constr							
109.	Caltrans, under the EMP MOA, would ensure that non-wasting endowments for amounts approved by the CFWO based on Property Analysis Records (PAR) (Center for Natural Lands Management ©1998) or similar cost estimation methods are established to secure the ongoing funding for the perpetual management, maintenance and monitoring of the Groves, Tabata, and Vessels mitigation properties.	Appendix K	Biologist	Post Constr							

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110.	Caltrans, under the EMP MOA, would ensure that draft management plans are submitted to the CFWO for review and approval. The HMPs would include, but not be limited to, the following: 1) the PAR or other cost estimation results for the non-wasting endowment; 2) proposed land manager's name, qualifications, business address, and contact information; 3) method of protecting the resources in perpetuity (e.g., conservation easement), monitoring schedule, measures to prevent human and exotic species encroachment, funding mechanism, and contingency measures would problems occur. Caltrans would ensure that the final management plans are submitted to the CFWO and would coordinate with the CFWO to determine a mutually satisfactory solution for the establishment of endowments for perpetual management. Caltrans anticipates that the management plans would not be prepared prior to initiating project impacts; however, annual reports would be provided on their status until the final management plans have been provided and the endowments have been established, which would occur no later than December 1, 2014.	Appendix K	Biologist	Post Constr							
111.	To the maximum extent practicable, all temporary impact areas would be revegetated and restored with native species, with the exception of small, isolated areas adjacent to landscaped or developed areas where planting native species would provide little or no biological value. The SR-76/I-15 interchange would be included in the area to be restored with native species.	Appendix K	Biologist/Landscape/ Design/Construction	Constr/ Post Constr							

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112.	Prior to initiating project impacts, a restoration plan would be developed for the temporary impact areas. The plan would be submitted to the CFWO for review and approval. This plan would include a detailed description of restoration methods, slope stabilization, and erosion control, criteria for restoration to be considered successful, and monitoring protocol(s).	Appendix K	Biologist/Landscape	Pre Constr							
113.	Following the completion of construction activities, the restoration plan would be implemented for a minimum of 5 years, unless success criteria are met earlier and all artificial water has been off for at least 2 years.	Appendix K	Biologist	Post Constr							
114.	Sections of existing SR-76 proposed for decommissioning would be restored using the same practices and plans as those areas temporarily impacted by the project. These areas would be planted as soon as possible following grading to prevent encroachment by weeds.	Appendix K	Biologist/Landscape	Constr/ Post Constr							
115.	A CFWO-approved biologist (Biological Monitor) would monitor project construction to ensure that the project is implemented consistent with the measures described herein. Caltrans would submit the biologist's name, address, telephone number, and work schedule on the project to the CFWO at least 5 working days prior to initiating project impacts.	Appendix K	Biologist	Constr							
116.	To the maximum extent possible, cut slopes adjacent to native habitats would be revegetated with native upland habitats with similar composition to those within the project study area. Fill slopes and areas adjacent to wetlands and drainages would be revegetated with appropriate native upland and wetland species.	Appendix K	Biologist/Landscape	Post Constr							

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117.	The revegetated areas would have temporary irrigation and would be planted with native container plants and seeds selected in coordination with the Project Biologist. At least 3 years of plant establishment/ maintenance on these slopes would be conducted to control invasive weeds.	Appendix K	Biologist/Landscape	Post Constr							
118.	Bioswales would be planted with appropriate species as determined in coordination with the Project Biologist and storm water pollution prevention professional. These areas would be planted as soon as possible following grading to prevent encroachment by weeds.	Appendix K	Biologist/Landscape	Constr/ Post Constr							
119.	Duff from areas with coastal sage scrub and chaparral would be saved and rare plants would be salvaged to aid in revegetating slopes and temporarily disturbed areas with native species.	Appendix K	Biologist/Landscape/ Geotech/Construction	Constr							
120.	If maintenance of a wetland restoration/enhancement area potentially occupied by vireos or flycatchers is necessary between March 15 and September 15, a qualified biologist would survey for vireos and flycatchers within the creation/restoration/enhancement area, access paths to it, and other areas susceptible to disturbances by creation/restoration/enhancement site maintenance. Surveys would consist of three visits separated by two weeks starting April 10 of each maintenance/monitoring year. Restoration work would be allowed to continue on the site during the survey period. However, if vireos or flycatchers are found during any of the visits, the Caltrans Project Biologist would notify and coordinate with the CFWO to identify measures to avoid and/or minimize effects to the vireo	Appendix K	Biologist	Constr							

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	and/or flycatcher (e.g., nests and an appropriate buffer would be flagged by the biologist and avoided by the maintenance work).										
121.	All vegetation clearing for the project would occur between September 16 and February 14 to avoid the gnatcatcher, vireo, flycatcher and toad breeding seasons. Clearing may commence earlier in the fall if the Caltrans Project Biologist demonstrates to the satisfaction of the CFWO that all breeding is complete.	Appendix K	Biologist/Construction	Pre Constr							
122.	The names, permit numbers, resumes, and at least three references (of people who are familiar with the relevant qualifications of the proposed biologist) of all biologists who would conduct surveys for gnatcatchers and vireo and who may need to handle, move, or monitor arroyo toads for the project would be submitted to the CFWO for approval at least 15 days prior to the initiation of species-specific surveys or monitoring efforts. The Caltrans Project Biologist would be responsible for overseeing and coordinating the surveys and monitoring efforts of all other biologists working on the project.	Appendix K	Biologist	Pre Constr/ Constr							
123.	A minimum of three focused surveys, on separate days, would be conducted to determine the presence of gnatcatchers in the project impact footprint (vireos and flycatchers are migratory and are not anticipated to be present during vegetation clearing, and arroyo toads are addressed with specific measures below). Surveys would begin a maximum of 30 days prior to performing vegetation clearing/grubbing, and one survey would be conducted the day immediately prior to the initiation of vegetation clearing.	Appendix K	Biologist	Pre Constr							

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124.	The Caltrans Project Biologist and/or Biological Monitor would be on site during: a) initial clearing and grubbing; and b) weekly during project construction within 152 m (500 ft) of offsite gnatcatcher, vireo, flycatcher, arroyo toad, and ambrosia habitat to ensure compliance with all conservation measures. The Biological Monitor would have the following responsibilities with respect to construction oversight (see below):	Appendix K	Biologist	Pre Constr/ Constr							
125.	• If any gnatcatchers are found within the project impact footprint, the Biological Monitor or Caltrans Project Biologist would request that the Resident Engineer direct construction personnel to begin vegetation clearing/grubbing in an area away from the gnatcatchers. It would be the responsibility of the Caltrans Project Biologist and Biological Monitor to ensure that gnatcatchers would not be injured or killed by vegetation clearing/grubbing. A CFWO-approved gnatcatcher biologist would walk ahead of clearing/grubbing equipment to flush birds towards areas of coastal sage scrub to be avoided and would record the number and location of gnatcatchers disturbed by vegetation clearing/grubbing. The Caltrans Project Biologist would notify the CFWO at least 7 days prior to vegetation clearing/grubbing;	Appendix K	Biologist	Pre Constr/ Constr							
126.	• Oversee installation of and inspect the construction fencing, arroyo toad fencing, and erosion control measures a minimum of once per week to ensure that any breaks in the fencing or erosion control measures are repaired immediately;	Appendix K	Biologist	Pre Constr/ Constr							

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127.	• Periodically monitor the work area to ensure that work activities do not generate excessive amounts of dust;	Appendix K	Biologist	Pre Constr/ Constr							
128.	• Train all contractors and construction personnel on the biological resources associated with the projects and ensure that training is implemented by construction personnel. At a minimum, training would include: 1) the purpose for resource protection; 2) a description of the sensitive resources and their habitats; 3) the conservation measures that would be implemented during project construction to conserve the sensitive resources, including strictly limiting activities, vehicles, equipment, and construction materials to the fenced project footprint to avoid sensitive resource areas in the field (i.e., avoided areas delineated on maps or on the project site by fencing); 4) environmentally responsible construction practices; 5) the protocol to resolve conflicts that may arise at any time during the construction process; and 6) the general provisions of the Act, the need to adhere to the provisions of the Act, and the penalties associated with violating the Act;	Appendix K	Biologist	Pre Constr/ Constr							
129.	• Request that the Resident Engineer halt work, if necessary, and confer with the Caltrans Project Biologist to ensure the proper implementation of species and habitat protection measures. The Caltrans Project Biologist would confer with the CFWO and report any non-compliance issue to the CFWO within 24 hours of its occurrence;	Appendix K	Biologist	Pre Constr/ Constr							

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130.	• Submit monthly email reports (including photographs of impact areas) to the Caltrans Project Biologist during clearing of native habitats and project construction. The monthly reports would document that authorized impacts were not exceeded and general compliance with all conditions. The reports would also outline the location of construction activities, the type of construction that occurred, and equipment used. These reports would specify numbers, locations, and sex of gnatcatchers, vireos, flycatchers and arroyo toads (if observed), their observed behavior (especially in relation to construction activities), and remedial measures employed to avoid and minimize impacts to listed species. The Caltrans Project Biologist would review reports and forward them to the CFWO. Raw field notes would be available upon request by the CFWO; and	Appendix K	Biologist	Pre Constr/ Constr							
131.	• Submit a final report to the Caltrans Project Biologist within 120 days of project completion that includes: photographs of habitat areas that were to be avoided and other relevant summary information documenting that authorized impacts were not exceeded and that general compliance with all conservation measures was achieved. As-built construction drawings with an overlay of habitat that was impacted and avoided would be provided as well once they have been completed. The Caltrans Project Biologist would review the report and forward it to the CFWO.	Appendix K	Biologist	Pre Constr/ Constr							

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132.	All native or sensitive habitats outside and adjacent to the permanent and temporary construction limits would be designated as Environmentally Sensitive Areas (ESAs) on project maps. ESAs would be temporarily fenced during construction with orange plastic snow fence, orange silt fencing, or in areas of flowing water, with wire mesh, t posts and sand or gravel bags. No personnel, equipment or debris would be allowed within the ESAs. Fencing and flagging would be installed in a manner that does not impact habitats to be avoided and such that it is clearly visible to personnel on foot and operating heavy equipment. Caltrans would submit to the CFWO for approval, at least 5 days prior to initiating project impacts (except for impacts resulting from clearing to install temporary fencing), the final plans for initial clearing and grubbing of habitat and project construction. These final plans would include photographs that show the fenced and flagged limits of impact and all areas to be impacted or avoided. If work occurs beyond the fenced or demarcated limits of impact, the Biological Monitor would request that the Resident Engineer halt work until the problem has been remedied. The Caltrans Project Biologist would notify the CFWO of the problem within 24 hours of its occurrence. Temporary construction fencing and markers would be maintained in good repair until the completion of project construction and removed upon project completion.	Appendix K	Biologist								
133.	An arroyo toad translocation monitoring program would be developed and implemented. The program would be provided to the	Appendix K	Design/Biologist	Pre Constr/ Constr							

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	CFWO for review and approval. The program would include the following requirements (see below):										
134.	• Prior to clearing, grubbing, and construction activities, a CFWO-approved arroyo toad biologist would monitor arroyo toad breeding activity in those project areas containing or adjacent to breeding habitat. The biologist would determine when egg clutches or larvae are no longer present in the waterway (generally late May at lower elevation, June at higher elevation). When sign of breeding is no longer evident, an exclusionary fence would be installed and clearance surveys initiated.	Appendix K	Design/Biologist	Pre Constr/ Constr							
135.	• Prior to clearing, grubbing, and construction activities, arroyo toad exclusionary fencing would be installed around the perimeter of all work areas within potential arroyo toad habitat. In areas without water flows, the fence would consist of woven nylon fabric or similar material at least 0.6-m (2-ft) high, staked firmly to the ground. In areas where soils are suitable for aestivation, the lower 0.3 m (1 ft) of material would stretch outward along the ground and be secured with a continuous line of sandbags to prevent burrowing beneath the fence. Doubling this line (i.e., stacking sand or gravel bags two-deep) may reduce maintenance and would be considered to improve the integrity of the fencing. In areas where soils are not suitable for aestivation, (i.e., hardpack soils), fencing would be buried to reduce maintenance concerns and improve the integrity of the fencing over time. Mechanized installation of buried portions of the	Appendix K	Design/Biologist	Pre Constr/ Constr							

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	fencing may be considered as it may reduce foot-traffic and disturbance of adjacent habitat. In areas where there is existing or potential inundation, wire mesh held in place with t-posts and secured with sand or gravel bags would be utilized to allow for the passage of water flows without compromising the integrity of the fencing. A small amount of vegetation would be removed to facilitate installation of the fencing, so long as it is conducted without disturbing the soil in areas where soils are suitable for aestivation, and does not impact habitats to be avoided. Decisions on the appropriate fencing installation method for a given reach would be made by the arroyo toad biologist. Fencing would be clearly visible to personnel on foot and operating heavy equipment. Arroyo toad exclusionary fencing would be maintained in good repair until the completion of project construction and removed upon project completion.										
136.	• Prior to the initiation of construction activities, but after exclusionary fencing has been installed, a minimum of six consecutive night surveys for arroyo toads would be conducted within the fenced project area by the approved arroyo toad biologist. Surveys would continue until there have been two consecutive nights without toads inside the fence. Arroyo toads would be excluded from the fenced project footprint before large-scale vegetation removal efforts commence; however, some vegetation removal may occur to improve visibility for salvage of	Appendix K	Design/Biologist	Pre Constr/ Constr							

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	arroyo toads, so long as it is conducted without disturbing the soil and within the fenced project footprint. Surveys would be conducted during the appropriate climatic conditions and during the appropriate time of night to maximize the likelihood of encountering arroyo toads. If climatic conditions are not appropriate for arroyo toad movement during the surveys, the biologist may attempt to illicit a response from the arroyo toads, during nights (i.e., at least 1 hour after sunset) with temperatures above 10 degrees Celsius (50 degrees Fahrenheit), by spraying the project area with water to simulate a rain event. It is not feasible to spray the entire project area with water; therefore, spraying would occur in the areas of greatest concern under the direction of the approved toad biologist.										
137.	• Capture methods would follow commonly accepted techniques for amphibian field sampling, including capture by hand and pit-fall trapping. All pitfall traps would be covered or removed when clearance surveys are not occurring. Arroyo toads would be handled in an expedient manner with minimal harm. Captured arroyo toads would not be handled for more than 15 minutes. Any arroyo toad exhibiting signs of physiological distress would be immediately released in the most proximal and safe suitable habitat. Any arroyo toads captured would be checked for a Passive Integrated Transponder (PIT) tag with a PIT-tag reader by the approved arroyo toad biologist.	Appendix K	Design/Biologist	Pre Constr/ Constr							

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138.	• If the exclusion fencing is found damaged during weekly monitoring conducted by the arroyo toad biologist or Biological Monitor during the active season for the arroyo toad (March 15 to July 31), thereby allowing arroyo toads access to the impact area, arroyo toad exclusion surveys would be repeated by the approved arroyo toad biologist for a minimum of three consecutive nights prior to any additional construction activities occurring in the area.	Appendix K	Design/Biologist	Pre Constr/ Constr							
139.	• The approved arroyo toad biologist would monitor all groundbreaking activities that occur within areas demarcated with arroyo toad exclusion fencing to salvage and relocate arroyo toads and to quantify take of arroyo toads.	Appendix K	Design/Biologist	Pre Constr/ Constr							
140.	• If construction would occur in arroyo toad breeding habitat during the active season for the arroyo toad (March 15 to July 31) while water is flowing in the creek or has ponded within the action area, the approved arroyo toad biologist would monitor potential arroyo toad breeding habitat to determine whether egg clutches, larvae, or juveniles are present in the waterway. If eggs, larvae, or juvenile arroyo toads are found, the Biological Monitor would request that the Resident Engineer halt work in the area until sign of breeding is no longer evident.	Appendix K	Design/Biologist	Pre Constr/ Constr							
141.	• To avoid transferring disease or pathogens between aquatic habitats during surveys and handling of arroyo toads, the Biologist would follow the Declining Amphibian Population Task Force's Fieldwork Code of Practice (DAPTF 1998), or newer version when available.	Appendix K	Design/Biologist	Pre Constr/ Constr							

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142.	• American bullfrogs (*Lithobates catesbeiana*) and other exotic animal species that prey upon or compete with arroyo toads for resources would be excluded, destroyed, or otherwise permanently removed from the habitat by the approved arroyo toad biologist if encountered.	Appendix K	Design/Biologist	Pre Constr/ Constr							
143.	• The approved arroyo toad biologist would maintain a complete record of all arroyo toads encountered and relocated in association with the project. The date and time of observation, sex, physical dimensions, PIT-tag code, coordinates/specific location of capture and release, and photographs (when possible) would be recorded and provided to the CFWO, within 30 days of the completion of translocation.										
144.	Prior to construction, all ambrosia within the direct impact area would be salvaged and translocated to the Morrison mitigation property, which is near the salvage location. Conservation and long term management of the Morrison mitigation property is addressed in Biological Opinion FWS-SDG-08B0136-08F0900. An ambrosia translocation plan would be prepared and provided to the CFWO for review and approval. The translocation would be implemented by a biologist with a history of translocating sensitive plant species. The locations where the ambrosia ramets would be transplanted have been approved following field review by the CFWO. The translocated ambrosia population would be monitored for a minimum of five (5) years to document success or failure of the translocation efforts.	Appendix K	Biologist	Pre Constr							

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145.	A qualified biologist would monitor the project site immediately prior to and during construction to identify the presence of invasive weeds from the Cal-IPC list and recommend measures to avoid their inadvertent spread in association with the project. Such measures may include inspection and cleaning of construction equipment and use of eradication strategies. Where feasible, invasive weeds found growing within the project right-of-way during construction would be removed at least once per year. Special care would be taken during transport, use, and disposal of soils containing invasive weed seeds.	Appendix K	Biologist	Pre Constr/ Constr							
146.	Caltrans would ensure that project landscaping does not include plant species listed on the California Invasive Plant Council's (Cal-IPC) “Invasive Plant Inventory” list. A copy of the complete list can be obtained from Cal-IPC’s web site at http://www.cal-ipc.org.	Appendix K	Architecture	Design							
147.	Caltrans would submit a draft list of species to be included in the landscaping to the CFWO for approval. Caltrans would submit to the CFWO the final list of species to be included in the landscaping within 30 days of receiving approval of the draft list of species.	Appendix K	Biologist/Landscape/Architecture	Design/Constr							
148.	Landscaping would not use plants that require intensive irrigation, fertilizers, or pesticides adjacent to preserve areas, and water runoff from landscaped areas would be directed away from adjacent native habitats and contained and/or treated within the development footprint.	Appendix K	Biologist/Landscape Architecture	Constr/ Post Constr							

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149.	To minimize construction noise impacts to listed species, all pile driving for the project would be conducted between September 16 and February 14 which is outside of the gnatcatcher, vireo, flycatcher and toad breeding seasons. Pile driving may commence earlier in the fall if the Caltrans Project Biologist demonstrates to the satisfaction of the CFWO that all breeding is complete within the area where construction noise would exceed ambient levels as a result of pile driving. In addition, all construction equipment, fixed or mobile, would be equipped with properly operating and maintained mufflers.	Appendix K	Biologist	Constr							
150.	If nighttime construction is necessary, all project lighting (e.g., staging areas, equipment storage sites, roadway) would be selectively placed and directed onto the roadway or construction site and away from sensitive habitats. Light glare shields would be used to reduce the extent of illumination into sensitive habitats. No nighttime construction or lighting would occur in arroyo toad breeding habitat during the active season (March 15 – June 30).	Appendix K	Biologist	Constr							
151.	Permanent project lighting would be of the lowest illumination necessary for safety and would be directed toward the roadway and the Park and Ride facility and away from sensitive habitats. Light glare shields would be used to reduce the extent of illumination into sensitive habitats. The Caltrans Project Biologist would review the permanent lighting plans and then submit them to the CFWO for review and approval prior to initiating project impacts.	Appendix K	Biologist	Constr							

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152.	Appropriate best management practices (BMPs) would be used to control erosion and sedimentation. No sediment or debris would be allowed to enter creeks, rivers, or other drainages. All debris from the construction of bridges would be contained so that it does not fall into rivers and creeks.	Appendix K	Biologist	Constr/ Post Constr							
153.	Erosion and sediment control devices used for the proposed project, including fiber rolls and bonded fiber matrix, would be made from biodegradable materials such as jute, with no plastic mesh, to avoid creating a wildlife entanglement hazard.	Appendix K	Biologist	Constr							
154.	All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other such activities would be restricted to designated areas that are a minimum of 100-feet from any sensitive plant populations, sensitive habitats, or drainages. Such designated areas would be surrounded with berms, sandbags, or other barriers to further prevent the accidental spill of fuel, oil, or chemicals from entering existing native vegetation areas.	Appendix K	Biologist	Constr							
155.	Impacts from fugitive dust would be avoided and minimized through watering and other appropriate measures.	Appendix K	Biologist	Constr							
156.	The project site would be kept as clear of debris as possible. All food-related trash items would be enclosed in sealed containers and regularly removed from the site.	Appendix K	Biologist	Constr							
157.	Contractors and construction personnel would strictly limit their activities, vehicles, equipment, and construction materials to the fenced project footprint.	Appendix K	Resident Engineer/ Construction	Constr							

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158.	Project personnel would be prohibited from bringing domestic pets to construction sites to ensure that domestic pets do not disturb or depredate wildlife in adjacent native habitats.	Appendix K	Resident Engineer/ Construction	Constr							
159.	A wildlife connectivity plan would be developed and implemented to ensure that ecosystem functions are maintained for the benefit of listed species. The plan would be provided to the CFWO for review and approval. The plan would include the following requirements (see below):	Appendix K	Biologist/Design/ Resident Engineer/ Construction	Pre Constr							
160.	• The existing SR-76 bridge across Live Oak Creek adjacent to Gird Road would be replaced with a wider, longer bridge that would be shifted to the south as a result of the roadway realignment. The bridge would consist of a single-frame, three-span reinforced concrete slab 105 ft long and 103 ft wide. The bridge is anticipated to have a vertical clearance of approximately 12 ft in the center of the channel through the Live Oak Creek riparian area.	Appendix K	Biologist/Design/ Resident Engineer/ Construction	Pre Constr							
161.	• Culverts 1, 2, 10, 11, 13 and 15 ("Wildlife Crossings", Figures 24-25) would have openness ratios of at least 0.1 (openness = width of culvert x height of culvert/culvert length, measured in meters). The Wildlife Crossings would have soft bottom channels. o Restoration of temporary impact areas would be designed such that vegetation does not obscure the Wildlife Crossing openings. Vegetation may be used to funnel wildlife toward the openings. o To the maximum extent feasible, rock slope protection would be avoided at the Wildlife Crossings.	Appendix K	Biologist/Design/ Resident Engineer/ Construction	Pre Constr							

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	If rock slope protection is required, modifications (e.g., small pebble, dirt, or grouted movement pathways) would be made such that animals of all sizes can access the Wildlife Crossings. o Animals may not be able to navigate steep vertical bends and they may not utilize Wildlife Crossings if they have horizontal bends that limit visibility. Wildlife Crossings for the project would be straight with no vertical or horizontal bends. o The Wildlife Crossing openings would be flush with the road slope and ground, and they would not extend out into the habitat. In addition, fencing would tie into the openings. This would allow animals following the fencing to easily find and access the Wildlife Crossings.										
162.	• Additional small pipe culverts provided for drainage would be modified to promote wildlife use. These culverts would be straight and flush with the road slope and ground, and fencing would tie into the culverts. If feasible, the additional culverts would incorporate grates to allow in water and light. If feasible, the additional culverts would be constructed of concrete and not galvanized steel or materials recommended from Caltrans D-11 materials lab.	Appendix K	Biologist/Design/ Resident Engineer/ Construction	Pre Constr							
163.	• Wildlife fencing would be installed on the south side of the roadway for the entire length of the project alignment. Wildlife fencing would be installed on the north side of the roadway from Flowerwood Road on the west to the end of the project alignment on the east. The fencing would be installed	Appendix K	Biologist/Design/ Resident Engineer/ Construction	Pre Constr							

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	prior to the completion of project construction. o The fencing would be made of chain-link with a total height of 10 ft of which 8 ft would be above the ground and 2 ft would be buried beneath the ground to discourage animals from burrowing under the fence. A fine mesh lining made of durable material such as metal would be attached to the bottom 4 ft of the fencing (including the buried portion of the fencing) to prevent arroyo toads from moving through the chain-link. o There would be approximately 10 access points to SR-76 from the north that would require openings in the fencing on the north side of the road. At each access point, the fencing would continue back along the access roads or driveways and, to the greatest extent feasible, tie in to a logical location, such as steep, impassable terrain, a property fence, or developed land that may not be attractive to animals. Where this is not feasible, the fencing would extend approximately 30 ft (or as close to this length as is practicable) up the driveway or road away from SR-76 and angle away from the intersection to direct wildlife away from the opening and limit their access to the intersections.										
164.	• Wildlife escape ramps would be constructed at intervals along wildlife fencing to allow any animals that gain access to the road to exit safely.	Appendix K	Biologist/Design/ Resident Engineer/ Construction	Pre Constr							
165.	• Post-project monitoring would be conducted on the effectiveness of the wildlife connectivity features such that the effectiveness of wildlife connectivity features can be	Appendix K	Biologist/Design/ Resident Engineer/ Construction	Post Constr							

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	improved, and to inform decision-making for future projects. This monitoring would include research on the degree to which various undercrossings are utilized by target species, the effectiveness of the fencing at preventing wildlife from accessing the roadway, and the effectiveness of the escape ramps for target species, including carnivores such as bobcats and coyotes (to ensure they are not using escape ramps to gain access to the roadway). Where feasible, remote cameras would be utilized in post-project monitoring to document use of wildlife undercrossings. Post-project monitoring would be conducted over a minimum of 3 years to allow wildlife to become accustomed to the wildlife connectivity features. Annual post-project monitoring reports, including photographs, modifications made to wildlife connectivity features to improve their functionality, and recommendations, would be provided to the CFWO each year for the duration of the 3-year post-project monitoring period.										
166.	• Wildlife connectivity features, including directional fencing, undercrossings, and escape ramps, would be maintained in perpetuity to ensure that wildlife connectivity in the project area is not lost over time. The wildlife connectivity plan would include a detailed explanation of how wildlife connectivity features would be maintained, and how the maintenance would be funded.	Appendix K	Biologist/Design/ Resident Engineer/ Construction	Pre Constr							

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174.	***Additional Measures: Biological Resources***										
175.	Upland, riparian and wetland vegetation would be avoided to the maximum extent practicable. Avoidance and minimization of impacts to vegetation has been accomplished through design considerations, including elevated road beds instead of fill, and fill slopes would be at 2:1 or flatter instead of the advisory design standard of 4:1	3.20-3.25	Design/Resident Engineer/Construction/ Biologist	Pre Constr/ Constr							
176.	Revegetation with native plant species would occur as early as possible following grading (where applicable), and be accompanied with periodic monitoring and maintenance to ensure adequate coverage and prevent erosion and siltation into adjacent biologically sensitive areas.	3.20-3.25	Landscape/Biologist/Architecture	Constr/ Post Constr							
177.	Temporary disturbance to upland and riparian habitats within the project area would be offset through native revegetation of the area (1:1 ratio) upon completion of construction.	3.20-3.25	Design/Biologist	Constr/ Post Constr							
178.	Storage and staging areas would be placed as far from sensitive habitat as possible and kept free from trash and other waste. Staging areas for construction work would be located within previously disturbed sites and not adjacent to or within sensitive habitat	3.20-3.25	Resident Engineer/ Construction/Biologist	Pre Constr/ Constr							
179.	Construction dust impacts would be offset through implementation of Caltrans Standard Specifications, including Section 7-1.01F Air Pollution Control, Section 10 Dust Control, Section 17 Watering, and Section 18 Dust Palliative	3.20-3.25	Resident Engineer/ Construction/Biologist	Constr							

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180.	Design measures for either alternative would be applied to ensure that wildlife movement is not adversely affected and that road mortality is minimized. Wildlife crossings beneath the roadways would permit movement between habitats	3.20-3.25	Design/Resident Engineer/Construction/ Biologist	Pre Constr/ Constr							
181.	A USFWS-approved biologist would oversee compliance with protective measures for the biological resources in the project area during clearing and construction activities	3.20-3.25	Design/Resident Engineer/Construction/ Biologist	Pre Constr/ Constr							
182.	ESA fencing would be installed around the known population of San Diego ambrosia immediately north of the alignment, to avoid inadvertent impacts to the species	3.20-3.25	Design/Resident Engineer/Construction/ Biologist	Pre Constr/ Constr							
183.	Temporary impacts to ACOE and CDFG jurisdiction would be compensated at a 1:1 ratio with on-site restoration.	3.21	Biologist	Constr							
184.	Permanent impacts to jurisdictional wetlands would be mitigated at off-site mitigation sites through a combination of creation, restoration, and enhancement.	3.21	Biologist/Design	Pre Constr/ Post Constr							
185.	Temporary impacts to emergent wetlands would be compensated at a minimum 1:1 ratio by on-site restoration; permanent impacts to vegetated wetlands would be compensated at a 3:1 ratio with no net loss.	3.21	Biologist/Design	Pre Constr/ Post Constr							
186.	Preconstruction meetings and contractor awareness programs would be incorporated into project implementation.	3.21	Biologist/Design	Pre Constr							
187.	Best management practices (BMPs) to address erosion and excess sedimentation would be incorporated into the project plans. Measures that would be implemented during construction include silt fencing, gravel bags, hay bales, fiber rolls, and protection/velocity dissipation at	3.20–3.25	Design/Biologist	Pre Constr/ Constr							

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							Initial	Date		Initial	Date
	drainage outlet points. Vegetation filters such as swales or biostrips may also be used to remove sediment and other contaminants from runoff prior to off-site flow. Measures that would be implemented after construction include plantings, retaining walls, and slope stabilization techniques. BMPs employed during construction would follow the applicable Caltrans guidelines and be detailed in the project's Storm Water Management Plan (SWMP), Storm Water Pollution Prevention Plan (SWPPP), and Water Pollution Control Program (WPCP).										
188.	Directional fencing extending the length of the alignment on the south side of the alignment shall be put in place. Directional fencing on the north side of the Existing Alignment Alternative (Preferred Alternative) would be placed from Flowerwood Road to the east. The fence shall be made of chain-link and be 10 feet in total height, 8 feet above the ground, and 2 feet buried beneath the ground to discourage burrowing and digging animals from crossing. A fine mesh lining shall be attached to the 2 feet of buried fencing and the lower 2 feet of fencing above the ground to prevent small animals, including arroyo toad, from moving through the chain-link. At each driveway entrance or road intersection where fencing stops, it is recommended that the fence extend 30 feet up the driveway or road away from SR-76 and angle away from the intersection. This would deter wildlife from being funneled to the intersections to cross.	3.20–3.25	Design/Biologist	Pre Constr/ Constr							
189.	The size of proposed crossing structures varies by the relative size of focal species. Four sizes of underpasses have been recommended	3.20–3.25	Design/Biologist	Pre Constr/ Constr							

	Task and Brief Description	Ref.	Responsible Branch / Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
							Initial	Date		Initial	Date
	by the Wildlife Movement Study; the number of structures vary depending on length of the alignment alternative, location of the alternative within PAMA or park areas, and road design.										
190.	Prior to construction, all ambrosia within the direct impact area would be salvaged and translocated to the Morrison mitigation property, which is near the salvage location. An ambrosia translocation plan would be prepared and provided to the USFWS for review and approval. The translocation would be implemented by a biologist with a history of translocating sensitive plant species. The locations where the ambrosia ramets would be transplanted have been approved by the USFWS. The translocated ambrosia population would be monitored for a minimum of 5 years to document success or failure of the translocation efforts.	3.20–3.25	Design/Biologist	Pre Constr/ Constr							
191.	**Greenhouse Gas/Climate Change**										
192.	The proposed project would be designed to minimize removal of existing trees, especially mature trees. The proposed project would overlap existing road surfaces or would remove existing pavement that is no longer needed and would revegetate those surfaces, thus helping to maintain the carbon sequestration potential of the project site.	4.2	Design/Landscape/Architecture	Design							
193.	The proposed project would plant disturbed areas with a variety of native and drought-tolerant trees and shrubs in ratios sufficient to replace the air quality and cooling benefits of trees removed by construction of the project. Additional trees would be planted as space allows to further increase those benefits. Trees would be planted from large containers to accelerate reestablishment of the GHG sink and	4.2	Design/Landscape/Architecture	Design/Constr/ Post Constr							

	Task and Brief Description	Ref.	Responsible Branch / Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
							Initial	Date		Initial	Date
	to shade the pavement. In the short term, immature tree planting would probably not offset GHGs produced as a result of project construction. However, in the long term, tree planting should enhance the carbon sequestration potential of the project site and GHG emission levels would, in theory, continue to improve overtime as the trees become more mature, except as counteracted by increased traffic volumes.										
194.	Caltrans and the CHP are working with regional agencies to implement Intelligent Transportation Systems (ITS) to help manage the efficiency of the existing highway system. ITS are commonly referred to as electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.	4.2	Design/ AQ Specialist/ Traffic/ Operations	Ongoing							
195.	The project would incorporate the use of energy efficient appurtenances such as light emitting diode (LED) traffic signals and inductive sign lighting (ISL) fixtures. LED signal heads consume 10 percent of the electricity of traditional incandescent lights, and ISL sign lighting fixtures consume less than half the power of traditional mercury vapor fixtures.	4.2	Design/Traffic/ Electrical	Constr							
196.	According to Caltrans' Standard Specification Provisions, the contractor must comply with the Air Pollution Control District's rules, ordinances, and regulations in regard to air quality restrictions. This may include restrictions for lane closures to reduce idling time.	4.2	Design/AQ/ Construction	Constr							
197.	The following "green" practices and materials would be used, where possible, in the project as part of highway planting and erosion-control	4.2	Design/ Construction	Constr							

	Task and Brief Description	Ref.	Responsible Branch / Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
							Initial	Date		Initial	Date
	work: • PVC irrigation pipe with recycled content • Non-chlorinated high-density polyethylene (HDPE) irrigation crossover conduit • Compost and soil amendments derived from sewage sludge and green waste materials • Fiber produced from recycled pulp such as newspaper, chipboard, and cardboard • Wood mulch made from green waste and/or clean manufactured wood or natural wood • Native and drought-tolerant plants • Irrigation controllers including water conservation features and solar or battery power • Restricted pesticide use and reduction goals										
198.	**Permits and Approvals**										
199.	*United States Fish and Wildlife Service*			*PreConstr*		Section 7 Consultation for Threatened and Endangered Species					
200.	*United States Army Corps of Engineers*			*PreConstr*		Section 404 Permit for dredged and fill waters of the United States					
201.	*California Department of Fish and Game*			*PreConstr*		1602 Streambed Alteration Agreement					
202.	*California Water Resources Control Board - Region 9*			*PreConstr*		Section 401 Water Quality Certification					
203.	*County of San Diego*			*PreConstr*		New Freeway Agreement to facilitate new intersections and the reconfiguration of existing intersections					

	Task and Brief Description	Ref.	Responsible Branch / Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
							Initial	Date		Initial	Date
204.	*California Transportation Commission*			*PreConstr*		Route Adoption (Southern Alternative Alignment Only)					
205.	*California Department of Fish and Game*					1602 Streambed Alteration Agreement					
206.	*California Water Resources Control Board – Region 9*					Section 401 Water Quality Certification					

PROJECT PERSONNEL

Initial	Full Name	Title	Phone Number	Assigned to Project	Transferred from Project	Remarks
				Date	Date	
	Debby Soifer	Env. Coordinator	688-3106			
	Karen Crafts	Dist. Archaeologist	688-0188			
	Rush Abrams	Dist. Biologist	688-0186			
	Rachel Vidal	Project Engineer	688-3679			
	Carol Callejon	Landscape Arch.	688-0123			
	Ann Fox	Project Manager	688-6803			
	Carl Savage	Design Manager	688-3670			

APPENDIX G
LIST OF ACRONYMS

APPENDIX G
LIST OF ACRONYMS

°F degrees	Fahrenheit
AADT	annual average daily traffic
AB Assembly	Bill
ACOE	U.S. Army Corps of Engineers
ADA	Americans with Disabilities Act
ADT	average daily traffic
AFC	Application for Certification
AOU	American Ornithologists' Union
APCD	San Diego County Air Pollution Control District
APE	Area of Potential Effects
ARB	California Air Resources Board
ASBS	Areas of Special Biological Significance
ASR Archaeological	Survey Report
BARC	Bonsall Area for Rural Community
BFE	base flood elevations
BMP	best management practice
BSA	Biological Study Area
CalEPA	California Environmental Protection Agency
Cal-IPC	California Invasive Plant Council
Caltrans	California Department of Transportation
CDF	California Department of Forestry and Fire Protection
CDFG	California Department of Fish and Game
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CERFA	Community Environmental Response Facilitation Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CIA Community	Impact Assessment
CMP Congestion	Management Program
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO carbon	monoxide
CPA Community	Planning Area
CRHP	California Register of Historic Places
CRHR	California Register of Historical Resources
CTC	California Transportation Commission
CTMP	Community Trails Master Plan
CWA	Clean Water Act
dB decibels	
dBA decibels,	A-weighted
DEH	Department of Environmental Health
DEIR	Draft Environmental Impact Report
DEIS	Draft Environmental Impact Statement

DEMO-TEA21	Federal Demonstration Transportation Enhancement Activities for the 21st Century
DNE	does not exist
DPLU	Department of Planning and Land Use
DPW	Department of Public Works
DRIS	Draft Relocation Impact Statement
EAP	Early Action Project
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMFAC	Emission Factor
EO	Executive Order
EPA	U.S. Environmental Protection Agency
ER	estate residential
ESA	Environmentally Sensitive Area
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FIRM	Flood Insurance Rate Map
FPD	Fire Protection District
FPPA	Farmland Protection Policy Act
FSTIP	Federal Statewide Transportation Improvement Program
FTA	Federal Transit Administration
FY	Fiscal Year
GER	Geomorphology/Geophysical Evaluation Report
GHG	greenhouse gas
GIS	Geographic Information System
HA	Hydrologic Area
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HDM	Highway Design Manual
HEC-RAS	Hydrologic Engineering Center's River Analysis System
HHS	Department of Health and Human Services
HOV	high-occupancy vehicle
HPP	High Priority Project
HPSR	Historic Properties Survey Report
HRER	Historical Resources Evaluation Report
HSA	hydrologic sub-area
HU	Hydrological Unit
I-15	Interstate 15
I-5	Interstate 5
ILV	Intersecting Lane Vehicle
IPCC	Intergovernmental Panel on Climate Change
IPR	Initial Project Report
IRIS	Integrated Risk Information System
IS	Initial Study
ISA	Initial Site Assessment
ISL	inductive sign lighting
ITS	Intelligent Transportation Systems
JEPS	Jepson Online Interchange
LED	light emitting diode

LEDPA	least environmentally damaging practicable alternative
L_{eq}	noise level equivalent
LOS	level of service
LT long	term
LUST	leaking underground storage tank
Ma	million years old
MBTA	Migratory Bird Treaty Act
MCB	Marine Corps Base
MCE Maxi	mum Credible Earthquake
MEP Maxi	mum Extent Practicable
MHCP	Multiple Habitat Conservation Program
MLD	most likely descendant
MOU	Memorandum of Understanding
mph	miles per hour
MPO	Metropolitan Planning Organization
MSAT	Mobil Source Air Toxics
MSCP	Multiple Species Conservation Program
MTBE	methyl tertiary butyl ether
MVM	million vehicle miles
MW megawatt	
NAAQS	National Ambient Air Quality Standards
NAC	Native American Consultation
NAC	noise abatement criteria
NADR	Noise Abatement Decision Report
NAHC	Native American Heritage Commission
NATA	National Air Toxics Assessment
NAVD	North American Vertical Datum
NCCP	Natural Communities Conservation Plan
NCMSCP	North County Multiple Species Conservation Program
NCTD	North County Transit District
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NO_2 nitrogen	dioxide
NOAA	National Oceanic and Atmospheric Administration
NOI	Notice of Intent
NOP	Notice of Preparation
NO_X nitrogen	oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NSR noise	study report
O_3 ozone	
OHWM	Ordinary High Water Mark
OSHA	Occupational Safety & Health Act
OWTS	on-site water treatment system
PA Programmat	ic Agreement
PAMA	Pre-Approved Mitigation Area
Pb lead	
PCB polychlorina	ted biphenyl

PDT	Project Development Team
PEIR	Programmatic Environmental Impact Report
PM particulate	matter
PM_{10}	particulate matter equal to or less than 10 microns
$PM_{2.5}$	particulate matter equal to or less than 2.5 microns
POAQC	projects of air quality concern
ppm	parts per million
PRC	Public Resources Code
QA/QC	quality assurance/quality control
R/W right-of-way	
RAP	Relocation Assistance Program
RAS	Regional Arterial System
RCB	reinforced concrete box
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act
RE Resident	Engineer
RMWD	Rainbow Municipal Water District
RPO	Resource Protection Ordinance
RSA	Resource Study Area
RSP	rock slope protection
RSTP	Regional Surface Transportation Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SANDAG	San Diego Association of Governments
SDAB	San Diego Air Basin
SDCWA	San Diego County Water Authority
SDG&E	San Diego Gas & Electric
SDSD	San Diego County Sheriff's Department
SHOPP	State Highway Operation and Protection Program
SHPO	State Historic Preservation Officer
SHS	State Highway System
SIP	State Implementation Plan
SO_2 sulfur	dioxide
SOV single-occu	pancy vehicle
SO_X sulfur	oxides
SR State	Route
ST short	term
STP Surface	Transportation Program
SWMP	Storm Water Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TASAS	Traffic Accident and Surveillance and Analysis System
TDM Transportation	Demand Management
TMDL	Total Maximum Daily Load
TMP	Traffic Management Plan
TSCA	Toxic Substances Control Act
TSM Transportation	Systems Management
TSS	total suspended solids

TWSC two-way-sto	p-controlled intersection
USC U.S.	Code
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	underground storage tank
V/C volume-to-c	apacity ratio
VIA	Visual Impact Assessment
VMT	vehicle miles traveled
VOC	volatile organic compounds
WPCP	Water Pollution Control Program
WQF	water quality flow
WQV	water quality volume
WRCOG	Western Riverside Council of Governments
WSE	water surface elevation
XP1	Extended Phase 1 Archaeological Test Excavation Report

APPENDIX H
FARMLAND CONVERSION IMPACT RATING FORM

(This appendix has been updated following public review of the Draft EIR/EIS)

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(REV.3-02)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date Of Land Evaluation Request: 03/13/09	4. Sheet 1 of 1
1. Name of Project: SR76 S Mission – 1-15	5. Federal Agency Involved: FHWA	
2. Proposed Land Use: Highway Improvement Project	6. County and State: San Diego County, California	

PART II *(To be completed by NRCS)*	1. Date Request Received By NRCS 3/13/2009	2. Person Completing Form: C. Calvert
3. Does the corridor contain prime, unique, statewide or local important farmland? YES XX NO ☐ *(If no, the FPPA does not apply - do not complete additional parts of this form)*	4. Acres Irrigated 69,357	Average Farm Size 80
5. Major Crop(s) Nursery, Flower, Fruit/Nut	6. Farmable Land In Government Jurisdiction Acres: 112,974 % 4	7. Amount of Farmland As Defined in FPPA Acres: 91,812 %3
8. Name of Land Evaluation System Used CA – Storie System	9. Name of State or Local Site Assessment System None	10. Date Land Evaluation Returned by NRCS 3/9/2009

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment: Corridor A	Corridor B	Corridor C	Corridor d
A. Total Acres To Be Converted Directly	118.3	108.7		
B. Total Acres To Be Converted Indirectly	0	0		
C. Total Acres In Site	118.3	108.7		
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	31.0	63.1		
B. Total Acres Statewide Important or Local Important Farmland	40.2	19.7		
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.08	0.09		
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	Data Not Available	Data Not Available		
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	60.49	62.28		

PART VI *(To be completed by Federal Agency)* Corridor Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b & c. For Non-Corridor project use form AD-1006)*	Maximum Points	Corridor A	Corridor B	Corridor C	Corridor D
1. Area In Non-urban Use	(15)	10	10		
2. Perimeter In Non-urban Use	(10)	5	7		
3. Percent Of Corridor Being Farmed	(20)	0	4		
4. Protection Provided By State and Local Government	(20)	20	0		
5. Size Of Present Farm Unit Compared To Average	(10)	10	10		
6. Creation Of Non-farmable Farmland	(25)	0	25		
7. Availability Of Farm Support Services	(5)	5	5		
8. On-Farm Investments	(20)	10	20		
9. Effects Of Conversion On Farm Support Services	(25)	0	0		
10. Compatibility With Existing Agricultural Use	(10)	0	1		
TOTAL CORRIDOR ASSESSMENT POINTS	160	60	82		
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	60.49	62.28		
Total Corridor Assessment *(From Part VI above or local site assessment)*	160	60	82		
TOTAL POINTS ***(Total of above 2 lines)***	260	120.49	144.28		

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection	4. Was A Local Site Assessment Used? YES ☐ NO X

5. Reason For Selection:

Signature of Federal agency representative completing this form: Cori Calvert | Date: 9/15/11

NOTE: Complete one form for each segment with more than one Alternate Corridor

(See Instructions on reverse side)

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

(Use this form only for Corridor type projects. Other projects use form AD-1006)

Step 1 - Federal agencies (or Federally funded projects) involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form. For Non-Corridor type projects, the Federal agency shall use form AD-1006 in place of form NRCS-CPA-106

Step 2 - Originator will send one original copy of the form together with appropriate scaled maps indicating location(s) of project site(s), to the Natural Resources Conservation Service (NRCS) local Field Office or USDA Service Center and retain a copy for their files. (NRCS has offices in most counties in the U.S. The offices can usually be found in the Phone Book under U.S. Government, Department of Agriculture. A list of field offices is available from the State Conservationist and State Office in each State.)

Step 3 - NRCS will, within 10 working days after receipt of the completed form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland. (When a site visit or land evaluation system design is needed, NRCS will respond within 30 working days. In the event NRCS fails to complete a response within the required period, the agency may proceed as thought the site were not farmland.)

Step 4 - For sites where farmland covered by the FPPA will be converted by the proposed project, NRCS will complete Parts II, IV and V of the form.

Step 5 - NRCS will return the original copy of the form to the Federal agency involved in the project, and retain a file copy for NRCS records.

Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form.

Step 7 - The Federal agency involved in the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA and the agency's internal policies.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

(For Federal Agency)

Part I: When completing the "County And State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

Part III: When completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities) that will cause a direct conversion.

Part VI: Do not complete Part VI if a State or Local site assessment is used.

Assign the maximum points for each site assessment criterion as shown in § 658.5(b and c) of CFR. In cases of corridor-type project such as transportation, powerline and flood control, criteria #5 and #6 do not apply or show on form CPA-106, however, original criterion #8 will be weighed a maximum of 25 points and original criterion #11 a maximum of 25 points.

Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total points at 160. For project sites where the total points are equal to or exceed 160, FPPA suggests the agency consider alternative actions, as appropriate, that could reduce adverse impacts (e.g. Alternative Sites).

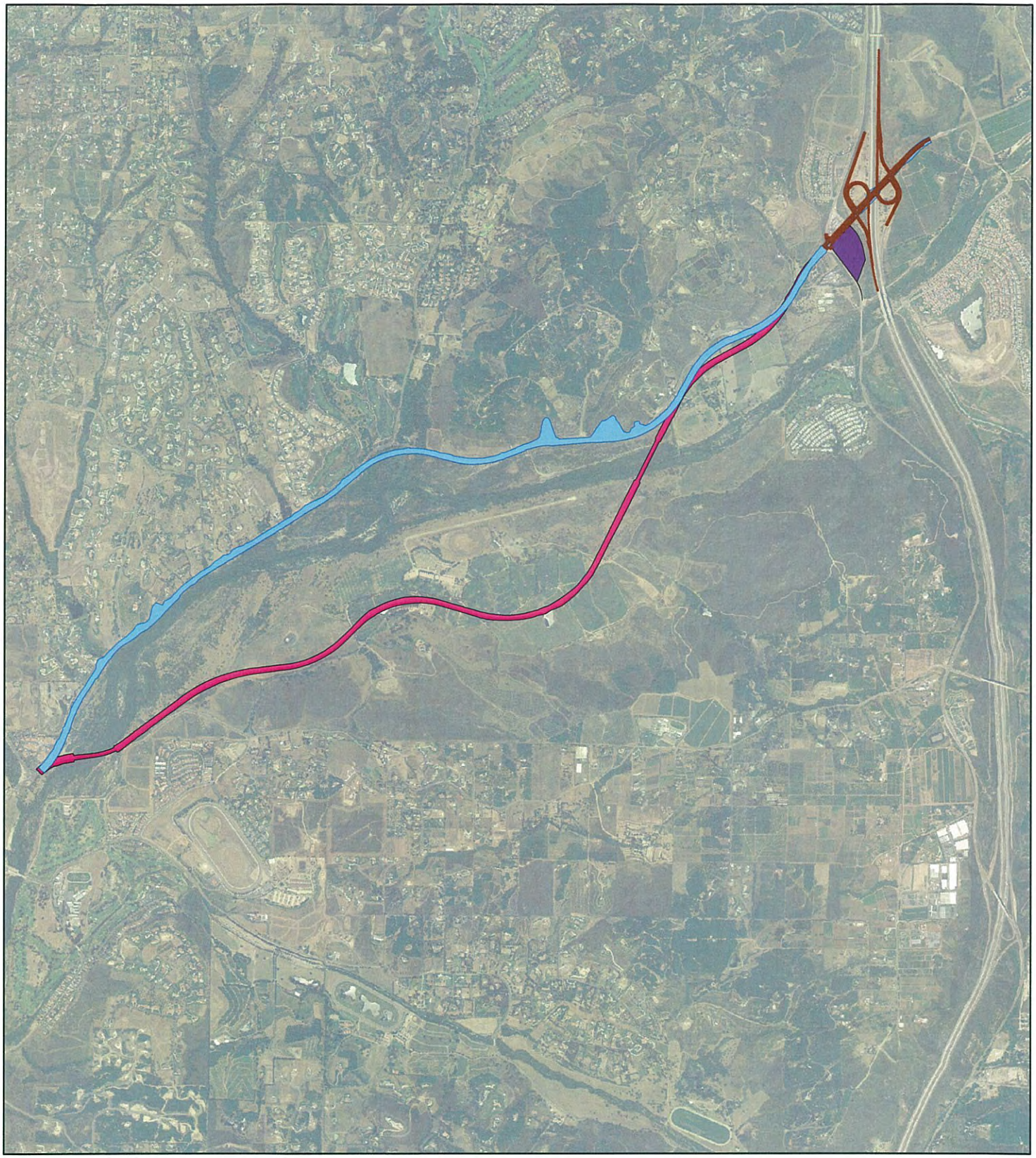
In rating alternative corridors, Federal agencies shall consider each of the criteria and assign points within the limits established in the FPPA rule. Corridors most suitable for protection under these criteria will receive the highest total scores, and sites least suitable, the lowest scores.

Part VII: In computing the "Total Corridor Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, adjust the site assessment points to a base of 160.
Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

$$\frac{\text{Total points assigned Corridor A}}{\text{Maximum points possible}} = \frac{180}{200} \text{ X } 160 = 144 \text{ points for Corridor A}$$

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

NRCS employees consult the FPPA Manual and/or policy for additional instructions to complete form NRCS-CPA-106.

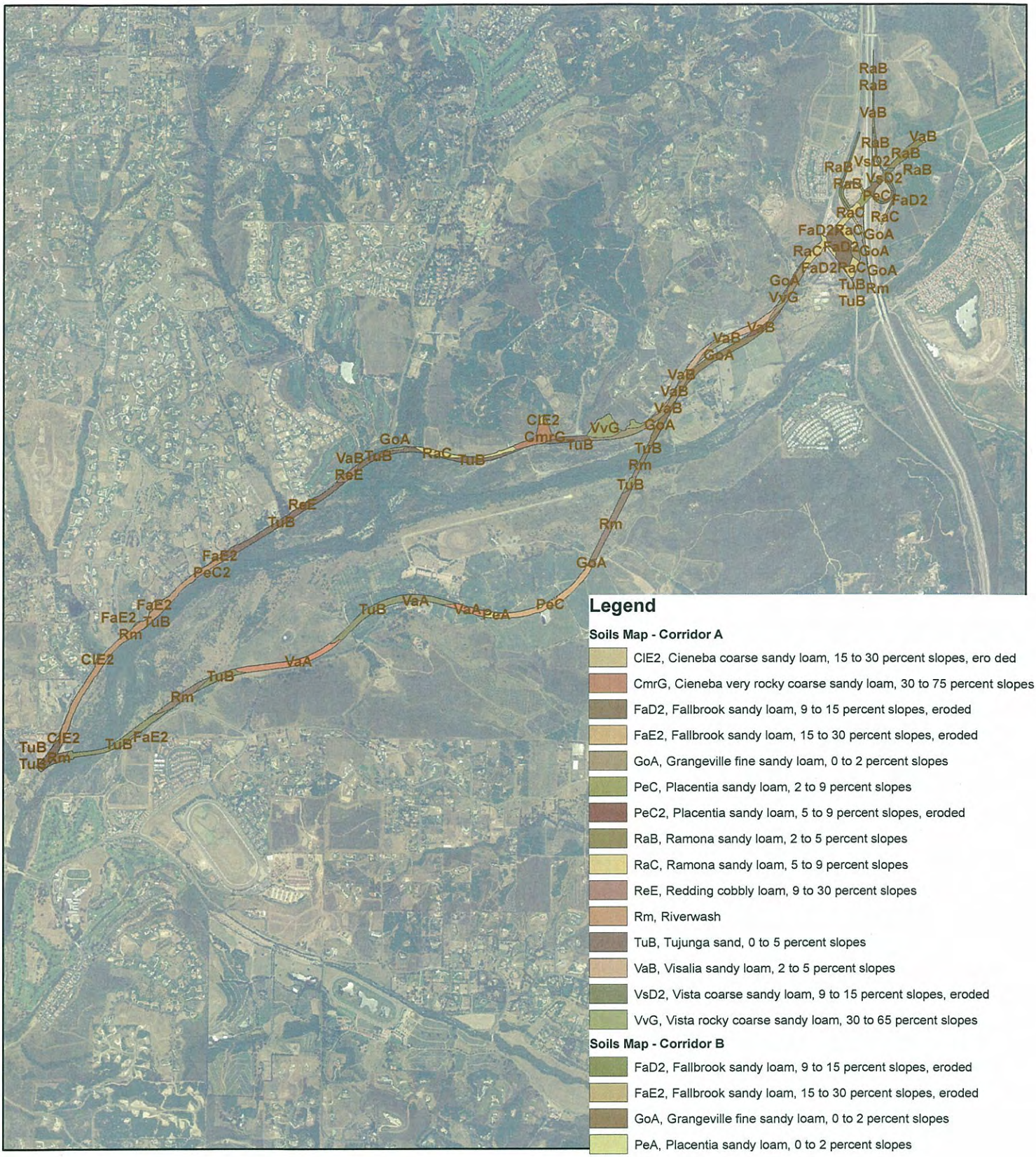


Legend

- Freeway_Interchange
- Park_and_Ride
- Existing Alignment - Corridor A
- Southern Alignment - Corridor B

N

0 1,900 3,800 7,600 Feet



Legend

Soils Map - Corridor A

- ClE2, Cieneba coarse sandy loam, 15 to 30 percent slopes, ero ded
- CmrG, Cieneba very rocky coarse sandy loam, 30 to 75 percent slopes
- FaD2, Fallbrook sandy loam, 9 to 15 percent slopes, eroded
- FaE2, Fallbrook sandy loam, 15 to 30 percent slopes, eroded
- GoA, Grangeville fine sandy loam, 0 to 2 percent slopes
- PeC, Placentia sandy loam, 2 to 9 percent slopes
- PeC2, Placentia sandy loam, 5 to 9 percent slopes, eroded
- RaB, Ramona sandy loam, 2 to 5 percent slopes
- RaC, Ramona sandy loam, 5 to 9 percent slopes
- ReE, Redding cobbly loam, 9 to 30 percent slopes
- Rm, Riverwash
- TuB, Tujunga sand, 0 to 5 percent slopes
- VaB, Visalia sandy loam, 2 to 5 percent slopes
- VsD2, Vista coarse sandy loam, 9 to 15 percent slopes, eroded
- VvG, Vista rocky coarse sandy loam, 30 to 65 percent slopes

Soils Map - Corridor B

- FaD2, Fallbrook sandy loam, 9 to 15 percent slopes, eroded
- FaE2, Fallbrook sandy loam, 15 to 30 percent slopes, eroded
- GoA, Grangeville fine sandy loam, 0 to 2 percent slopes
- PeA, Placentia sandy loam, 0 to 2 percent slopes
- PeC, Placentia sandy loam, 2 to 9 percent slopes
- RaB, Ramona sandy loam, 2 to 5 percent slopes
- RaC, Ramona sandy loam, 5 to 9 percent slopes
- Rm, Riverwash
- TuB, Tujunga sand, 0 to 5 percent slopes
- VaA, Visalia sandy loam, 0 to 2 percent slopes
- VaB, Visalia sandy loam, 2 to 5 percent slopes
- VsD2, Vista coarse sandy loam, 9 to 15 percent slopes, eroded
- VvG, Vista rocky coarse sandy loam, 30 to 65 percent slopes

N

0 1,900 3,800 7,600 Feet

Soils Inventory Report

Corridor A

CALTRANS

Map Unit Symbol	Map Unit Name	Acres	Percent
ClE2	Cieneba coarse sandy loam, 15 to 30 percent slopes, ero ded	1.1	1%
CmrG	Cieneba very rocky coarse sandy loam, 30 to 75 percent slopes	5.2	4%
FaD2	Fallbrook sandy loam, 9 to 15 percent slopes, eroded	9.7	8%
FaE2	Fallbrook sandy loam, 15 to 30 percent slopes, eroded	0.9	1%
GoA	Grangeville fine sandy loam, 0 to 2 percent slopes	14.9	13%
PeC	Placentia sandy loam, 2 to 9 percent slopes	2.3	2%
PeC2	Placentia sandy loam, 5 to 9 percent slopes, eroded	0.2	0%
RaB	Ramona sandy loam, 2 to 5 percent slopes	8.1	7%
RaC	Ramona sandy loam, 5 to 9 percent slopes	15.2	13%
ReE	Redding cobbly loam, 9 to 30 percent slopes	1.9	2%
Rm	Riverwash	18.2	15%
TuB	Tujunga sand, 0 to 5 percent slopes	22.5	19%
VaB	Visalia sandy loam, 2 to 5 percent slopes	8	7%
VsD2	Vista coarse sandy loam, 9 to 15 percent slopes, eroded	2.4	2%
VvG	Vista rocky coarse sandy loam, 30 to 65 percent slopes	7.7	7%
	Total:	118.3	

Soils Inventory Report

Corridor B

CALTRANS

Map Unit Symbol	Map Unit Name	Acres	Percent
FaD2	Fallbrook sandy loam, 9 to 15 percent slopes, eroded	9.7	9%
FaE2	Fallbrook sandy loam, 15 to 30 percent slopes, eroded	0.3	0%
GoA	Grangeville fine sandy loam, 0 to 2 percent slopes	18.2	17%
PeA	Placentia sandy loam, 0 to 2 percent slopes	1.1	1%
PeC	Placentia sandy loam, 2 to 9 percent slopes	9.9	9%
RaB	Ramona sandy loam, 2 to 5 percent slopes	8.1	7%
RaC	Ramona sandy loam, 5 to 9 percent slopes	11	10%
Rm	Riverwash	12.7	12%
TuB	Tujunga sand, 0 to 5 percent slopes	22.9	21%
VaA	Visalia sandy loam, 0 to 2 percent slopes	9.6	9%
VaB	Visalia sandy loam, 2 to 5 percent slopes	2	2%
VsD2	Vista coarse sandy loam, 9 to 15 percent slopes, eroded	2.4	2%
VvG	Vista rocky coarse sandy loam, 30 to 65 percent slopes	0.8	1%
	Total:	108.7	

APPENDIX I
SECTION 404(b)(1) ALTERNATIVES ANALYSIS EVALUATION AND LEDPA IDENTIFICATION

(This appendix has been added to the document following public review of the Draft EIR/EIS)

Section 404(b)(1) Alternatives Analysis Evaluation and LEDPA Identification

State Route 76 South Mission Road to Interstate 15 Highway Improvement Project

Fallbrook and Bonsall Communities in San Diego County

11-SD-76;15–12.1/17.7, 46.1/47.3

257110

October 2011

Prepared By: _____ Date: October 18, 2011

Tom Held, Senior Project Manager
AECOM

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Introduction

The California Department of Transportation (Caltrans), in coordination with the Federal Highway Administration (FHWA), is proposing to widen and realign approximately 5.6 miles of State Route 76 (SR-76) from South Mission Road in Bonsall to just east of Interstate 15 (I-15) in northern San Diego County, California. The project would widen, realign, and make associated roadway improvements to SR-76 to meet current Caltrans design standards for a four-lane facility. SR-76 is currently a two-lane conventional highway with nonstandard shoulders that is over capacity and subject to traffic congestion and travel delays.

The project proposes to improve existing and future traffic operations in the SR-76 corridor and improve the safe and efficient local and regional movement of people and goods. Since this objective presumably could be achieved without affecting the special aquatic sites associated with the San Luis Rey River, the project is non-water dependent.

The project objectives are to:

- Maintain or improve future traffic levels of service in 2030 over the existing levels of service;
- Maintain or improve travel times within the corridor;
- Improve safety conditions for motorists and the general public along the corridor;
- Provide a facility that is compatible with future transit and other modal options;
- Provide consistency with the San Diego Regional 2030 Transportation Plan (RTP), the San Diego Association of Governments (SANDAG) transportation plan for the San Diego region, where feasible and in compliance with federal and state regulations;
- Maintain the facility as an effective link in the intraregional and interregional movement of people and goods, including facilitating the movement of vehicles traveling west from I-15 toward Oceanside, Fallbrook, and Oceanside, and those traveling east from those communities to I-15;
- Protect and/or enhance the human and natural environment along the SR-76 corridor;
- Implement aspects of “net benefit” as required by TransNet (the regional initiative for funding transportation projects) and agreed upon by the resource agencies, including the U.S. Army Corps of Engineers (USACE), during the development of the project’s Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS);
- Protect and maintain community character and the rural landscape within the corridor; and
- Accommodate existing and proposed equestrian and hiking trail connections where feasible and in compliance with federal and state regulations.

Alternatives Development

Resource Agency Meeting Decisions on Alternatives

In May 2008, Caltrans began coordination with the resource agencies, including USACE, the U.S. Fish and Wildlife Service (USFWS), the National Marine Fisheries Service (NMFS), and the Environmental Protection Agency (EPA), along with the California Department of Fish and Game (CDFG) and the Regional Water Quality Control Board (RWQCB), to implement the NEPA/Section 404 MOU Integration Process for the SR-76 South Mission Road to east of I-15 highway improvement project. NEPA/404 meetings began May 22, 2008 and continue into 2011. The proposed project's Purpose and Need, Selection Criteria, and Range of Alternatives were developed and refined in these meetings between 2008 and 2010 with the objective of minimizing impacts to biological resources.

A number of project alternatives were considered by Caltrans. Of these, two build alternatives and the No Build Alternative were carried forward for detailed study in the Draft EIR/EIS. The resource agency representatives concurred that these three alignment alternatives were sufficient for the Draft EIR/EIS and could be carried forward for further detailed study. No further alternatives were suggested by the agencies.

Alternatives Considered Prior to the DEIR/DEIS and Withdrawn from Further Consideration

Each of the alternatives described in this section was planned and designed only to the point where sufficient deficiencies to eliminate it from further consideration became obvious. Usually, this stage of design consisted of rough cost estimates, preliminary operational analysis, and design of routes consisting principally of highway width and alignment. This limited design development did not allow for quantitative calculation of the effects on jurisdictional areas from grading, bridge construction, best management practices (BMPs) for storm water discharge, design of bridges, or similar details. With the concurrence of the participating agencies, each alternative was then withdrawn from consideration. Design work continued only on the two build alternatives that would be carried forward in the Draft EIR/EIS.

Existing Alignment–70-mph Design Speed (Alternative 1)

This alignment along the northern edge of the San Luis Rey River defined the maximum potential project footprint and would have closely followed the path of the Existing Alignment Alternative. The major difference from the existing alignment, due to the higher design speed, would be the increased overall roadway width. The higher design speed requires larger curve radii and longer tangents. The 70 miles per hour (mph) design speed results in a total roadway width (measured between outside shoulder extents) of 128 feet. The roadway width and associated design parameters would have resulted in higher levels of impact to community character and cohesion, including a residential relocation, right-of-way acquisition, and direct impacts to sensitive environmental resources such as wetlands and other sensitive habitat. This

alternative would not meet the objective to “protect and/or enhance the human and natural environment along the SR-76 corridor.”

Southern Alignment–Old Southern Alignment (Alternative 3)

This alignment would have been north of the Southern Alignment Alternative but mostly south of the San Luis Rey River. This alternative would have crossed the San Luis Rey River east of South Mission Road and generally followed the southern side of the river, and then recrossed the river to converge with the existing roadway near Star Track Way. This alternative would have required two large bridges in locations slightly different from those currently proposed in the Southern Alignment Alternative. The placement of these bridges would have resulted in a rise in the 100-year flood water surface elevation of more than 1 foot. The area south of the roadway would have been removed from the floodplain, which could result in impacts to both the hydrologic regime of the river and biological resources such as sensitive habitat and species in the vicinity of the project.

A long segment of the roadway would have to be elevated above the floodplain and would, therefore, be extremely expensive to construct. If intermittent crossing structures were required to minimize hydraulic impacts to the floodplain or to provide for wildlife movement, the project cost would be increased further. This alternative would have increased impacts to sensitive habitats, floodplains, waters, wetlands, and wildlife connectivity; therefore, it was not carried forward for further consideration. As a result of potential impacts associated with this alternative, the current Southern Alignment Alternative was developed to minimize floodplain and biological effects and reduce costs associated with constructing an elevated roadway.

Northern Alignments (Alternatives 5 and 6)

Two separate alternatives were developed to explore the possibility of routing SR-76 farther north of the river through the hilly terrain of Bonsall and Fallbrook. One alternative would have used tunnels to traverse the terrain, while another alternative did not require tunnels. These options were considered because they would remove many impacts associated with construction in the San Luis Rey River Valley. Both alternatives would bisect the rural communities of Bonsall and Fallbrook and would likely result in some local road closures, affecting local community access. Large cut and fill slopes (up to 200 feet in height) could be required along the major portions of the alignment due to the varied topography in the area. Such dramatic slopes would substantially affect the visual character of the area and would increase the visibility of a new facility in the rural area. The alternatives would traverse sensitive upland habitats, including coastal sage scrub, which support sensitive species. Neither alternative met the project objectives of protecting and/or enhancing the human and natural environment or of protecting and maintaining community character and the rural landscape. Due to prohibitively high project cost estimates (ranging from approximately $600 million to $750 million), along with increased impacts to community cohesion, aesthetic values, and biological resources, the two northern alignments were withdrawn from further consideration.

Wetlands Avoidance

Two Wetlands Avoidance Alternatives were studied with the objective of avoiding all impacts to jurisdictional waters, including wetlands. Both these alternatives would have had substantial impacts to the social and natural environments that would be avoided by the Existing Alignment Alternative and the Southern Alignment Alternative. Both would have had considerable engineering and construction challenges and would have added substantially to the cost of construction. While both these alternatives would have avoided the San Luis Rey River wetlands, both would have impacted wetlands associated with other drainages (including Live Oak Creek north of the river) that flow generally north-south and are tributaries of the San Luis Rey River, so that complete avoidance of impacts to wetlands was not possible. Once it was recognized that pursuing a Wetlands Avoidance Alternative was not a viable option, efforts were focused on minimizing the wetland impacts of the two viable design alternatives.

The Wetlands Avoidance Alternative for an alignment north of the San Luis Rey River would have required an alignment farther north than the current SR-76 roadway from South Mission Road to Star Track Way, passing through more rugged terrain in two segments to avoid wetlands in the San Luis Rey River corridor. The northern Wetlands Avoidance route would have required relocations of local road intersections and possible realignment of local road segments. The current SR-76 roadway would have been retained and relinquished to San Diego County (County) as a frontage road and for local access. Additional wetland encroachment would be required if the relinquished roadway needed improvement to meet current County standards.

Because of the terrain, either massive cut and fill slopes or tunneling would have been required through two areas to maintain an acceptable vertical profile and a four-lane cross-section. Either option would have resulted in a large footprint of topographic disturbance, requiring property acquisitions and relocation of residents. In addition, new access to numerous properties near the route would have been required. These disturbances would have contributed to impacts on the social environment, visual impacts of the roadway from grading in a rural setting, impacts on community cohesion and character north of the river, impacts to known cultural resources, and considerable impacts to upland habitats.

The Wetlands Avoidance Alternative for an alignment south of the San Luis Rey River was also studied. Such an alignment would require three bridges across the San Luis Rey River. Two bridges would be in approximately the same locations as those for the Southern Alignment Alternative, but would have to be longer so that abutments or supporting columns were not sited in the wetlands. The western (downstream) bridge would have to be extended approximately 3,200 feet and the eastern (upstream) bridge would have to be extended approximately 500 feet.

A third, separate bridge would need to be constructed adjacent to the western bridge to connect existing SR-76 to the new SR-76 alignment, since the new alignment would be higher than the existing roadway. All three bridges would require methods of design and construction that would avoid placing any elements of the bridges or the falsework used to construct them in the wetlands. Both the northern Wetlands Avoidance Alternative and the southern Wetlands Avoidance Alternative would require

relocating the intersection with South Mission Road. That intersection was designed as part of the SR-76 Melrose Drive to South Mission Road project and is currently under construction.

In sum, both of the wetlands avoidance alternatives would have increased the project footprint, increased project impacts, significantly impacted the community and social environment, extended the design and construction schedule, and added an estimated $150 to $360 million to the project cost. For these reasons, the Wetlands Avoidance Alternatives were not pursued further and, with the concurrence of the resource agencies, were withdrawn from consideration.

Floodplain Avoidance

Alternatives to avoid impacts to the floodplain were researched early in the project development process. High construction costs associated with lengthy bridges made these alternatives infeasible further project options. The Existing and Southern Alignment Alternatives each had variations of viaduct sizes and placement to avoid floodplain impacts. In the existing alignment of SR-76, the intersection of South Mission Road and SR-76 is within the 100-year floodplain. Therefore, avoidance of the floodplain by either the Existing Alignment Alternative or the Southern Alignment Alternative would have to raise the SR-76/South Mission Road intersection above the flood level without placement of fill in the floodplain. A viaduct or bridge structure would be required to do so.

The Existing Alignment Alternative would require berm construction (placement of imported fill in the floodplain) from South Mission Road to 1,200 feet east of Star Track Way, with encroachment into 55.9 acres of the floodplain. Some encroachment would occur for the entire length of this stretch of SR-76. To entirely avoid impacts to the floodplain in this stretch, the bridge or viaduct at the South Mission Road intersection would have to be extended the entire distance to the eastern limit of the encroachment (1,200 feet east of Star Track Way). Based on the length of this bridge, construction would add approximately $280 million to the cost of the project.

Encroachment into the floodplain by the Southern Alignment Alternative would occur within the same limits as for the Existing Alignment Alternative and would involve the entire length from South Mission Road to 1,200 feet east of Star Track Way. In this segment, the Southern Alignment Alternative would encroach into 79.2 acres of floodplain. To avoid this encroachment, the Southern Alignment Alternative would require a viaduct structure similar to the one required for the Existing Alignment Alternative within the same limits. A structure of this length would add approximately $290 million to the cost of this project.

Design of the two build alternatives evaluated in this document focused on minimizing floodplain encroachment to the extent possible. For the Existing Alignment Alternative, the design as proposed would result in a maximum 3-inch increase in the water surface elevation. The design of the Southern Alignment Alternative would result in a maximum increase in water surface elevation of 6.7 inches. Neither of the proposed build alternatives would support incompatible floodplain development, interrupt any transportation routes upstream, or significantly increase risks to life or property. These factors, balanced against the greatly increased cost of floodplain avoidance, led to elimination of the Floodplain

Avoidance Alternative from consideration as part of either the Existing Alignment Alternative or the Southern Alignment Alternative.

Lilac Road Alternative

The Lilac Road Alternative was reviewed when proposed by USFWS and CDFG staff during initial scoping and early NEPA 404 meetings. The Lilac Road Alternative suggested construction of SR-76 farther south along West Lilac Road with a new interchange at the intersection of West Lilac Road and I-15. Two of the prominent issues with the Lilac Road Alternative are (1) the lack of continuity in the route that would result in out-of-direction travel and (2) the mountainous topography in that area. Also, the distance between the new Lilac Road interchange and that of the existing SR-76/I-15 interchange would not meet FHWA standards for 2-mile interchange spacing in rural environments and would require approval from FHWA for a new freeway access point to I-15.

The West Lilac Road freeway crossing structure was built in 1978 as a cast-in-place arched bridge that is several hundred feet above I-15. It is 40 feet wide (one lane each way) and spans 695 feet between solid granite slopes rising above both sides of I-15. Due to the structure's type and size, widening to provide adequate capacity would be impractical. Areas of I-15 adjacent to and below this arched bridge are much lower in elevation, making ramp connection design and construction more difficult. Because of the elevation difference and the grades of the roads involved, it would require approximately 0.75 to 1 mile in each direction to connect ramps from Lilac Road to the freeway to satisfy Caltrans design standards for ramps (maximum 8 percent grade). The bedrock in this area is mainly granite. To connect ramps to I-15 would require substantial grading, drilling, and blasting to bring ramps down to freeway grade. This would create a larger-than-usual impact footprint for the interchange. Also, Old Highway 395 is roughly parallel to and less than 0.5 mile west of I-15, and realigning SR-76 could require modifications to the West Lilac Road/Old Highway 395 intersection, which would increase project costs. Motorists traveling to destinations along SR-76 from west to east of I-15 and from east to west of I-15 would have to travel approximately 3 miles out of direction because of West Lilac Road's southerly bend east of I-15.

Constructing SR-76 on this proposed new alignment would have required a much wider right-of-way footprint than the one for existing West Lilac Road. The proposed new right-of-way and construction easements would require encroachments on a fire station and a school, and would require relocation of numerous residents along West Lilac Road. Other impacts for this alignment would include encroachment into sensitive biological habitat and increased noise and visual effects in a rural area currently not affected by public travel at highway volumes. Therefore, the Lilac Road Alignment was not carried forward for further consideration.

Alternatives Considered in the Draft EIR/EIS

Existing Alignment Alternative

The proposed Existing Alignment Alternative would follow the route of existing SR-76 to the maximum extent possible along the northern edge of the San Luis Rey River Valley. With this proposed alternative, the existing conventional highway would be expanded to four lanes: two eastbound and two westbound.

The typical roadway width from edge of shoulder to edge of shoulder would be 93 feet. This alternative provides an economical construction cost while balancing impacts to sensitive environmental resources and private property located along the corridor. SR-76 would be widened along approximately 5.6 miles. Earthwork quantities are estimated to be 130,000 cubic yards of cut and 910,000 cubic yards of fill. In an effort to minimize environmental impacts, 2:1 slopes or flatter would be used instead of the 4:1 design standard. The project design would be context-sensitive, recognizing the rural character of the adjacent communities. Left-turn channelization and median openings would be provided at unsignalized intersections with Sweetgrass Lane and Star Track Way. A detention basin would be constructed along the existing alignment at the western side of the intersection of SR-76 and Ramona Drive. Three-lane on-ramps with high-occupancy vehicle (HOV) lanes are proposed at the I-15 on-ramps, with a 1,000-foot-long auxiliary lane to northbound I-15.

At-grade, signalized intersections would be provided at South Mission Road, Via Monserate, Gird Road, Old Highway 395, the I-15 southbound ramps, and the I-15 northbound ramps. Construction of these signalized intersections would include standard safety lighting. Safety lighting at these intersections would be the only lighting provided as part of the project. A fence for wildlife protection and access control between the San Luis Rey River and the Existing Alignment Alternative would be placed along the edge of the right-of-way except where it would direct wildlife to undercrossings. Between South Mission Road and I-15, the proposed alignment is primarily located along the existing roadway alignment, but shifts north or south in specific locations to provide for more gradual curves to accommodate a higher design speed and enhanced safety features.

The existing bridge structure over I-15 would be widened by approximately 62 feet to the south, which would include extending the abutments and adding additional columns to support the construction. The widening would consist of building a new bridge adjacent to the existing approximately 64-foot-wide bridge. The proposed bridge structure would match the existing structure. The hexagonal flared columns would match the shape and appearance of the existing columns; aside from these columns, no other architectural treatment is anticipated for the proposed structure.

As part of the net environmental benefit goals, directional wildlife fencing would be placed along the length of the alignment on both sides. In addition, underpasses used along the roadway to facilitate drainage would be modified to facilitate wildlife movement. Dimensions of wildlife crossings vary for the various focal species. For larger mammals, a minimum 8-by-10-foot underpass bridge or box culvert bridge is proposed. Minimum 5-by-5-foot culverts are proposed for medium sized animals, and less than 5-by-5-foot culverts are proposed for smaller sized animals.

The estimated cost of construction for the Existing Alignment Alternative, including improvements to the I-15 interchange using the partial clover leaf interchange Design Variation (DV-1), would be approximately $203 million (construction: $103 million; right-of-way: $11 million; support: $36 million; biological mitigation: $53 million). The estimated cost of construction for the Existing Alignment Alternative, including improvements to the interchange using the spread diamond (DV-2) interchange

design, would be approximately $200 million (construction: $101 million; right-of-way: $11 million; support: $35 million; biological mitigation: $53 million).

Southern Alignment Alternative

The Southern Alignment Alternative would be mostly located south of the San Luis Rey River, although the western and eastern ends of the alignment would be similar to or the same as the Existing Alignment Alternative. As with the Existing Alignment Alternative, the facility would have four lanes. The total roadway width from edge of shoulder to edge of shoulder would typically be 93 feet. The Southern Alignment Alternative would require two new bridges crossing the San Luis Rey River: the first just east of South Mission Road and the second near Star Track Way. The westbound and eastbound lanes would be separated by a varying-width median.

Preliminary earthwork quantities are currently estimated to be 20,000 cubic yards of cut with 990,000 cubic yards of fill. To minimize environmental impacts, 2:1 slopes or flatter would be used instead of the current 4:1 design standards. The project design would be context-sensitive, recognizing the rural character of the adjacent communities. Left-lane channelization would be provided at the following intersections: South Mission Road, Frontage Road (West), Existing SR-76, Frontage Road (East), Existing SR-76, Old Highway 395, I-15 southbound ramps, and I-15 northbound ramps.

At-grade, signalized intersections would be provided at the western and eastern intersections of the frontage road, Old Highway 395, the I-15 southbound ramps, and the I-15 northbound ramps. Construction of these signalized intersections would include standard safety lighting. The safety lighting at these intersections would be the only lighting provided as a part of the project. A fence for wildlife protection and access control between the San Luis Rey River and the Southern Alignment Alternative would be placed along the edge of the right-of-way except where it would direct wildlife to undercrossings.

The first proposed river crossing (just east of South Mission Road) would consist of an eight-span concrete box girder bridge across the 100-year floodplain of the San Luis Rey River. The cast-in-place structure would be built on falsework erected in the floodplain during the dry season. The finished bridge would have a length of approximately 1,332 feet, carrying two lanes of traffic in each direction. Rock slope protection would likely be required to protect the bridge abutments and approach roads against scour. This bridge would be supported on 16-inch, cast-in-drilled-hole concrete piles. The second proposed river crossing (near Star Track Way) would consist of a four-span concrete box girder bridge that would cross the 100-year floodplain of the San Luis Rey River. The cast-in-place structure would be built on falsework erected in the floodplain during the dry season. The finished bridge would have a length of 780 feet, carrying two lanes of traffic in each direction. Rock slope protection would likely be required to protect the bridge abutments and approach roads against scour. This bridge would be supported on 16-inch, cast-in-drilled-hole concrete piles.

As part of the net environmental benefit goals, directional wildlife fencing would extend the length of the alignment on both sides. In addition, underpasses used along the roadway to facilitate drainage would be

modified to facilitate wildlife movement. The two proposed new open span bridges discussed above would also facilitate wildlife movement. One of the proposed underpasses would accommodate pedestrians and would allow the private owner of the property to access both sides of the parcel.

Under the Southern Alignment Alternative, the existing SR-76 roadway would be relinquished to the County per a revised highway agreement and would function as a frontage road for existing property and business access. Caltrans would coordinate with the County during design to ensure that any relinquished roadways were in good repair. Any upgrade to the current SR-76 would be reviewed under a separate environmental process. If relinquished to the County, it is not known if wildlife crossings would be provided on the current roadway. Under the Southern Alignment Alternative, the two bridges at the river crossings would allow east/west wildlife movement within the riparian area, and wildlife fencing and crossings in the form of culverts in the segment between the bridges to allow north/south movement.

Costs to improve the existing SR-76 by the County have not been identified. Any upgrade to the current SR-76 done by the County would be reviewed and approved under a separate environmental process, but biological impacts were estimated at the request of the resource agencies during the NEPA 404 process. Construction costs for the Southern Alignment Alternative with the DV-1 interchange design would be approximately $322 million (construction: $133 million; right-of-way: $94 million; support: $42 million; biological mitigation: $53 million). Construction costs for the Southern Alignment Alternative with the DV-2 interchange design would be approximately $319 million (construction: $130 million; right-of-way: $94 million; support: $42 million; biological mitigation: $53 million).

No Build Alternative

Under the No Build Alternative, no new SR-76 facilities would be constructed and the existing SR-76 would continue to serve as the principal access between South Mission Road and I-15. This alternative would not propose any changes in the existing right-of-way, street geometry, number of lanes, or configuration of existing intersections.

Identification of the Preliminary NEPA Preferred Alternative

After public review of the Draft EIR/EIS and full consideration of the technical studies prepared, public comments, Native American, and resource agency input, Caltrans identified the Existing Alignment Alternative as the preliminary Preferred Alternative. In letters to EPA, USFWS, NMFS, and USACE dated February 28, 2011, Caltrans asked for concurrence on the selection. The Existing Alignment Alternative would directly impact more acreage of wetlands and waters of the U.S. but would have the least environmental impacts overall. The following factors were considered in the identification process.

- In terms of impacts to wetlands and waters of the U.S., the Preferred Alternative would permanently impact 4.61 acres and temporarily impact 3.99 acres; the Southern Alignment Alternative would permanently impact 0.20 acre and temporarily impact 0.82 acre. The Southern Alignment Alternative would indirectly impact 27.15 acres and the Preferred Alternative would indirectly impact 11.75 acres of wetlands and waters of the U.S.

- Although the Southern Alignment Alternative would impact less acreage of San Luis Rey River special aquatic sites (wetlands), the Existing Alignment Alternative would have less effect on the function and value of the remaining special aquatic sites. The Southern Alignment Alternative would affect an area of greater biological diversity in which there is little development and no major roads paralleling the river. The Existing Alignment Alternative would not affect the ecosystem south of the river.

- The San Luis Rey River Valley and floodplain are highly valued as habitat and as a regionally important wildlife movement corridor. The Preferred Alternative would be entirely on the northern side of the river where there is existing rural residential development and would not cross the river. The Southern Alignment Alternative would cross the river in two places; there are currently no road crossings of the river in the project area and no barriers to wildlife movement in the river riparian corridor.

- Both alternatives would impact wildlife movement in the San Luis Rey River regional wildlife movement corridor. The Existing Alignment Alternative would largely follow the existing wildlife barrier of the SR-76 highway but would widen the barrier. Wildlife directional fencing, undercrossings, and a bridge at Live Oak Creek may decrease wildlife road mortalities. The Southern Alignment Alternative would be constructed on a berm and would incorporate open-span bridges, directional fencing, and undercrossings, but would create a new barrier to wildlife movement where none now exists.

- River crossings associated with the Southern Alignment Alternative would result in vegetative changes in the riparian corridor and shading of riparian habitat by the bridges; introduce noise, light, and glare to the riparian corridor; and decrease ecosystem stability.

- The Preferred Alternative would encroach into less of the San Luis Rey River 100-year floodplain and have less effect on the water surface elevation in the event of a 100-year flood. The Southern Alignment Alternative would encroach into 70.2 acres of the 100-year floodplain and increase the water surface elevation a maximum of 6.7 inches. The Preferred Alternative would encroach into 55.9 acres of the 100-year floodplain and increase the water surface elevation a maximum of 3.0 inches.

- The Preferred Alternative would follow the route of existing SR-76 as much as possible through areas of semirural residential development. The Southern Alignment Alternative would create a new major road where there are currently no paved public roads in an area designated by the County for very low density development. The Southern Alignment Alternative would leave existing SR-76 in place; Caltrans would relinquish it to the County. If the road was upgraded to meet County standards, additional impacts would result north of the river.

- The San Luis Rey River and associated riparian habitat have been identified as an important regional wildlife movement corridor in northern San Diego County, and are identified as a pre-approved mitigation area (PAMA) in the Draft North County Multiple Species Conservation Plan

(NCMSCP). The Existing alignment Alternative would have fewer impacts to land use, growth, relocations, and wildlife connectivity within a PAMA of the NCMSCP than the Southern Alignment Alternative.

- The Draft EIR/EIS found that the Preferred Alignment Alternative would have no substantial impacts after mitigation. The Southern Alignment Alternative, after mitigation, would have remaining substantial impacts on land use, growth, community character and cohesion, relocations, and visual/aesthetics.
- An improved SR-76 is recognized in local planning documents on the existing alignment. The County is in the process of adopting a new General Plan (GP 2020). In both the current General Plan and GP 2020, the Circulation Element shows SR-76 as a major road following the existing alignment. The Southern Alignment Alternative is inconsistent with local planning documents, since it would add an additional transportation element south of the San Luis Rey River that is not currently recognized in local planning.
- Construction of the Southern Alignment Alternative, by providing access to lands south of the river, could increase pressure to allow development in that area where only very low density development, and no major roads, exist or are planned.
- Construction costs for the Preferred Alternative would be less than two-thirds of construction costs for the Southern Alignment Alternative. The Preferred Alternative would cost $200 million to $203 million and the Southern Alignment Alternative would cost $319 million to $322 million, depending on the I-15 interchange design.

Design Considerations

The Caltrans SR-76 Design Team supports the identification of the Existing Alignment Alternative as the Preferred Alternative because it meets the minimum design requirements and it fulfills the proposed SR-76 purpose and need.

Agency Comments Received on the Identification of the Preliminary Preferred Alternative

In letters to USFWS, USACE, NMFS, and EPA dated February 28, 2011, Caltrans asked for concurrence on the selection of the Existing Alignment Alternative as the preliminary Preferred Alternative and LEDPA. All four of the agencies concurred with Caltrans' selection: USFWS in a letter dated March 22, 2011; EPA in a letter dated March 25, 2011; NMFS in a letter dated March 29, 2011; and USACE in a letter dated April 18, 2011.

Design Iterations and Wetland Minimization Efforts

Between 2006 and 2010, the Existing Alignment Alternative was subject to multiple design iterations in a continuing effort to improve its design performance and minimize its impacts to the environment,

including waters and wetlands. The design iterations were given alpha-numeric labels, with the baseline alignment designated E-1 and the current design designated E-14.

Iteration E-1 was a 70-mph design-speed highway intended to modify the existing nonstandard curve radii and super elevation transitions and to meet current Caltrans design standards. The design speed required a shoulder to shoulder width of 128 feet and curve radii of 2,100 feet with longer tangents. A lower design speed would allow less width, tighter curve radii, and less right-of-way acquisition, eliminating one relocation, lowering impacts to community character and cohesion, and decreasing direct impacts to sensitive biological resources such as wetlands and sensitive habitat.

Iterations E-2 through E-14 took the baseline established with E-1 through a design process with input from the Project Development Team, which included an environmental component. As studies were completed and sensitive areas were established, the design was refined to avoid or minimize impacts to environmentally sensitive areas. At times, it became necessary to increase impacts to one resource to avoid impacts to another. Therefore, impacts to waters and wetlands changed throughout the project development process.

Iteration E-2 reduced the design speed to 55 mph, allowing 1,000-foot radius curves and creating more frequent curvature in the alignment. Impacts to sensitive environmental habitat, including wetlands, were reduced, but there were engineering concerns. Because larger super elevation rates were needed for the smaller radii, there was concern over intersections where vehicles would have to turn into a curve banked in the opposite direction. In addition, the smaller curves introduced a greater number of reversing curves, making driving less comfortable.

Iteration E-3 realigned the road to improve super elevation rates, and a reduced width median lowered impacts on the community and biological resources. However, more accurate mapping identified an archaeological site near Gird Road that was impacted by the alignment.

Iteration E-4 was designed for more avoidance of environmentally sensitive areas. Median width and consequently roadway width were reduced, but the narrower medians required larger curve radii.

Iteration E-5 further reduced median width to the minimum standard width, but the narrower medians required larger curve radii, incurring environmental impacts in some areas and shifting the alignment closer to the San Luis Rey River. Environmental impacts were not reduced for the majority of the alignment.

Iteration E-6 used a 30-foot median in some locations, allowing tighter curve radii to fit the alignment better to the terrain. Access to SR-76 was reduced by combining Star Track Way and Sage Road traffic into one intersection at Star Track Way, allowing use of existing SR-76 between Star Track Way and Sage Road as a future frontage road. Areas of larger tangents accommodated a 22-foot-wide median for reduced impacts.

Iteration E-7 was an attempt to remove the curvature on the eastern portion of the alignment west of Old 395 near Star Track Way and Sage Road to create a shorter roadway and reduce earthwork, but this induced excessive right-of-way acquisition because of a long tangent with no curves.

Iteration E-8 shifted 2,000 feet of the alignment between Gird Road and Star Track Way to reduce or eliminate large cut slopes that required excessive right-of-way takes and wetland impacts.

Iteration E-9 adjusted the location of the tie-in to improved SR-76 and combined access for Gird Road and Flowerwood Lane.

Iterations E-10 through E-14 made adjustments in engineering parameters that did not change impacts to wetlands.

Design modifications were also performed for the Southern Alignment Alternative in iterations S-1 through S-8.

Rationale for the Need to Impact Wetlands in the Non-River-Crossing Locations

The Existing Alignment Alternative does not include any river crossings. Its impacts to wetlands are associated mainly with its proximity to the north side of the San Luis Rey River, the crossing of Live Oak Creek and unnamed drainages, the need to tie in to the SR-76 alignment at South Mission Road, and the constraints imposed by the rugged terrain and private property farther north from the river. The Southern Alignment Alternative's non-river-crossing wetlands impacts are also associated with the need to tie in to the SR-76 alignment at South Mission Road. A more complete explanation of these factors is in the description of the Wetland Avoidance alternatives on pages 4 and 5. Either of the wetlands avoidance alternatives would increase the project footprint, increase project impacts, significantly impact the community and social environment, extend the design and construction schedule, and add an estimated $150 to $360 million to the project cost.

Alternatives Analysis

Since the Wetlands Avoidance Alternative is not practicable, and because the Existing Alignment Alternative and the Southern Alignment Alternative would result in some aquatic resource loss, the practicable alternative with the least damage to aquatic resources must be selected unless it has other significant adverse environmental consequences. The 404(b)(1) Alternatives Analysis below compares the impacts of each of the build alternatives and ultimately identifies the Existing Alignment Alternative as the Least Environmentally Damaging Practicable Alternative (LEDPA).

This Alternatives Analysis was prepared in accordance with 40 Code of Federal Regulations (CFR) Part 230, Section 404(b)(1) Guidelines for Specification of Disposal Sites for Dredged or Fill Material (the Guidelines). It succinctly states and evaluates information regarding the effects of discharge of dredged or

fill material into waters of the U.S., including wetlands. As such, it is not meant to stand alone and relies heavily on information provided in the EIR/EIS and the Biological Assessment.

The purpose of Section 404(b)(1) is to restore and maintain the chemical, physical, and biological integrity of waters of the U.S. through the control of discharges of dredged and fill material. To fulfill this purpose, dredged or fill material should not be discharged into the aquatic ecosystem unless it can be demonstrated that such a discharge will not have an unacceptable adverse impact either individually or cumulatively.

This analysis demonstrates that the project will comply with the purpose of the 404(b)(1) process, which is to restore and maintain the physical and biological integrity of waters of the U.S., and that the Existing Alignment Alternative is the LEDPA affecting the aquatic ecosystem that meets the project purpose. "Practicable" as used in "LEDPA" is defined as being "available and capable of being done after taking into consideration cost, existing technology, and logistics in light of the overall project purpose."

The wetlands of the San Luis Rey River corridor in the project area have been defined by the USACE as "special aquatic sites." Special aquatic sites, according to the Guidelines, include sanctuaries and refuges, wetlands, mud flats, vegetated shallows, coral reefs, and riffle and pool complexes.

Guidelines Requirements

The Guidelines require the project to be defined as water dependent or non-water dependent. The Guidelines define activities as "water dependent" if they require "access or proximity to or siting within a special aquatic site to fulfill the basic project purposes." If an alternative could achieve the basic project purpose without being sited in a special aquatic site, it would be non-water dependent. Under the Guidelines, non-water dependent, practicable alternatives not involving special aquatic sites are presumed to have less adverse impact on the aquatic ecosystem, unless clearly demonstrated otherwise.

For a non-water dependent action, it is the applicant's responsibility, through the 404(b)(1) Alternative Analysis, to show that alternatives avoiding special aquatic sites are not practicable, are not available, or are not less environmentally damaging. Furthermore, no discharge shall be permitted if it does any of the following:

- Violates any applicable state water quality standard,
- Violates any applicable toxic effluent standard or prohibition under Section 307 of the Clean Water Act,
- Jeopardizes the continued existence of endangered or threatened species under the Endangered Species Act or results in likely destruction or adverse modification of designated critical habitat, or
- Lacks sufficient information to determine compliance with the Guidelines.

The Guidelines also require the Alternatives Analysis to make factual determinations regarding the following:

- The physical substrate,
- Water circulation,
- Suspended particulate/turbidity,
- Contaminants,
- The aquatic ecosystem and organisms,
- The proposed disposal site;
- Cumulative effects on the aquatic ecosystem, and
- Secondary effects on the aquatic ecosystem.

Comparison of Practicable Alternatives

Upland Habitats

Table 1 is a comparison of the impacts of the Existing Alignment Alternative, the Southern Alignment Alternative, and the No Build Alternative to upland vegetation communities. Impacts of the two build alternatives are roughly equal for permanent and temporary impacts to vegetation types, but the Southern Alignment Alternative would have substantially greater indirect impacts.

Table 1. Impacts to Upland Vegetation Communities

Upland Vegetation Type	Acres Impacted				
			Indirect*		
	Permanent	Temporary	300-foot Buffer	Noise Outside 300-foot Buffer ≥60 dBA	Total Indirect
Existing Alignment Alternative					
Coast Live Oak Woodland	2.09	0	1.36	0	1.36
Diegan Coastal Sage Scrub	0.54	1.83	0	1.93	1.93
Disturbed Diegan Coastal Sage Scrub	6.35	1.66	0.13	2.63	2.76
Nonnative Grassland	27.14	20.72	27.18	40.30	67.48
Valley Needlegrass Grassland (native)	0	0	0	0	0
Total	**35.81**	**24.52**	**28.67**	**44.86**	**73.53**
Southern Alignment Alternative					
Coast Live Oak Woodland	1.78	0.36	0.76	0	0.76
Diegan Coastal Sage Scrub	0.21	1.91	11.32	1.01	12.33
Disturbed Diegan Coastal Sage Scrub	6.16	1.27	0.12	3.96	4.08
Nonnative Grassland	25.13	22.03	61.57	40.68	102.25
Valley Needlegrass Grassland (native)	0	0	1.83	0	1.83
Total	**33.28**	**25.57**	**75.6**	**45.65**	**121.25**

*Current indirect impacts resulting from the existing highway have been subtracted from the Existing Alignment Alternative acreage.

Riparian and Wetland Communities

Table 2 compares the alternatives' impacts to riparian and wetland vegetation communities and the aquatic habitat (open water) of the San Luis Rey River.

Table 2. Impacts to Riparian and Wetland Communities and Aquatic Habitat

Riparian or Wetland Community or Aquatic Habitat	Acres Impacted				
			Indirect*		
	Permanent	Temporary	300-foot Buffer	Noise Outside 300-foot Buffer ≥60 dBA	Total Indirect
Existing Alignment Alternative					
Disturbed Wetland (Arundo dominated)	0.63	0.31	0.18	0.25	0.43
Coastal and Valley Freshwater Marsh	0.06	0.05	0.01	0	0.01
Elderberry Scrub	0	0	0.21	0.15	0.36
Mulefat Scrub	5.36	0.93	0	0	0
Southern Cottonwood-Willow Riparian Forest	22.6	7.73	7.33	20.30	27.63
Southern Willow Scrub (includes disturbed	3.99	1.49	4.15	3.11	7.26
Tamarisk Scrub	0	0	0	0	0
Open Water (San Luis Rey River)	0.01	0.09	0.08	1.20	1.28
Total	**32.65**	**10.60**	**11.96**	**25.01**	**36.97**
Southern Alignment Alternative					
Disturbed Wetland (Arundo dominated)	0.10	0.31	0.27	0.23	0.50
Coastal and Valley Freshwater Marsh	0	0	0	0	0
Elderberry Scrub	0	0	0.13	0.15	0.28
Mulefat Scrub	2.29	0.55	2.01	0.93	2.94
Southern Cottonwood-Willow Riparian Forest	8.56	3.11	48.82	19.60	68.52
Southern Willow Scrub (includes disturbed	0.73	0.27	1.35	2.57	3.92
Tamarisk Scrub	0	0	0.35	0.01	0.36
Open Water (San Luis Rey River)	3.67	0.30	1.87	1.20	3.07
Total	**15.37**	**4.54**	**54.9**	**24.69**	**79.59**

*Current indirect impacts resulting from the existing highway have been subtracted from the Existing Alignment Alternative acreage.

Both the Existing Alignment Alternative and the Southern Alignment Alternative would impact riparian and wetland resources. Permanent and temporary impacts of the Existing Alignment Alternative to such resources would be a little more than double the impacts of the Southern Alignment Alternative, partly because the Existing Alignment Alternative is designed to minimize overall (not biological) impacts by making use of the existing alignment of SR-76, by avoiding a four-lane highway in areas north or south of existing SR-76 where no major transportation corridor currently exists, and by reducing the taking of private property to the extent practicable. Indirect impacts of the two build alternatives would be roughly equal.

Table 3 depicts the impacts that would occur to waters of the U.S. for each of the alignment alternatives.

Permanent and temporary impacts on waters of the U.S. would be considerably greater for the Existing Alignment Alternative, compared to the Southern Alignment Alternative. The difference is mainly in impacts on southern cottonwood-willow riparian forest and southern willow scrub. The impacts of the Existing Alignment Alternative on the river's jurisdictional waters would be partly due to the attempt to maximize the use of the existing SR-76 right-of-way, which closely borders the river's riparian corridor in much of the alignment, and partly due to the number of streams and drainages to be crossed on the northern side of the river. The Southern Alignment Alternative would have considerably greater indirect impacts on waters of the U.S. and would cross the San Luis Rey River (twice).

Table 3. Impacts to Waters of the U.S.

Riparian and Wetland Community Type	Impacts						
	No Build	Existing Alignment Alternative			Southern Alignment Alternative		
	Acres Impacted	Acres Impacted			Acres Impacted		
		Permanent	Temporary	Indirect	Permanent	Temporary	Indirect
Disturbed Wetland (Arundo Scrub)	0	0.10	0.01	0.18	0	0	0
Coastal and Valley Freshwater Marsh*	0	0	0	0.01	0	0	0
Mulefat Scrub*	0	0	0		0.05	0	0.12
Southern Cottonwood-Willow Riparian Forest*	0	2.51	0.09	7.33	0.11	0.52	24.80
Southern Riparian Scrub*	0	0	0.02	0	0.04	0.31	0
Southern Willow Scrub (including disturbed)*	0	1.95	0.69	4.15	0	0	1.40
Unvegetated Channel/Drainage Feature (Ordinary High Water Mark)	0	0.04	0	0	0	0	1.00
Total Impacts	**0**	**4.61**	**3.99**	**11.75**	**0.20**	**0.83**	**27.32**

*Special Aquatic Sites

Potential Impacts on Physical and Chemical Characteristics of the Aquatic Ecosystem

Both build alternatives would impact a number of drainages classified as waters of the U.S. All of these drainages are part of the San Luis Rey River hydrological and biological system. The drainages would be directly affected by construction, including the effects of cut and fill grading, placement of culverts, and construction of bridges. These drainages would also receive runoff from construction sites and from the completed roadway, bridges, and related features. Table 4 shows the drainages that would be impacted by discharge of fill into waters of the U.S. by the Existing Alignment Alternative and the classification and

area of waters of the U.S. that would be impacted. Table 5 shows the same information for the Southern Alignment Alternative.

Table 4. Impacts to Waters of the U.S. by Location, Existing Alignment Alternative

Location: Post Mile (Longitude/Latitude)	Waters Type	Impacts (acres)	
		Permanent	Temporary
Drainage at PM 13.1 (117°12'32"W / 33°18'25"N)	Wetlands	0	0
	Unvegetated Waters	0	0
Drainage at PM 13.7 (117°12'4"W / 33°18'38"N)	Unvegetated Waters	0.02	0
Drainage at PM 14.1 (117°11'50"W / 33°18'52"N)	Unvegetated Waters	0.0007	0.002
	Wetlands	0.0005	0
Live Oak Creek at PM 14.4 (117°11'38"W / 33°18'53"N)	Unvegetated Waters	0	0.025
	Wetlands	0	0.038
Along San Luis Rey Mainstem	Unvegetated Waters	0.0007	0.027
	Wetlands	0.0005	0.038
Total		**0.0224**	**0.128**

Table 5. Impacts to Waters of the U.S. by Location, Southern Alignment Alternative

Location (Longitude/Latitude)	Waters Type	Impacts (acres)	
		Permanent	Temporary
Along San Luis Rey Mainstem (117°12'57"W / 33°17'51"N)	Wetlands	0	0.25
117°10'34"W / 33°18'47"N	Wetlands	0.2	0.57
Total		**0.2**	**0.82**

Substrate

The Biological Study Area (BSA) for the EIR/EIS is defined as the area within 500 feet of the alignment alternatives and as determined by the Project Development Team. The BSA is approximately 2,348 acres that includes the proposed construction limits for both the Existing Alignment Alternative and the Southern Alignment Alternative, all areas between these two alternatives, and all other areas within approximately 500 feet of the two alignments. The BSA also extends 200 feet west of the I-15 bridge and includes the SR-76/I-15 interchange and the area under the I-15 bridge across the San Luis Rey River.

Within the BSA, there are 239.89 acres of jurisdictional waters, including 239.41 acres of special aquatic sites (wetlands). As Table 3 shows, the Existing Alignment Alternative would permanently impact 4.61 acres of waters of the U.S. Of this acreage, 4.47 acres are special aquatic sites (wetlands). Impacts to substrates would result from placement of structural fill, culverts, similar road improvements, or bridge piers. Substrate values including food, cover, and habitat for aquatic life would be fully eliminated on the impacted acreage. Negative impacts include the covering and displacement of substrate by fills and turbidity in the water column. Aquatic vegetation, where present, would be permanently removed.

Benthic organisms in these areas would be displaced or destroyed. The permanent impacts to substrate conditions would be irreversible.

The same types of impacts would occur from the placement of road improvements such as structural fill, culverts, and bridge piers and abutments with the Southern Alignment Alternative, but in this case, 0.20 acre of both waters of the U.S. and special aquatic sites would be permanently affected. Construction of either alternative, due to ground and vegetative cover removal, could result in scour, sedimentation, and increased rates or volumes of runoff that could directly impact substrates during construction and could adversely alter the substrate downstream from the direct effects of scour or from the precipitation of silt or contaminants.

Impacts to wetlands from potential increases in human activity in the vicinity of SR-76 and from new paved surfaces runoff are expected to be minimal, because the project design would preclude access to the wetlands from the bridges, fill, and road improvements, and a drainage plan would be implemented to divert and filter all roadway runoff into the storm drain system.

In the following comparison of impacts, and in similar comparisons in other subsections, the impacts of the two build alternatives with the implementation of minimization measures are compared. The No Build Alternative is also assessed, but without assuming any minimization measures. Measures to minimize adverse effects are discussed in a later section of this analysis. The assessment includes a relative comparison of the severity of impacts between the alternatives.

Comparison of Substrate Impacts

For both build alternatives, permanent impacts on waters of the U.S. and special aquatic sites would be less than 2 percent of the acreage of waters, wetlands, and special aquatic sites in the study area. The Southern Alignment Alternative would permanently impact 4.27 acres less of jurisdictional waters than the Existing Alignment Alternative.

Indirect or secondary impacts could result from roadway runoff and human activity from increased access to the wetlands. However, in the case of either build alternative, minimization measures would reduce these impacts to the maximum extent practicable. Either alternative would include fencing to restrict access to wetlands and waters from the roadway and would employ BMPs to control adverse effects from runoff.

The No Build Alternative would have no increased temporary or permanent substrate impacts. However, indirect impacts would continue to occur, since the current roadway was constructed without BMPs to minimize runoff and with minimal access control.

Water

The Existing Alignment Alternative would encroach longitudinally into the San Luis Rey River 100-year floodplain as designated by the Federal Emergency Management Agency (FEMA) in five locations for a total of 55.9 acres and would cross several tributaries draining to the river. Encroachment would be

predominantly structural fill on the north bank of the river. The slopes would be armored with rock slope protection to prevent slope erosion and present a rough surface to floodwaters to slow flood velocities. Drainages would be crossed by culverts or bridges sized to facilitate the passage of water without substantially altering the existing drainage patterns and flow characteristics.

Because the Existing Alignment Alternative encroachment into the 100-year floodplain is entirely longitudinal, its impacts are predominantly edge effects. It would not fragment the wetlands and waters associated with the river. The encroachment in every case is on the outside northern slope of the floodplain and would raise the water surface of the 100-year flood a maximum of 3 inches. This easily meets the FEMA "Low Risk" requirement (Title 23 CFR 650.105) that the increase to the regulatory floodway water surface elevation not exceed 1 foot. The Existing Alignment Alternative would cause little perturbation of current water circulation patterns and flow or normal water fluctuations. The potential for an acute channelizing effect would be avoided. This will help to maintain existing hydrologic conditions and the river's biological resources.

The Southern Alignment Alternative would encroach into the San Luis Rey River FEMA-designated 100-year floodplain in three places for a total of 79.2 acres. One location would be at the transverse crossing associated with the downstream (western) bridge; a second location would be longitudinal structural fill with rock slope protection; and the third location would be at the transverse crossing associated with the upstream (eastern) bridge. The encroachments would, by constricting the river's floodway, increase the water surface elevation of the San Luis Rey River approximately 6.7 inches upstream from the western bridge and approximated 6.1 inches upstream from the eastern bridge. These water surface elevations would be well below the FEMA "Low Risk" requirement of 1 foot.

Comparison of Water Impacts

The Existing Alternative Alignment would have less acreage of encroachment into the floodplain and would have less of an effect on floodwater surface elevations compared to the Southern Alignment Alternative. All encroachment into the floodplain by the Existing Alignment Alternative would be longitudinal, but the Southern Alignment Alternative would have transverse encroachment at the two bridge crossings. Neither of the build alternatives would exceed the FEMA "Low Risk" standard for rise in surface water elevations, and neither would cause excessive perturbation of circulation patterns or normal flow fluctuations in the San Luis Rey River.

No physical changes would be associated with the No Build Alternative, and therefore no adverse changes from existing conditions would occur.

Suspended Particulates/Turbidity

With the inclusion of BMPs, the project would not negatively affect water quality in the area on a long-term basis. Disturbance of wetlands during construction may create turbid conditions that could reduce light penetration in affected waters, adversely affecting aquatic organisms by lowering photosynthesis, increasing temperatures, lowering oxygen levels, and primary aquatic system productivity and interfering

with feeding activity for sighted organisms. Because of the increased encroachment into the floodplain and transverse crossings of the river at the bridges, this effect would be somewhat more likely for the Southern Alignment Alternative. Temporary BMPs (soil stabilization, sediment control, wind erosion control, tracking control, non-storm-water management, and waste management and materials pollution control) would be implemented to contain both storm water and non-storm-water discharges during construction of either alternative.

Upon completion of construction, all disturbed areas will be stabilized or restored under either the Existing Alignment Alternative or the Southern Alignment Alternative. During the project development process, expected storm water runoff onto the project site would be calculated and, where possible, appropriate control measures (such as gravel bag berms to stop concentrated flow and sediment) would be implemented to convey concentrated flows around or through the site in a manner that would not cause additional erosion. The statewide Storm Water Management Plan (SWMP) describes how Caltrans would comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Permit (Order 99-06-DWQ).

A Scour and Location Study was prepared to determine possible impacts of the build alternatives on the San Luis Rey River floodplain. HEC-RAS computer modeling was used to determine the existing and proposed river flow velocities for the 10-year and 100-year storms for the existing conditions and each build alternative. Changes to the channel velocity as a result of the proposed project could result in increased erosion or sedimentation.

The likelihood that particulates and turbidity will be increased by work affecting a river's flow is dependent on several factors, including velocity, riverbed slope, roughness of the substrate, and size and gradation of associated sediments. The maximum permissible velocity that will not cause erosion of the channel body for riverbeds of alluvial materials like the San Luis Rey River ranges from 2.5 feet per second (fps) to 5 fps.

During a 10-year design storm, the Existing Alignment Alternative would maintain or decrease the existing channel velocity for approximately 4.7 miles of the 5 miles analyzed. During the 100-year storm event, the Existing Alignment Alternative would maintain or decrease the existing channel velocity for approximately 3.9 miles of the 5 miles analyzed. At a few isolated cross sections, the Existing Alignment Alternative would increase the 10-year storm and 100-year storm channel velocities slightly, by a maximum of 0.50 fps and 0.71 fps, respectively. The Existing Alignment Alternative would not cause existing nonerosive velocities to increase to erosive velocities.

During a 10-year storm, the Southern Alignment Alternative would maintain or decrease the existing channel velocity for approximately 4.5 miles of the 5 miles analyzed. During the 100-year storm, the Southern Alignment Alternative would maintain or decrease the existing channel velocity for approximately 3.6 miles of the 5 miles analyzed. At a few isolated cross sections, the Southern Alignment Alternative would increase the 10-year storm and 100-year storm channel velocities by a maximum of 0.30 fps and 0.87 fps, respectively. The Southern Alignment Alternative proposes two bridges with

columns and abutments that would encroach on the floodplain and constrict the flow of the river. At these river crossings, the potential exists for nonerosive velocities to increase to erosive velocities.

During the design phase, as required by the SWMP, treatment BMPs (biofiltration by strips or swales, infiltration devices, detention devices, traction sand traps, media filters, multi-chamber treatment, wet basins, dry weather flow devices, and gross solid removal devices) would be incorporated into either build alternatives as appropriate. Treatment BMPs are selected based on the impairment of the receiving water body. If biofiltration (strips and /or swales) are selected, vegetated swales would be incorporated upstream of drain inlets to treat roadway runoff. As design progresses, the BMP locations would be evaluated to determine if incorporation is feasible based on right-of-way or environmental constraints. None of these measures were employed during design and construction of existing SR-76. Therefore, it is anticipated that either build alternative may contribute to water quality improvements in the San Luis Rey River, including wetlands, under ordinary circumstances.

Comparison of Suspended Particulates/Turbidity Impacts

During construction of either the Existing Alignment Alternative or the Southern Alignment Alternative, temporary BMPs (soil stabilization, sediment control, wind erosion control, tracking control, non-storm-water management, and waste management and materials pollution control) would be implemented to contain both storm water and non-storm-water discharges. All disturbed areas would be stabilized or restored upon completion of construction. For both build alternatives, construction impacts would be adverse, minor, and temporary under ordinary circumstances. Unanticipated storms of high intensity could increase the possibility of more severe adverse impacts.

When construction was complete, the proposed improvements for both alternatives would maintain or decrease the existing flow velocity throughout most of the channel. The Existing Alignment Alternative would not cause a stream flow increase to erosive channel velocities. The two river crossings proposed by the Southern Alignment Alternative would constrict river flow and cause slightly higher velocities that could be potentially erosive, causing suspended particulates transport and consequent turbidity downstream of the project area.

The No Build Alternative would not change current conditions. No measures specifically designed to reduce suspended particulates in runoff from the roadway were included in the construction of existing SR-76. Conditions affecting the particulates and turbidity of runoff are relatively stable but there are no structural controls, filters, or sedimentation devices.

Contaminants

During construction of either build alternative, fuels, oils, greases, solvents, coatings, debris, and other contaminants could be released and enter special aquatic sites both on and off the construction sites. Temporary BMPs (soil stabilization, sediment control, wind erosion control, tracking control, non-storm-water management, and waste management and materials pollution control) would be implemented to

contain contaminant-bearing storm water and non-storm-water discharges during construction. Fill material would be tested for contaminants before being placed in any location on the project site.

Contaminants from operation of the facility are generally associated with by-products of motor vehicle use such as oils, greases, fuels, wear products, trash, and debris. Caltrans maintenance activities may also discharge contaminants such as petroleum products, sediments, trash and debris, metals, acidic/basic materials, nutrients, solvents, waste paint, herbicides, and pesticides. Many of these potential pollutants can be prevented from being discharged into and via the storm water drainage systems by selecting and implementing BMPs appropriate for the activity being conducted. Design pollution prevention BMPs are selected to reduce post-construction pollutant discharges and would be incorporated into project design.

Design pollution prevention BMPs are permanent measures that improve storm water quality after construction is completed. Design pollution prevention BMPs would be implemented, in addition to treatment BMPs required as part of the SWMP described in the Suspended Particulates/Turbidity section, above. These measures were not included in the design and construction of existing SR-76 and no such BMPs exist for existing SR-76.

Comparison of Contaminant Impacts

Both the Existing Alignment Alternative and the Southern Alignment Alternative would be required, through permitting requirements, to employ the most effective reasonable and feasible BMPs to reduce contaminant loadings of runoff discharged to the river system.

The Existing Alignment Alternative or Southern Alignment Alternative could result in beneficial impacts compared to existing conditions. The No Build Alternative would perpetuate existing conditions.

Potential Impacts on Biological Characteristics of the Aquatic Ecosystem

Threatened and Endangered Species

Surveys for federally listed species were conducted within the BSA for the EIR/EIS. If the Southern Alignment Alternative is constructed, the current SR-76 roadway would be relinquished to the County under a revised highway agreement and would function as a frontage road for existing property and business access. Any upgrade to the current SR-76 would be reviewed under a separate environmental process. If the Existing Alignment Alternative is identified, SR-76 would not be retained as a through road.

San Diego Ambrosia (*Ambrosia pumila*)

San Diego ambrosia was listed as endangered by USFWS in July 2002. Critical habitat was designated in 2010. While part of the San Diego ambrosia population falls within the temporary direct impact area and outside of the permanent direct impact area, it is anticipated that temporary disturbance from construction would have permanent direct impacts to this species. Construction of the Existing Alignment Alternative

would result in permanent direct impacts to a small portion of two San Diego ambrosia populations; direct impacts would affect less than 0.01 acre of ambrosia habitat. These impacts would result from access and grading. Indirect impacts to this population would not be expected. The determination from USFWS is anticipated to be "may affect, and is likely to adversely affect" this listed species.

The Southern Alignment Alternative is not anticipated to impact San Diego ambrosia. The determination from USFWS is anticipated to be "no effect" on this species.

A part of the San Diego ambrosia population falls within the temporary direct impact area for the County's upgrade of the current SR-76 and outside of the permanent direct impact area for the County's upgrade. However, it is anticipated that temporary disturbance from construction would have permanent direct impacts to this species. The County's upgrade of existing SR-76 is estimated to permanently directly impact an additional 0.01 acre of ambrosia. Indirect impacts would occur to all mapped areas (1.19 acres) of San Diego ambrosia within the BSA.

The No Build Alternative would not have temporary, permanent, direct, or indirect impacts to San Diego ambrosia.

Southern California Steelhead (*Oncorhynchus mykiss irideus*)

The Southern California Steelhead Distinct Population Segment (DPS) was federally listed as endangered in 1997; this status was reaffirmed in 2006. Critical habitat for the DPS was designated in 2005; no critical habitat for the species is within the BSA. An adult steelhead was observed in the lower San Luis Rey River approximately six miles downstream of the project area by CDFG fisheries surveyors in 2007. Information on the presence of steelhead in the proposed project area is minimal, with only a few sightings in more than 60 years. Impacts to Southern California steelhead individuals are not anticipated. No additional impediments to fish movement will occur as a result of this project, as no partial or complete barriers will be constructed. No bridges would be constructed across the river by the Existing Alignment Alternative, and the bridges proposed by the Southern Alignment Alternative would not significantly constrict the river flow. Large increases or decreases to water velocity are not anticipated. The project may have a net improvement to water quality, as Caltrans would treat roadway runoff where no such treatment presently exists. It is anticipated that either the Existing Alignment Alternative or the Southern Alignment Alternative "may affect, but is not likely to adversely affect" the southern California steelhead.

The No Build Alternative would not have temporary, permanent, direct, or indirect impacts to southern California steelhead.

Arroyo Toad (*Anaxyrus californicus*)

The BSA contains critical habitat for the arroyo toad, federally listed as endangered by the USFWS. Construction of the Existing Alignment Alternative would result in permanent impacts to 32.65 acres of breeding habitat and 35.81 acres of upland aestivation habitat. Temporary impacts could occur to 10.6 acres of breeding habitat and 24.52 acres of upland aestivation habitat for the arroyo toad. Approximately

11.76 acres of breeding habitat and 28.67 acres of upland aestivation habitat fall within 300 feet of the alignment alternative (considered the indirect effects area of the project). Eight arroyo toads were observed in the area of direct permanent impacts and eight were observed in the area of direct temporary impacts. Approximately 32 toads were observed in the indirect impact area. It is anticipated that USFWS will find that the Existing Alignment Alternative "may affect, and is likely to adversely affect" the arroyo toad.

The Southern Alignment Alternative would cause permanent impacts to 15.37 acres of arroyo toad breeding habitat and to 33.28 acres of aestivation habitat. Temporary impacts would occur to 4.54 acres of breeding and 25.57 acres of aestivation habitat. Approximately 79.59 acres of breeding habitat and 121.25 acres of aestivation habitat fall within 300 feet of this alignment, considered the area for potential indirect effects. No arroyo toads were observed in the areas to be permanently or temporarily impacted. It is anticipated that the Southern Alignment Alternative "may affect, and is likely to adversely affect" the arroyo toad.

The direct permanent and temporary impacts resulting from the County's potential upgrade to existing SR-76 would add an estimated 8.75 acres of direct permanent impacts and 4.06 acres of direct temporary impacts to toad breeding habitat. Direct permanent impacts could occur to 4.91 acres and direct temporary impacts could occur to 3.03 acres of aestivation habitat.

The No Build Alternative would not have temporary, permanent, direct, or indirect impacts to the arroyo toad.

Least Bell's Vireo (*Vireo bellii pusillus*)

The least Bell's vireo is federally and state listed as endangered. The Existing Alignment Alternative would cause permanent impacts to 32.65 acres of suitable least Bell's vireo habitat and temporary impacts to 10.6 acres. Approximately 11.96 acres of least Bell's vireo habitat fall within the 300-foot indirect impact area; noise increases equal to or greater than 60 dBA would impact approximately 25.01 acres, for a total of 36.97 acres of indirect effects. Three least Bell's vireos were observed within the area to be permanently impacted; none were observed within the areas to be temporarily impacted. Four least Bell's vireos were observed in the area that would be indirectly impacted. It is anticipated that the Existing Alignment Alternative "may affect, and is likely to adversely affect" the least Bell's vireo.

The Southern Alignment Alternative would cause permanent impacts to 15.37 acres of suitable habitat for the least Bell's vireo and temporary impacts to 4.54 acres. Approximately 79.59 acres of habitat fall within 300 feet of this alignment, considered the area for potential indirect effects, and/or within an area where habitat could be potentially affected by an increase in noise greater than 60 dBA. Two vireos were detected in the areas to be permanently impacted; none were detected in areas to be temporarily impacted. Therefore, it is anticipated that the Southern Alignment Alternative "may affect, and is likely to adversely affect" the least Bell's vireo.

The County's potential upgrade of existing SR-76 could add 8.75 acres of direct permanent impacts and 4.06 acres of direct temporary impacts to the least Bell's vireo habitat impact totals for the Southern Alignment Alternative.

The No Build Alternative would not have temporary, permanent, direct, or indirect impacts to the least Bell's vireo.

Southwestern Willow Flycatcher (*Empidonax traillii extimus*)

The southwestern willow flycatcher is state and federally listed as endangered. The Existing Alignment Alternative would cause permanent impacts to 32.65 acres of suitable willow flycatcher habitat and temporary impacts to 10.6 acres. Approximately 36.97 acres of suitable habitat for this species fall within 300 feet of the alignment, considered the area for potential indirect effects, and/or within an area where habitat would be potentially affected by an increase in noise greater than 60 dBA as a result of this alternative. Southwestern willow flycatchers were not observed within the areas of direct permanent or temporary impacts. Two individuals were observed in the areas of indirect impacts. Therefore, it is anticipated that the Existing Alignment Alternative "may affect, and is likely to adversely affect" the southwestern willow flycatcher.

The Southern Alignment Alternative would cause permanent impacts to 15.37 acres and temporary impacts to 4.54 acres of suitable southwestern willow flycatcher habitat. Approximately 79.59 acres of suitable habitat fall within 300 feet of this alignment, the area for potential indirect effects, and/or within an area where habitat would be potentially affected by an increase in noise greater than 60 dBA. No southwestern willow flycatchers were observed in the areas to be permanently or temporarily impacted. The Southern Alignment Alternative "may affect, and is likely to adversely affect" the southwestern willow flycatcher.

The County's potential upgrade of existing SR-76 could add 6.60 acres of direct permanent impacts and 3.25 acres of direct temporary impacts to the southwestern willow flycatcher habitat totals for the Southern Alignment Alternative.

The No Build Alternative would not have temporary, permanent, direct, or indirect impacts to the southwestern willow flycatcher.

Coastal California Gnatcatcher (*Polioptila californica californica*)

The Existing Alignment Alternative would cause permanent impacts to 6.89 acres and temporary impacts to 3.49 acres of suitable gnatcatcher habitat. Approximately 4.69 acres of suitable gnatcatcher habitat fall within 300 feet of this alignment alternative, considered the area for potential indirect effects (.13 acre), and/or within an area where habitat would potentially be affected by an increase in noise greater than 60 dBA (4.56 acres). Two pairs or breeding males were observed in the areas of permanent impacts, none were observed in the areas of temporary impacts, and seven were observed in the area of indirect impacts. No gnatcatchers were observed in the areas to be permanently or temporarily impacted. It is anticipated

that the Existing Alignment Alternative "may affect, and is likely to adversely affect" the coastal California gnatcatcher.

The Southern Alignment Alternative would cause permanent impacts to 6.37 acres and temporary impacts to 3.18 acres of suitable coastal California gnatcatcher habitat. Approximately 16.41 acres of suitable gnatcatcher habitat fall within 300 feet of this alignment alternative, considered the area for potential indirect effects, and/or within an area where habitat would be potentially affected by an increase in noise greater than 60 dBA. No gnatcatchers were observed in the areas to be permanently or temporarily impacted. Therefore, it is anticipated that the Southern Alignment Alternative "may affect, and is likely to adversely affect" the coastal California gnatcatcher.

The County's upgrade to existing SR-76 could result in additional direct permanent impacts to 1.27 acres and direct temporary impacts to 1.09 acres of suitable gnatcatcher habitat. No gnatcatchers were observed within the area to be directly impacted by the County's upgrade to existing SR-76.

The No Build Alternative would not have temporary, permanent, direct, or indirect impacts to the coastal California gnatcatcher.

Critical Habitat

USFWS has designated critical habitat in the BSA for the southwestern willow flycatcher, least Bell's vireo, coastal California gnatcatcher, arroyo toad, and San Diego ambrosia. It is anticipated that either the Existing Alignment Alternative or the Southern Alignment Alternative "may affect, and is likely to adversely affect" designated critical habitat of the arroyo toad, San Diego ambrosia, least Bell's vireo, southwestern willow flycatcher, and coastal California gnatcatcher. Table 6 shows direct impacts to critical habitat for each of the five species.

Table 6. Direct Impacts to Federally Designated Critical Habitat (Acres)

	Existing Alignment Alternative		Southern Alignment Alternative			
	Project Footprint		Project Footprint		County's Upgrade of Existing SR-76	
Species	Perm.	Temp.	Perm.	Temp.	Perm.	Temp.
Arroyo Toad (proposed)	77.98	64.27	90.39	64.14	34.90	11.14
Southwestern Willow Flycatcher	37.13	10.93	16.36	5.96	9.00	4.06
Least Bell's Vireo	63.15	32.60	33.87	40.88	23.71	6.13
Coastal California Gnatcatcher	41.79	30.19	52.94	36.19	12.55	4.25
San Diego Ambrosia	1.50	0.60	0	0	n/a	n/a

n/a = not available

Summary of Impacts to Threatened or Endangered Species

Either build alternative of the proposed project is likely to adversely affect San Diego ambrosia, arroyo toad, coastal California gnatcatcher, least Bell's vireo, and southwestern willow flycatcher. The direct removal of habitat could potentially contribute to the harm/harassment of individuals or populations.

Additionally, indirect disturbance resulting from traffic noise and activities associated with the roadway could cause the loss of functioning habitat or potential "take" of the listed wildlife/plants. The impacts from the upgrade to SR-76 listed in the following tables may occur from separate action by the County that is not a part of the present project and could occur if the Southern Alignment Alternative is selected but would not occur if the Existing Alignment Alternative is selected.

Tables 7 through 11 summarize and compare the impacts of the two build alternatives on species federally listed as threatened or endangered. Where available, impacts of the upgrade of existing SR-76 are included.

Table 7. Impacts to San Diego Ambrosia

	Existing Alignment Alternative			Southern Alignment Alternative					
	Project Footprint			Project Footprint			Existing SR-76 Upgrade		
	Direct Impacts (acres)		Indirect Impacts (acres)	Direct Impacts (acres)		Indirect Impacts (acres)	Direct Impacts (acres)		Indirect Impacts (acres)
Species	Perm.	Temp.		Perm	Temp		Perm	Temp	
San Diego Ambrosia-Occupied Habitat	<0.01	0	0	0	0	0	0.01	0	1.19

Table 8. Direct Impacts to Federally Listed Wildlife Species (Number of Pairs or Breeding Males Observed)[a]

	Existing Alignment Alternative		Southern Alignment Alternative			
	Project Footprint		Project Footprint		County's Upgrade of Existing SR-76	
Species	Perm.	Temp.	Perm.	Temp.	Perm.	Temp.
Arroyo Toad[b]	8	8	0	0	0	0
Southwestern Willow Flycatcher	0	0	0	0	0	0
Least Bell's Vireo	3	0	2	0	3	0
Coastal California Gnatcatcher	2	0	0	0	0	0

[a] Number of pairs or breeding males impacted is estimated based on mapped locations of individual observations during surveys and is not a reflection of the number of breeding territories impacted. Therefore, calculation of the number of individuals impacted per alignment may not be a realistic representation of actual impacts to number of territories, given the linear footprints of each alignment.

[b] Numbers provided for arroyo toads may not be a realistic representation of actual impacts. Because toads do not have breeding territories like birds, the number of toad individuals impacted is based solely on mapped observations of toads during any given survey day. Because toads are mobile and were frequently mapped while in transit to breeding pools, the number of toads occurring within an alignment footprint could vary significantly from day to day.

Table 9. Direct Impacts to Federally Listed Wildlife Species Suitable Habitat (Acres)

Species	Existing Alignment Alternative		Southern Alignment Alternative			
	Project Footprint		Project Footprint		County's Upgrade of Existing SR-76	
	Perm.	Temp.	Perm.	Temp.	Perm.	Temp.
Arroyo Toad Breeding Habitat	32.65	10.6	15.37	4.54	8.75	4.06
Arroyo Toad Aestivation Habitat	35.81	24.52	33.28	25.57	4.91	3.03
Southwestern Willow Flycatcher	32.65	10.6	15.37	4.54	6.6	3.25
Least Bell's Vireo	32.65	10.6	15.37	4.54	8.75	4.06
Coastal California Gnatcatcher	6.89	3.49	6.37	3.18	1.27	1.09

Table 10. Indirect Impacts to Federally Listed Wildlife Species Suitable Habitat (Acres)

Vegetation Communities and Cover Types	Existing Alignment Alternative	Southern Alignment Alternative
	Total Indirect Impacts[a] (acres)	Total Indirect Impacts (acres)
Arroyo Toad Breeding Habitat	11.76	79.59
Arroyo Toad Aestivation Habitat	28.67	121.25
Southwestern Willow Flycatcher	36.97	*79.59*
Least Bell's Vireo	36.97	*79.59*
Coastal California Gnatcatcher	4.69	16.41

[a] Delta between the area that falls within 300 feet of the project footprint, and the area where the net increase in noise levels is greater than or equal to 60 dBA.

Note: Indirect impacts resulting from the County's upgrade of SR-76 are not available.

Table 11. Direct Impacts to Federally Designated Critical Habitat (Acres)*

Species	Existing Alignment Alternative		Southern Alignment Alternative			
	Project Footprint		Project Footprint		County's Upgrade of Existing SR-76	
	Perm.	Temp.	Perm.	Temp.	Perm.	Temp.
Arroyo Toad (proposed)	77.98	64.27	90.39	64.14	34.90	11.14
Southwestern Willow Flycatcher	37.13	10.93	16.36	5.96	9.00	4.06
Least Bell's Vireo	63.15	32.60	33.87	40.88	23.71	6.13
Coastal California Gnatcatcher	46.20	38. 67	52.94	36.19	12.55	4.25
San Diego Ambrosia	1.08	12.8	0	0	n/a	n/a

* Designated or proposed Critical Habitat not typically mitigated for as habitat, including cropland, field, pasture, and other upland vegetation types and developed areas, have been deleted from the totals.

Fish, Crustaceans, Mollusks, and Other Aquatic Organisms in the Food Chain

Both the Existing Alignment Alternative and the Southern Alignment Alternative could result in permanent, direct impacts to aquatic species. These impacts would be due to the permanent loss of

individual organisms and their habitat during construction activities, and also due to the permanent loss of habitat necessary to support these species during construction and after the completion of construction.

Both alignments could result in permanent, indirect impacts to aquatic species. This would be from increased pollution runoff due to additional highway traffic, resulting in potential loss of individual species or the habitats necessary to support these species, and increased nonnative species plant intrusion, resulting in potential loss of the habitats necessary to support these species. Permanent indirect impacts could result from increased pollution runoff due to additional highway traffic and from interruption of migration or movement corridors.

Temporary impacts to aquatic organisms in the food chain would consist of indirect effects on the water column such as turbidity, sedimentation, pollution, and contaminants that could occur during construction and operation of the proposed facility. Such threats to aquatic organisms are discussed above under the heading “Potential Changes on Physical and Chemical Characteristics of the Aquatic Ecosystem.”

For the Southern Alignment Alternative, permanent indirect impacts include the effects of increased shading on the biological resources located beneath proposed bridges over riparian and wetland areas. Shading from the expanded bridge footprints and the subsequently increased shadow areas that would be cast on both sides of the bridges would have a permanent indirect effect on vegetation and benthic communities, decreasing their overall productivity.

Although invertebrate productivity in benthic communities may also be affected, shading in the open water channel will occur in a relatively small area. The channel is braided, with shallow and continuous water flow, and has an established riparian overstory of cottonwoods and willows, which would diffuse temperature effects from shading. Shading from bridges would reduce and remove established riparian vegetation and subsequently alter temperatures to the water in the channels directly below. Though some direct sunlight would continue to illuminate the edges underneath the widened bridge (early morning on the east side, late afternoon on the west side), the habitat directly underneath the widened bridge is assumed to be indirectly impacted from shading to some extent. Shading could cause decreases in plant growth and invertebrate abundance in shaded areas for some species and a beneficial effect for others. Shadows would be cast on eastern and western sides of north/south-oriented bridges.

Where Existing Alignment Alternative or Southern Alignment Alternative features would be developed in special aquatic sites, the features would permanently replace the habitat for plant communities and organisms that occupied that area. This would result in a permanent direct impact. Such losses would result where the new road would be located within or cross the existing wetland habitats.

Because the Existing Alignment Alternative is primarily outside the traditional riparian extent of the San Luis Rey River, its impacts are classified as edge effects. It would not fragment the wetlands and waters associated with the river. Predominant impacts to riparian plant communities would be to southern cottonwood-willow riparian forest. Direct impacts to aquatic organisms in the food chain in jurisdictional waters would primarily occur in the 4.61 acres of waters of the U.S. impacted by the Existing Alignment

Alternative and the 0.20 acres impacted by the Southern Alignment Alternative. The majority of the Existing Alignment Alternative alignment is above the floodline, so that organisms in the main river channel and its tributaries would be avoided.

Wildlife Corridors

Discharge of fill material associated with both the Existing Alignment Alternative and the Southern Alignment Alternative may eliminate or change breeding and nesting areas, destroy escape cover, alter travel corridors, or remove preferred food sources for resident aquatic species and associated other species. These species may be affected by the factors discussed in the Potential Impacts on Physical and Chemical Characteristics of the Aquatic Ecosystem section above. The San Luis Rey River and its associated riparian habitats are of great importance to the biological value of the project area. The wetlands associated with the San Luis Rey River not only provide biological value as habitat for resident species but also allow for migration, genetic exchange, and general movement of both common and sensitive wildlife. High-quality native upland habitat, particularly sage scrub that persists along the project area, also contributes to the width and habitat diversity of the corridor.

Impacts from both build alternatives would result in temporary and permanent impacts to the San Luis Rey River regional wildlife corridor and the adjacent, smaller, local wildlife corridors. These impacts include the loss of habitats, reduction or fragmentation of habitat connectivity, corridor width reduction, and increased edge effects within these corridors. The extent to which these impacts affect species or suites of species is variable, due to the varying mobility of species and the varying tolerance for habitat reduction and edge effects.

Impacts to local corridor crossings between the river and uplands could affect small mammals, reptiles, and amphibians, including arroyo toads. Birds are not likely to be adversely impacted by corridor impacts, as they can fly over the roadway. Overall, local corridor impacts throughout the project area could result in impacts to the regional San Luis Rey River corridor by decreasing wildlife movement into and out of the regional corridor. In addition to the temporary direct habitat impacts, temporary indirect corridor impacts could occur within local or regional corridor areas due to night lighting and noise during the construction phase.

The Existing Alignment Alternative generally follows the existing SR-76 roadway, which is in the transition zone between riparian and upland habitat. Movement studies have shown significant movement within the local wildlife corridor of resident species from upland to riparian habitats. Many species are likely year-round residents (striped skunk, raccoon, gray fox, long-tailed weasel, rabbits, and rodents) that require access to both upland and riparian resources.

For most of its length, the Existing Alignment Alternative would follow the route of the existing roadway through the transitional area between upland and riparian habitat and would create a wider barrier to local wildlife movement than existing SR-76. However, plans for wildlife directional fencing and undercrossings may decrease the effect of this barrier and decrease mortality rates due to vehicle strikes.

The Existing Alignment Alternative also includes a new bridge crossing at Gird Road near the confluence of Live Oak Creek with the San Luis Rey River. Wildlife may be affected by increased noise and light from traffic from the bridge, but design of the bridge to allow wildlife movement under the span, bridge rail design to limit noise and light, and wildlife directional fencing would enhance the bridge as a wildlife crossing. At other drainages, culverts would be designed to accommodate wildlife movement.

The Southern Alignment Alternative would present a greater constraint to wildlife movement through the area both locally and regionally. Locating the highway south of the river would create a new barrier parallel to the river that would have projected traffic volumes of more than 36,000 vehicle trips per day. In addition, existing SR-76 would remain in place and be used by local traffic, with predicted volumes of up to 10,300 vehicle trips per day. The Southern Alignment Alternative would have road barriers on both sides of the river and would cross the river in two locations. This may reduce wildlife use and adversely affect the function and value of this portion of the regional wildlife corridor. The new river crossings and the proximity of the alignment to the riparian corridor on the south side of the river would have edge effects such as noise and light, reducing the functional width.

Movement studies have shown higher large mammal activity to the south of the river, as well as greater species diversity. Some sensitive species such as mountain lion, badger, and mule deer were found only within the riparian corridor to the south of the river. These species and others are known to be sensitive to urbanization, habitat fragmentation, and roads, and would potentially suffer greater negative consequences as a result of the Southern Alignment Alternative compared to the Existing Alignment Alternative.

Potential Impacts on Wetlands (Special Aquatic Sites)

All wetlands associated with the San Luis Rey riverine system in the project area are special aquatic sites. Both the Existing Alignment Alternative and the Southern Alignment Alternative would have permanent and temporary impacts on these sites. The Existing Alignment Alternative would directly and permanently impact 4.47 acres of special aquatic sites versus 0.20 acre of direct and permanent impacts for the Southern Alignment Alternative.

Direct, permanent impacts on special aquatic sites by both the Existing Alignment Alternative and the Southern Alignment Alternative would eliminate the biological productivity in these areas. Both the Existing Alignment Alternative and the Southern Alignment Alternative have the potential to indirectly impact special aquatic sites by introducing contaminants or pollutants and increasing suspended particulates or turbidity.

The acreage of direct impacts to special aquatic sites would be higher from the Existing Alignment Alternative than from the Southern Alignment Alternative. However, part of the high biological value of the San Luis Rey River and its wetlands is the functional linkage of the wetlands to the larger ecosystem. The area south of the river is less developed and much of it is unaffected by any major road or highway. It is home to higher species diversity than the north side. Therefore, there is a largely untrammeled

connection with other sparsely developed areas to the south. The San Luis Rey River corridor is an extremely important element in the ecosystem, and the ecosystem south of the river is of greater biological value than the more developed area north of the river. So while the Southern Alignment Alternative would affect less acreage of wetlands, the function and value of the wetlands would be better sustained by the Existing Alignment Alternative.

Potential Effects on Human Use Characteristics

Municipal and Private Water Supplies

Surface water in this stretch of the San Luis Rey River is not used for municipal or private water supplies. Downstream, the City of Oceanside operates a well field to extract groundwater from the river's aquifer, treat it by reverse osmosis, and use it to augment the city's potable water supply. Neither the construction nor operation of the proposed highway project would affect this function. Both the Existing Alignment Alternative and the Southern Alignment Alternative would employ BMPs to reduce contaminants, and osmotic filtration would further act to remove contaminants and impurities. Water from the affected areas could percolate to the aquifer, but would be biofiltered in the process of percolation. The reverse osmosis process would likely remove any residual contaminants. Because the area of wetlands impacted by either alignment is small and unlikely to affect the volume of flows downstream from the project area, the project is expected to have an imperceptible effect, if any, on recharge of the aquifer or the quality of water supplies.

Recreational and Commercial Fisheries

No commercial or significant recreational fishery exists in the San Luis Rey River in the affected segment or downstream. Neither alternative would affect recreational and commercial fisheries.

Water-Related Recreation

The affected segment of the San Luis Rey River does not support substantial active recreational activity such as swimming, fishing, boating, canoeing, or kayaking. The stream is normally braided and shallow, and most of it is not easily accessible. The County's plans for the San Luis Rey River Regional Park include passive recreational uses in the river valley for which access would be provided. The County's plans do not include active aquatic recreation. Fencing associated with either alignment would inhibit access to natural areas of the river directly from the highway, but because recreational access is limited, neither alignment is likely to adversely affect water-related active recreation.

Aesthetics

The riparian corridor of the San Luis Rey River is a prominent feature of the landscape in the project area. It would remain a prominent feature in on- and off-site views with construction of the proposed project, but the project under either build alternative would intrude into its visual setting. Existing SR-76 is a two-lane road through a predominantly rural area along the north side of the river corridor. By constructing a

four-lane road and associated improvements, either build alternative would noticeably compromise the character and scale of the area. The effect would be somewhat ameliorated for the Existing Alignment Alternative, since it roughly follows and would functionally replace the route of the existing highway.

Visual impacts would be greater for the Southern Alignment Alternative. This alternative would introduce a new transportation corridor, paved roadbed, guardrails, drainage structures, and other associated roadway elements into a largely undeveloped area south of the river and would construct two new bridges over the river. Moreover, existing SR-76 would remain largely in place north of the river, so there would be transportation corridors paralleling the river on both sides. Existing SR-76 would be relinquished by Caltrans to the County and might be improved to meet County standards, which would include straightening and widening and possibly additional impacts on waters of the U.S. These impacts, combined with extensive landform modification and vegetation removal, would result in reduced visual quality and character.

Some turbidity may occur during construction of either the Existing Alignment Alternative or the Southern Alignment Alternative, but because BMPs to minimize such effects will be employed, sediment plumes visible at significant distances from the construction areas would be avoided. Any such effects would be transient, disappearing with the cessation of construction. Excessive turbidity would not be expected from the constructed facility in either build alternative. For a discussion of the potential for turbidity in the completed project, see the "Comparison of Suspended Particulates/Turbidity Impacts" section of this assessment. In the long term, the project with the included BMPs would not significantly degrade water quality, disrupt natural substrate or vegetation characteristics, or deny access to the riverine resources. The Southern Alignment Alternative would significantly alter the landscape south of the river.

Parks, National and Historic Monuments, National Seashores, Wilderness Areas, Research Sites, and Similar Preserves

The County of San Diego is developing a regional park with up to 1,600 acres of preserve area in the stretch of the San Luis Rey River from the Oceanside city limit to west of I-15. A Master Plan for the San Luis Rey River Park (SLRRP) was approved and an EIR for the park certified by the County Board of Supervisors in October 2008. As envisioned, the SLRRP would provide a combination of active and passive recreational opportunities, along with approximately 20 miles of pedestrian, bike, and equestrian trails while preserving the San Luis Rey River corridor and surrounding land.

The Master Plan currently on the County's website states that "it is important that the County continues to coordinate with Caltrans regarding the expansion of SR-76" (p. 74). The County Department of Parks and Recreation (DPR) and Caltrans continue to meet on issues regarding both agencies' projects: the County's SLRRP Master Plan implementation and Caltrans' SR-76 highway project. The County and Caltrans signed an MOU stating, in part, that "land that Caltrans acquires for the SR-76 Middle and East highway projects that is not used for the highway will be offered to the County for inclusion in the SLRRP." To

date, adding the land the County has acquired for the SLRRP to the land that Caltrans has acquired for both highway projects within the SLRRP boundary equals about 1,200 acres. Ongoing coordination will ensure that neither the Existing Alignment Alternative nor the Southern Alignment Alternative would conflict with SLRRP planning.

The Bonsall Preserve is 27 acres of wetlands located at the northwest corner of the intersection of the existing SR-76 roadway and South Mission Road. The preserve is owned by the Fallbrook Land Conservancy, which purchased the preserve with funds from a California Transportation Commission's Environmental Enhancement and Mitigation grant. The Bonsall Preserve is largely inaccessible, although some areas are open to the public for birding. This limited access preserve includes a constructed walkway near the intersection of South Mission Road and SR-76 that allows access for pedestrians. The Existing Alignment Alternative and the Southern Alignment Alternative share the SR-76 alignment in the vicinity of the preserve. Neither would encroach on the preserve, and access would not be changed, as SR-76 would be re-opened after construction and there would be no impact to South Mission Road. Therefore, implementation of either the Existing Alignment Alternative or the Southern Alignment Alternative would not adversely affect the Bonsall Preserve.

The project falls within the boundaries of the San Diego County Multiple Species Conservation Program (MSCP) and the San Diego Multiple Habitat Conservation Program (MHCP). The MSCP was designed to conserve native vegetation communities and associated species at the programmatic level rather than focusing on the preservation of single species on a project-by-project basis. The MSCP is a cooperative effort developed by the County, other local jurisdictions, USFWS, and CDFG. The MSCP divides the County into Subareas with their own plans. The first MSCP Subarea plan was approved for the southwestern portion of the County in 1997. The Subarea plan for the Natural Communities Resource Study Area is the NCMSCP. The North County Subarea plan is still in development.

The information available concerning the draft NCMSCP indicates that the importance of natural communities within the San Luis Rey River corridor will be recognized via the designation of the corridor as a PAMA. PAMAs have been identified as areas with high biological value where conservation is encouraged within their boundaries. Conservation would be implemented by enforcing mitigation ratios to encourage development to take place outside of the PAMAs and to ensure appropriate mitigation ratios for impacts to resources within the PAMA.

Caltrans is not a signatory to the MHCP or the draft NCMSCP, although it is considered a cooperating agency in the Natural Communities Conservation Plan (NCCP) program. The NCCP program is the umbrella program that encompasses all regional planning efforts such as the MHCP and the draft NCMSCP.

Neither the Existing Alignment Alternative nor the Southern Alignment Alternative would affect parks, national and historic monuments, national seashores, wilderness areas, research sites, or similar preserves. The No Build Alternative would make no changes to existing conditions and would have no effect on such areas.

Air Quality Plans Conformity

A Construction Emissions Analysis was prepared by Caltrans in October 2010 for the SR-76 from Mission Road to I-15 project to determine if emissions from construction in jurisdictional waters of the U.S. or in wetlands mitigation areas would be in conformity with the San Diego County Regional Air Quality Standards (RAQS) and the State Implementation Plan (SIP). Conformity with the RAQS and SIP is required for federal actions under EPA's General Conformity Rule (40 CFR Parts 6; 51; and 93, Subpart B).

Emissions of criteria pollutants associated with construction of the SR-76 East project are fugitive dust from site grading and preparation, and exhaust from heavy construction equipment, truck traffic bringing construction materials to the site, and construction worker vehicle travel. Emission factors for construction from the California Air Resources Board's OFFROAD model were used to estimate emissions associated with construction of the project. For purposes of conservative modeling, emission factors for San Diego County for 2008 were used to estimate emissions from heavy equipment. Emissions of fugitive dust from earthmoving activities were estimated based on methodologies recommended in the URBEMIS2007 model and in the South Coast Air Quality Management District's Air Quality Handbook.

Construction is expected to be conducted 20 days per month (equivalent to 5 days per week), for 8 hours each day. The Southern Alignment Alternative was analyzed when estimating construction emissions from heavy equipment related to rough grading and paving operations to show the most conservative emission concentrations, since the Southern Alignment Alternative would have a larger construction footprint in the areas of waters of the U.S. The required import quantity for the Existing Alignment Alternative was used when analyzing the truck hauling emission concentrations, since the import quantity required for the Existing Alignment Alternative is nearly double that for the Southern Alignment Alternative. This combination yields a conservative analysis.

Imported fill was assumed to be brought in from on-site cut or from a location no farther than a 2-mile round trip. Ten trucks operating continuously were assumed to make 20 trips per truck, with each truck moving 10 cubic yards of material per trip.

It was assumed that 50 workers would be required for construction; a maximum of 15 trucks per day would be required to transport construction materials, concrete, and asphalt to the site; 30 trucks per day would be required during column or pile construction; and 90 trucks per day would be required during superstructure construction. Construction would take place in two phases. Phase I would consist of the following:

- Construction of the bridge widening and interchange at I-15
- Construction of the new eastern segment of SR-76

Phase II would consist of the following:

- Construction of the remaining new segment of SR-76
- Construction of two bridges over the San Luis Rey River
- Construction of a pedestrian underpass

The results of these assumptions using the footprint of the Southern Alignment Alternative and the import volume of the Existing Alignment Alternative are shown in Table 12, which compares the estimated construction emissions of the proposed action with the General Conformity Rule threshold levels. If emissions of all criteria pollutants or precursors are below the threshold levels, the action is exempt from conformity determination.

Table 12. Estimated Construction Emissions (Tons/Year)

Emission Source	CO	ROC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Phase I						
Site Grading Fugitive Dust	–	–	–	–	4.88	1.02
Earth Moving Fugitive Dust	–	–	–	–	0.74	0.09
Heavy Construction Equipment	19.85	5.38	40.17	0.04	2.54	2.26
Worker Travel Vehicle Emissions	3.10	0.15	0.28	0.00	0.04	0.02
Construction Truck Emissions	0.84	0.17	2.35	0.00	0.10	0.09
TOTAL	**23.79**	**5.70**	**42.80**	**0.04**	**57.05**	**13.74**
Threshold Levels	100	50	100	100	100	55
Conforms?	*Yes*	*Yes*	*Yes*	*Yes*	*Yes*	*Yes*
Phase II						
Site Grading Fugitive Dust	–	–	–	–	4.88	1.02
Earth Moving Fugitive Dust	–	–	–	–	0.68	0.08
Heavy Construction Exhaust Emissions	4.72	1.56	14.54	0.02	0.55	0.49
Worker Travel Vehicle Emissions	4.05	0.20	0.36	0.01	0.06	0.03
Construction Truck Emissions	0.62	0.13	1.81	0.00	0.08	0.07
TOTAL	**9.39**	**1.89**	**16.71**	**0.03**	**6.25**	**1.69**
Threshold Levels	100	50	100	100	100	55
Conforms?	*Yes*	*Yes*	*Yes*	*Yes*	*Yes*	*Yes*

Pollutant Emissions: CO = Carbon Monoxide; ROC = Reactive Organic Compounds; NO_x = Oxides of Nitrogen; SO_x = Oxides of Sulfur; PM_{10} = Particulate Matter Smaller than 10 Micrometers in Diameter; $PM_{2.5}$ = Particulate Matter Smaller than 2.5 Micrometers in Diameter

The proposed project would not exceed the threshold levels for any criteria pollutant or precursor established for federal actions established by 40 CFR Part 93.153(b) and 93.158(a). The project would not conflict with or obstruct implementation of the San Diego County RAQS or SIP. Estimated emissions of criteria pollutants by the project would be below the levels for conformity determination required by EPA's General Conformity Rule.

Cumulative Effects

The EIR/EIS for the project considered 21 other past, present, and reasonably foreseeable projects within the areas of the San Luis Rey River basin likely to be affected by the SR-76 project. The Cumulative Impacts discussion from the Draft EIR/EIS (Section 3.29, pp. 3-331 through 3-354) is hereby incorporated by reference. The EIR/EIS defined a Resource Study Area (RSA) for each cumulative issue discussed. Project files and available environmental documentation or other environmental information were reviewed by the County's Department of Planning and Land Use. The results for selected issues relevant to this analysis are presented in Table 13.

Environmental information on many of the projects in Table 13 is not available. Nonetheless, the EIR/EIS conducted an evaluation of cumulative impacts based on information that was available. The EIR/EIS conclusions regarding the issues of relevance to this analysis for the two build alternatives (the four columns on the right in Table 13) are summarized briefly below. The No Build Alternative would not result in a change in physical conditions and would have no cumulative impacts.

Hydrology and Floodplain

The list of current or foreseeable projects in Table 13 contains some that may result in impacts on the San Luis Rey River floodplain and hydrology. The proposed Peppertree Park contains several residential lots located within the floodplain. The environmental analysis conducted for that project found that the project would have significant flooding impacts to Ostrich Creek Farm due to re-channelization of portions of 24 residential lots. The Gregory Canyon project may result in significant surface water quality impacts that would be reduced to less than significant through project design features, BMPs, and compliance with applicable permits. The environmental analysis for the Campus Park project has yet to be completed; however, the site is located within the 100-year floodplain inundation area and is traversed by Horse Ranch Creek. The proposed San Luis Rey Wastewater Treatment Plant would result in an encroachment of 33 acres in the base floodplain of the river. The encroachment would consist mostly of percolation ponds. The Liberty Quarry EIR anticipates potentially significant impacts due to alterations of existing drainage resulting in erosion, siltation, or flooding; exceedence of water quality standards; and increased runoff.

The SLRRP would have positive benefits for hydrology and floodplains along the river. SLRRP would include a 1,600-acre preserve that would ensure that very little grading or future development would occur within its boundaries. The protection of this large acreage in the river corridor would provide significant hydrologic benefits to the river, its tributaries, and its receiving waters. The large Indian casino developments in the upper portions of the watershed, despite their magnitude, do not result in floodplain encroachment.

Environmental analysis for many of the projects on the cumulative list is not available at this time. Therefore, the extent of floodplain encroachment from these projects, if any, cannot be determined. The lead agency for these projects would be responsible for addressing the potential for hydrology and floodplain impacts related to their implementation.

Table 13. Projects in EIR/EIS Cumulative Impacts Analysis

Project Name	Project Status	Jurisdiction and Location	Project Development	Environmental Summary
1. Peppertree Park	At Board of Supervisors hearing on Specific Plan Amendment for final 48 dwelling units on May 19, 2010, continued for 6 months.	County of San Diego; East of South Mission Road at Peppertree Lane.	Involves 163 acres of residential development, 15 acres of office and commercial uses. 219 dwelling units built and occupied, 48 more not yet approved.	*Visual/Aesthetics* – Grading and erosion activities would create 725,000 cubic yards of cut/fill manufactured slopes ranging up to 64 feet in height which are not sensitive to the natural top. Environmental analysis found substantial visual impacts to the residential lots. *Hydrology and Floodplains* - Some residential lots located within the floodplain. Environmental analysis found substantial flooding impacts to Ostrich Farm Creek. *Natural Communities* – The project would directly impact 5 percent of on-site willow riparian woodland, freshwater pond, and freshwater marsh vegetation on-site; mitigation would reduce impacts to less than substantial.
2. Pala Mesa Resort	County letter dated May 13, 2008, determined CEQA Extended Initial Study to be incomplete.	County of San Diego; 2001 Old Highway 395, between Canonita Drive/ Stewart Canyon Road and Pala Mesa Drive.	Specific Plan Amendment for Pala Mesa Private Development Plan for 78 condo/hotel units, spa with 30 hotel suites, 148 townhomes, improvements to lodge with 54 hotel rooms, and amenities improvements.	The level of information available regarding this project was insufficient to determine the project's potential impacts at the time this evaluation was prepared.
3. Warner Ranch Multiple-Use Development	NOP filed on April 29, 2010. County scoping letter for EIR sent August 17, 2007. EIR not yet prepared.	SR-76, approximately 5 miles east of I-15.	Includes 224 multi-family and 556 single-family units, 10.8 acres of private park, 8.4 acres of community park, 344.5 acres of on-site biological open space preserve.	The proposed project, in conjunction with this project, may have cumulative impacts related to land use, visual/aesthetics, cultural resources, hydrology and floodplains, and biological resources. However, the EIR is not yet prepared. At the time of this evaluation, the level of information available regarding this project was insufficient to determine the project's potential impacts at the time this evaluation was prepared.
4. Pala Casino Expansion	Final Tribal EIR certified March 28, 2007. Project completed in May 2009.	SR-76, approximately 5.5 miles east of I-15.	Addition of 1,500 parking spaces, 50 hotel rooms, 70,000 square feet of casino; improvements to SR-76.	The proposed project in conjunction with this project may have cumulative impacts related to cultural resources.
5. Pauma Casino and Hotel	Final Environmental Assessment in April 2008. Project on hold.	Pauma Indian Reservation; 777 Pauma Reservation Road, Pauma Valley, California.	Involves 73,583 square feet of new gaming area; 19-story hotel, 384 rooms and 16 suites; spa, pool, and gardens; 1,500-seat events center; conference center; 120,547 square feet of offices; 6-floor 1,500-space parking garage; 2,350 surface parking spaces. Improvements to SR-76 east of I-15 and to I-15/ Pauma Reservation Road intersection.	The proposed project in conjunction with this project may have cumulative impacts related to visual/aesthetics, hydrology and floodplains, and biological resources.

Project Name	Project Status	Jurisdiction and Location	Project Development	Environmental Summary
6. Meadowood Residential Development	Public review of draft EIR complete. County is preparing responses to public comments. Planning Commission continued August 12, 2011 to October 7, 2011.	County of San Diego; Intersection of SR-76 and I-15.	Approximately 844 multi-family and single-family dwelling units on 389.5 acres; 129 acres of open space preserve and 49.3 acres of agricultural preserve. Possible elementary school in place of 42 single-family dwelling units.	*Cultural Resources* - Implementation of mitigation would reduce the impacts to less than substantial. *Hydrology and Floodplains* - With design measures, BMPs, and County Watershed Protection, Stormwater Management, and Discharge Control Ordinance conformance, direct impacts would be less than substantial. *Natural Communities* - Impacts to 0.1 acre of willow/mulefat scrub, less than 1 acre of southern willow scrub, 3.7 acres southern arroyo willow riparian forest, and 0.9 acre freshwater marsh, mitigated through Wetland Mitigation Plan. *Wetlands and Other Waters* - Permanent impacts to 3.12 acres of USACE jurisdictional waters and wetlands; permanent impacts to 3.22 acres of CDFG jurisdictional waters and vegetated riparian habitat; mitigation through Wetlands Mitigation Plan. *Animal Species/Threatened and Endangered Species* - Removal of 14.5 acres (13.5 acres critical) of gnatcatcher habitat; removal of 3.7 acres of occupied least Bell's vireo and southwestern willow flycatcher habitat. Indirect impacts to marginal but occupied habitat for western spadefoot toad; impacts would be less than substantial.
7. Gregory Canyon Landfill	Project approved, in litigation.	County of San Diego; Gregory Canyon, 3 miles east of I-15, on SR-76.	Project is a 1,770-acre landfill.	*Visual/Aesthetics* – Implementation of mitigation would reduce the impacts to less than substantial. *Cultural Resources* - Implementation of mitigation would reduce the impacts to less than substantial. *Hydrology and Floodplains* - Grading of the river channel would reduce flooding impacts to a less than substantial level. BMPs would be employed to reduce the potential impacts of flooding and erosion. *Natural Communities* - Impacts to 2.4 acres of southern willow scrub and 0.2 acre of open channel mitigated to less than substantial. *Wetlands and Other Waters* - EIR found impacts to 0.434 acre of USACE wetlands and 2.251 acres of USACE waters of the U.S. mitigated to less than substantial through preservation and creation and restoration and/or enhancement; USACE requiring additional study. *Animal Species/Threatened and Endangered Species* - Potential loss of individual southwestern arroyo toads; habitat and breeding areas for arroyo toad, least Bell's vireo, southwestern willow flycatcher, and golden eagle; impacts mitigated to less than substantial.
8. Rosemary's Mountain - Palomar Aggregates Quarry	Project approved. EIR and EIR Addendum approved in 2002. Currently under construction.	County of San Diego; North side of SR-76, 1.25 miles east of I-15.	Project is a 96.4-acre aggregate quarry including relocation and widening of 1.25 miles of SR-76 between project and I-15.	*Cultural Resources* - Implementation of mitigation would reduce the impacts to less than substantial. *Hydrology and Floodplains* - Increased runoff and sedimentation mitigated through use of sediment basins. *Natural Communities* - Environmental analysis found impacts to 0.3 acre of southern willow scrub and 2.5 acres of freshwater marsh; mitigation would reduce impacts to less than substantial. *Animal/Threatened and Endangered Species* - Potential impacts to least Bell's vireo and southwestern willow flycatcher due to habitat loss.

Project Name	Project Status	Jurisdiction and Location	Project Development	Environmental Summary
9. Pala Mesa Highlands	EIR approved by County Board of Supervisors June 20, 2007.	County of San Diego; West of Old Highway 395 between Pala Mesa Drive and Via Belamonte.	Development of 130 single-family residential units on 48.1 acres of 85.6 acres in the Pala Mesa Private Development Plan. Improvements to intersection of Old Highway 395/SR-76 and project frontage on Pala Mesa Drive and Old Highway 395.	*Land Use* - Specific Plan Amendment and Zone Reclassification required for consistency with land use plans. *Hydrology and Floodplains* - Potential impacts were identified related to storm water drainage. *Wetlands and Other Waters* - Environmental review found 0.01 acre of non-wetland waters potentially impacted on-site. *Animal Species/Threatened and Endangered Species* - Coastal California gnatcatcher habitat would be disturbed.
10. Palomar Community College – North Education Center	Final EIR certified June 2008. Some buildings, sports fields, and parking spaces to open in 2011.	County of San Diego; northeast of intersection of SR-76/I-15.	Development of extension community college campus on 85-acre site with a total of 380,000 square feet of buildings by 2030. Initial development of approximately 75,000 to 150,000 square feet and related parking.	*Cultural Resources* - The project would result in substantial impacts on cultural resource site CA-SDI-682 and unknown historic resources at CA-SDI-16890. Mitigation would reduce impacts to less than substantial. *Paleontology* - Implementation of the project could result in substantial impacts to unknown paleontological resources during grading and improvement activities. Mitigation would reduce impacts to less than substantial. *Natural Communities* - Impacts to 0.58 acre of alkali meadow, 0.25 acre of coastal freshwater marsh, 0.35 acre of southern cottonwood-willow riparian forest, and 0.42 acre of southern willow scrub. Cumulative impacts on southern cottonwood-willow riparian forest. *Wetlands and Other Waters* - Impacts to USACE/CDFG jurisdictional wetlands include 0.26 acre of alkali meadow, 0.15 acre of coastal freshwater marsh, and 0.07 acre of southern cottonwood-willow riparian forest. Impacts to CDFG-only jurisdictional wetlands include 0.31 acre of southern willow scrub; mitigation would reduce impacts to less than substantial. *Animal Species/Threatened and Endangered Species* - Impacts to 0.50 acre of coastal California gnatcatcher occupied habitat. Potential impacts to least Bell's vireo and southwestern willow flycatcher in breeding seasons; mitigation provided to reduce impacts to less than substantial.
11. Campus Park (Passerelle) Multiple-Use Development	Final EIR certified and County Board of Supervisors approved May 11, 2011.	County of San Diego; Intersection of SR-76 and I-15.	Mixed-use development on 416.1 acres with 1,076 single- and multi-family dwelling units, community center with retail and 157,000 square feet of office space, and a number of recreational amenities. Project has two development options with different impacts (Option 1 and Option 2).	*Cultural Resources* - Implementation of mitigation would reduce the impacts to less than substantial. *Hydrology and Floodplains* - Development in floodplain of Horse Ranch Creek, not mapped by FEMA, would raise 100-year flood level 4.4 feet; impacts mitigated to less than substantial. *Natural Communities* - Option 1: impacts to 9.2 acres of southern riparian forest, 1.66 acres of southern willow scrub, and 6.6 acres of freshwater marsh. Option 2: impacts to 10.5 acres of southern riparian forest, 1.66 acres of southern willow scrub, and 7.9 acres of freshwater marsh. *Wetlands and Other Waters* - Option 1: Impacts to 16.7 acres of USACE wetlands and waters of the U.S. and to 10.1 acres of CDFG wetlands and waters. Option 2: Impacts to 20.8 acres of USACE wetlands and waters of the U.S. and to 11.4 acres of CDFG wetlands and waters; mitigation would reduce impacts to less than substantial. *Animal Species/Threatened and Endangered Species* - Both options: impacts to 1

Project Name	Project Status	Jurisdiction and Location	Project Development	Environmental Summary
				individual of least Bell's vireo, 1 pair of coastal California gnatcatchers, and 46.25 acres of coastal California gnatcatcher habitat.
12. Campus Park West Multiple-Use Development	NOP for EIR and Environmental Update Review Checklist Form issued June 2009.	County of San Diego; Northeast of SR-76 and I-15 interchange.	Involves 118 acres, including 355 residential units, 400,000 square feet of commercial, 347,000 square feet of industrial, 50,000 square feet of office space, 11 acres of common open space, and 47 acres of natural open space.	The proposed project in conjunction with this project may have cumulative impacts related to land use, visual/aesthetics, cultural resources, hydrology and floodplain, hazards and hazardous materials, and biological resources. However, the EIR is currently being prepared. At the time of this evaluation, the level of information available regarding this project was insufficient to determine the project's potential cumulative impacts. As such, a cumulative impact analysis for this issue area could not be conducted.
13. Lake Rancho Viejo	In County planning process. EIR not yet prepared.	County of San Diego; Intersection of SR-76 and I-15. Part of constructed project with 450 residences and community amenities constructed.	Residential development of 100 single-family residences.	The proposed project in conjunction with this project may have cumulative impacts related to cultural resources and biological resources. However, the EIR has not been prepared. At the time of this evaluation, the level of information available regarding this project was insufficient to determine the project's potential cumulative impacts. As such, a cumulative impact analysis for this issue area could not be conducted.
14. San Luis Rey Wastewater Treatment Plant	Final EIR certified August 2007. Subsequently decertified. Project would not be developed.	San Luis Rey Water District; Either side of San Luis Rey River Valley east and west of Pankey Road.	Construction of 3-acre wastewater treatment plant and two 15-acre percolation ponds.	No impacts are anticipated since this project is considered not reasonably foreseeable.
15. Envirepel Fallbrook Renewable Energy Facility (FREF)	Project undergoing data adequacy review with the California Energy Commission. No environmental documents finalized. Permitting is proposed to start in the fourth quarter of 2011, with construction of the extensive facility is anticipated in early 2013.	County of San Diego; South of San Luis Rey River and east of Pankey Road.	Multi-purpose energy facility converting biomass materials into thermal electricity via a low emissions process. The facility would be located on 80 acres of existing citrus orchards.	The proposed project in conjunction with this project may have cumulative impacts related to cultural resources and biological resources. However, the EIR has not been prepared. At the time of this evaluation, the level of information available regarding this project was insufficient to determine the project's potential impacts at the time this evaluation was prepared.
16. Brook Hills	Project approved. Negative Declarations approved in 1993 and 2003. 2004 Notice of Determination found no substantial impacts. Includes 219 residential units, most constructed, 35 currently under review.	County of San Diego; 1815 Via Monserate.	Major subdivision of 281 acres into 219 lots.	*Animal Species/Threatened and Endangered Species* - Potential for coastal California gnatcatcher, least Bell's vireo, and Stephens' kangaroo rat, but species not identified on-site.

Project Name	Project Status	Jurisdiction and Location	Project Development	Environmental Summary
17. San Luis Rey River Park Master Plan	Program EIR (PEIR) on conceptual plan certified September 24, 2008.	County of San Diego; An 8.5-mile stretch of the San Luis Rey River between the Oceanside municipal boundary and I-15.	Master plan of conceptual design to preserve and conserve passive open space habitat, establish multi-use pedestrian trails, and develop a series of five active-use parks in disturbed areas with minimal impact on environmental resources.	*Cultural Resources* – Direct impacts could occur to any such sites as a result of construction activity that would disturb or destroy all or part of the sites. Multi-use trail locations are conceptual at this stage of the project, but they can be designed to avoid providing public access near known historical resources and sites. Despite these measures for protecting historical resources, substantial impacts to historical resources could still result. *Natural Communities* - Potentially substantial impacts to riparian habitats; mitigation would include evaluation and monitoring to avoid impacts. *Wetlands and Other Waters* - PEIR found potentially substantial impacts to waters of the U.S. and wetlands. Conceptual plan: acreage not known. Mitigation would reduce impacts to less than substantial through avoidance in design, monitoring, and restoration or preservation. *Animal Species/Threatened and Endangered Species* - San Diego ambrosia, arroyo toad, coastal California gnatcatcher, southwestern willow flycatcher, least Bell's vireo, Stephen's kangaroo rat detected or with high potential to occur. Mitigation requires design to avoid impacts.
18. SR-76, I-5 to Melrose Drive Improvement Project	Phase I, I-5 to Foussat Road, completed in 1996. Phase II, Foussat Road to Melrose Drive, completed in 1999.	Caltrans; I-5 to Melrose Drive in City of Oceanside.	Widen and realign SR-76 to four-lane expressway to North Santa Fe Avenue and four-lane conventional highway from North Santa Fe Avenue to Melrose Drive.	*Natural Communities* - Direct impacts to 12.4 acres of southern willow scrub, cismontane alkali marsh, mulefat scrub, and freshwater marsh; mitigation reduced impacts to less than substantial. *Wetlands and Other Waters* - Clean Water Act Section 404 and California Fish and Game Act 1602 permits obtained for impacts to jurisdictional waters. *Animal Species/Threatened and Endangered Species* - Impacts to 225 individuals of San Diego ragweed, mitigated by transplantation. Impacts to 4.9 acres of coastal California gnatcatcher critical habitat, mitigated by preservation and restoration. Indirect impact on least Bell's vireo population, mitigated by designing all wetland mitigation as least Bell's vireo habitat.
19. SR-76, Melrose Drive to South Mission Road Highway Improvement Project	Record of Decision for the EIR/EIS issued March 2, 2009. Project is under construction.	Caltrans; Melrose Drive to South Mission Road in City of Oceanside and County of San Diego.	Widen and realign 5.8 miles of SR-76 to a conventional four-lane highway, right-of-way, and paved outside shoulders for pedestrians and bicyclists.	*Land Use* - Less-than-substantial impacts to land use issues. Minor impacts identified with loss of rural character. *Natural Communities* - Permanent impacts to 18.33 acres of southern cottonwood-willow riparian forest, 0.003 acre of disturbed wetland, 3.09 acres of southern coast live oak riparian forest, and 0.13 acre of southern willow scrub. Temporary impacts to 14.32 acres of southern cottonwood-willow riparian forest and 1.54 acres of disturbed wetland. *Wetlands and Other Waters* - Permanent impacts to 1.83 acres of USACE jurisdictional waters and 16.35 acres of permanent impacts to CDFG jurisdictional waters. Cumulative impacts to wetlands prior to mitigation. *Animal Species/Threatened and Endangered Species* - Permanent and temporary direct and indirect impacts to arroyo toad, southwestern willow flycatcher, coastal California gnatcatcher, and least Bell's vireo. Indirect impacts to San Diego ambrosia.

Project Name	Project Status	Jurisdiction and Location	Project Development	Environmental Summary
20. Golf Green Estates	Project is still in planning process. County letter dated June 12, 2007: extended Initial Study (IS) and information determined to be incomplete.	County of San Diego; Intersection of Old River Road and Camino Del Rey.	Involves 116 residential lots on 29.45 acres.	The level of information available regarding this project was insufficient to determine the project's potential impacts at the time this evaluation was prepared.
21. Liberty Quarry	Project is in planning phase. NOP and IS issued in June 2007; Draft Environmental Impact Report (DEIR) public review completed September 18, 2009. Riverside Planning Commission denied the project August 31, 2011. Status uncertain.	Riverside County; west of I-15, near Rainbow Valley Boulevard.	Quarry located on 311 acres. Quarry would be nearly 1,000 feet deep and almost 1 mile long. Five million tons of sand and crushed rock would be mined from the site every year for 50 to 60 years, requiring 1,400 daily truck trips.	*Land Use* - The project could be incompatible with existing surrounding land uses. However, with the incorporation of design features such as a landscaped berm and open space buffers and setbacks, impacts would be reduced to less than substantial. *Visual/Aesthetics* – The project could substantially damage scenic resources, obstruct prominent scenic vista or view open to the public, or result in the creation of an aesthetically offensive site that is open to public view and interfere with the nighttime use of Palomar Observatory, which is protected by Riverside County Ordinance No. 655 and San Diego County Ordinance 7155. Implementation of mitigation measures would reduce the impacts to less than substantial. *Cultural Resources* - The project could alter or destroy an archaeological site (Undiscovered Resources); disturb human remains, including those interred outside formal cemeteries; or restrict existing religious or sacred uses within the potential impact area. Implementation of mitigation measures would reduce the impacts to less than substantial. *Paleontology* - The project would have less than substantial impacts to unique paleontological resources/sites or unique geological features. *Hazards and Hazardous Materials* - The project could create a hazard to the public or the environment through inadvertent explosion during routine transport, create a hazard to workers or the environment as a result of accidental explosions of blasting material at the site, create a substantial hazard to the public or the environment from the accidental release of hazardous materials, including hazardous waste, and expose people or structures to a substantial risk of loss, injury, or death involving wildland fires, including where wild land is adjacent to urban areas or where residences are intermixed with wild lands. Implementation of mitigation measures would reduce the impacts to less than substantial. *Natural Communities* - The project could have a substantial adverse effect on riparian habitat and other sensitive natural communities. Implementation of mitigation measures would reduce the impacts to less than substantial. *Wetlands and Other Waters* - The project could have a substantial adverse effect on federally protected wetlands. Implementation of mitigation measures would reduce the impacts to less than substantial. *Animal Species/Threatened and Endangered Species* - The project could substantially interfere with the movement of native resident or migratory wildlife species or with established native resident migratory wildlife corridors. The project could have a substantial adverse effect on special-status species. Implementation of mitigation measures would reduce the impacts to less than substantial.

Project Name	Project Status	Jurisdiction and Location	Project Development	Environmental Summary
22. Orange Grove Power Plant Project	California Energy Commission approved Application for Certification (AFC) of power plant in April 2009. Operational as of April 2010.	County of San Diego; off of Pala Del Norte Road, approximately 3.5 miles northeast of I-5 on SR-76, approximately 2 miles west of the community of Pala. General Plan Amendment area east of I-15 and south of West Lilac Road.	Simple-cycle power with an electrical output of 96 megawatts with connection to adjacent SDG&E Pala substation.	*Land Use* – The project complies with the specific findings required for a Major Use Permit under the County Zoning Ordinance and is consistent with the County General Plan and local land use requirements. *Cultural Resources* - Ground disturbance could impact subsurface extensions of the 14 previously known, potentially CRHR-eligible archaeological sites located on or adjacent to the plant site, the fresh-water pick-up station, and the gas line. Mitigation through archaeological monitoring of construction-related ground disturbance on the project components near these 14 resources would be required. There is a moderate probability that prehistoric and historic-period archaeological deposits could be encountered during construction, implementation of mitigation for newly discovered archaeological resources would reduce those impacts to a less than substantial level. *Hydrology and Floodplains* - AFC found potential soil loss, erosion, and storm water impacts from project site during grading and construction. These impacts would be mitigated to less than substantial with implementation of project BMPs. *Paleontology* - The project owner would implement several mitigation measures to avoid impacts to paleontological resources including worker education, preparing a Paleontological Monitoring and Mitigation Plan, and having a Paleontologic Resource Specialist on-site. *Hazards and Hazardous Materials* - The project would not cause substantial impacts to public health and safety as the result of the use, handling, storage, or transportation of hazardous materials with the implementation of mitigation. *Natural Communities* - Temporary and permanent losses of 9.3 acres of coastal sage scrub and 3.4 acres of non-native grassland contribute to the substantial cumulative loss of these habitat types in the northern San Diego County region. To compensate for these losses, the Applicant must secure a Habitat Loss Permit from the County of San Diego Public Works Department. *Animal Species/Threatened and Endangered Species* - Nine endangered, threatened, or special-status species were confirmed present at or near the site. They are: Engelmann oak, Parry's tetracoccus, coastal California gnatcatcher, Cooper's hawk, least Bell's vireo, Southern California rufous-crowned sparrow, Southwestern willow flycatchers, San Diego horned lizard, and northern red diamond rattlesnake. An additional two special-status species San Diego desert woodrat and arroyo toad could not be ruled out because suitable habitat is available and surveys did not conclusively demonstrate their absence. Implementation of mitigation would reduce impacts to less than substantial.
23. San Luis Rey Flood Control Project	Water Resources Development Act of 1996 reauthorized the project in 2006. Vegetation management is an ongoing part of the project, and includes arundo removal along much of the San Luis	Along 7.2 miles of the lower San Luis Rey River in and around the City of Oceanside	A double levee, 5.4 miles long; stone protected channel with a soft bottom; 1,330 feet of parapet walls at the ocean on the north and south levees; six interior drainage ponds; a 5-mile bike trail; and 247 acres of conservation lands.	*Natural Communities* –General measures were developed for the preservation or enhancement of in-stream habitat potentially affected by project activities, include potential realignment of the mowing plan and rotational areas, in-stream habitat enhancement, and relocation of the channel thalweg in select locations. *Wetlands and Other Waters* - Permanently impact (fill) 128-acres (38.016-linear feet, 7.2-miles total project area) of vegetated waters. Temporarily fill 46-acres (38,016-linear feet, 7.2-miles total project area) of unvegetated waters. *Animal Species/Threatened and Endangered Species* - The project may affect, but is

Project Name	Project Status	Jurisdiction and Location	Project Development	Environmental Summary
	Rey River west of I-15.			not likely to adversely affect, the endangered Southern California DPS of steelhead. The project area is not designated critical habitat for steelhead at this time. Southern steelhead adults or juveniles have a low to moderate probability of being found in the project area. The project has impacts to the endangered least Bell's vireo, the endangered southwestern willow flycatcher, and their critical habitat. Mitigation measures to be incorporated into a revised plan for phased vegetation management and periodic and localized sediment removal would minimize or avoid impacts to the habitat of the vireo and flycatcher. The project reduces target flow conveyance in the channel to 71,200 cfs and retains additional vireo and flycatcher habitat in the channel over the previously approved plan.

The Existing Alignment Alternative would potentially cause a minor increase in surface water elevations. The 100-year flood would still be contained within the existing floodplain boundaries; however, in combination with all the other planned development in the Resource Study Area, the increase in surface water elevation is considered to contribute to cumulative hydrology and floodplain impacts if the mitigation proposed in the project EIR/EIS is not implemented.

The Southern Alignment Alternative's floodplain encroachment would expand the existing floodplain boundaries and cause some potential risk to upstream locations. These impacts are not considered to contribute to cumulative floodplain impacts along the middle reaches of the San Luis Rey River if the mitigation proposed in the EIR/EIS is implemented.

Riparian and Wetland Communities

The Existing Alignment Alternative would result in direct permanent impacts to 32.65 acres and temporary impacts to 10.6 acres of riparian and wetland communities. The Southern Alignment Alternative would result in direct permanent impacts to 15.37 acres and temporary impacts to 4.54 acres of riparian and wetland communities. The County upgrade of existing SR-76 could add 8.75 acres of permanent impacts and 4.06 acres of temporary impacts if the Southern Alignment Alternative is selected.

Cumulative impacts from the projects in Table 13 will affect many acres of the same types of sensitive riparian communities. For example, Peppertree Park, Gregory Canyon Landfill, Palomar Aggregates Quarry, Palomar Community College–North Education Center, SLRRP Master Plan, and the SR-76 Melrose Drive to South Mission Road Highway Improvement Project would all result in impacts to riparian habitats. The environmental evaluation for many cumulative projects has not been completed or was not available, but it can be assumed that additional riparian community impacts would result from these projects. In addition, riparian habitat loss is occurring on a more regional basis as development takes place throughout the entire RSA.

These future projects in the RSA, viewed collectively, constitute a cumulative adverse impact to riparian communities. The contribution of the proposed project under either the Existing Alignment or Southern Alignment Alternative would result in a considerable contribution to cumulative impacts prior to mitigation. Avoidance and minimization measures have been incorporated into the project, and mitigation is proposed in the EIR/EIS.

Jurisdictional Wetlands and Other Waters

Development throughout the region over time has reduced the amount of wetlands of all kinds. Although the San Luis Rey River is largely unchannelized upstream of the western project terminus, it has been subject to loss of wetlands over time. The single most important cause of wetland loss has been the conversion of wetlands to farmland. Sand mining has been a major cause upstream of I-15. Infrastructure improvements, such as the existing SR-76 and a series of major bridges, have also displaced wetlands.

The proposed action would affect a 5.6-mile-long stretch of the San Luis Rey River. Riparian and wetland areas surrounding the project are associated with the San Luis Rey River, Live Oak Creek, and unnamed drainages that traverse the survey area and, to a lesser extent, drainages and seeps from municipal storm water or sewer systems, irrigation, and roadway runoff. The Existing Alignment Alternative would result in 4.61 acres of direct permanent impacts to jurisdictional waters. The Southern Alignment Alternative would result in direct permanent impacts to 0.20 acres of jurisdictional waters.

There are multiple projects cited in Table 13 that would impact jurisdictional wetlands and waters when developed. Based on available information, more than 25 acres of jurisdictional waters and wetlands would be impacted by these projects. Approximations of impacts were not provided for all projects and the environmental analysis has not been completed for many of the projects. Implementation of the Southern Alignment Alternative would result in relinquishment of the existing SR-76 roadway to the County of San Diego, which may upgrade the existing roadway to County roadway standards. Upgrading the existing roadway would result in 8.69 acres of additional direct impacts to jurisdictional wetlands and waters.

While the federal policy of “no net loss” would suggest that there would ultimately be no net loss in the acreage of jurisdictional waters and wetlands in the RSA, there is no way to comprehensively assess the success of project-specific mitigation efforts in terms of either wetland acreage created or restoration of wetland function. The impacts to wetlands and waters of the U.S. resulting from implementation of either project alternative would contribute to cumulative impacts prior to mitigation. Mitigation is discussed below under “Actions to Minimize Adverse Effects.” The mitigation is designed to offset any adverse biological effects related to jurisdictional waters and wetlands impacts; therefore, after mitigation, the project impacts would not contribute to cumulative impacts.

Species Afforded Protection under the Federal Endangered Species Act

For analysis of threatened and endangered species, the RSA encompasses all of the projects included in the cumulative project list. Consideration of species and their habitats cannot be restricted by jurisdictional or political boundaries.

Impacts to threatened and endangered species are critically based on loss of their native habitat. Often, decline of sensitive species is not due to the direct take of a species but, rather, from the loss of their habitat. Development throughout the region over time has reduced the amount of native vegetation communities, impacted certain plant and wildlife species, increased their rarity, and threatened some with extinction. The effects have been felt within the San Luis Rey River Valley, although less so than in much of the County, since development in the valley has historically been less extensive and intensive.

The regional threat to native species listed as threatened or endangered, including federally listed species, has resulted in county-wide habitat conservation efforts. The San Diego County MSCP Subarea Plan was developed as a regional plan to provide for the long-term preservation of sensitive plant and animal

species and natural vegetation in the County and was approved by the County Board of Supervisors on October 22, 1997. The project areas is within the draft NCMSCP, one of three large habitat conservation plans developed by the County.

Biological surveys for the proposed project found San Diego ambrosia, federally listed as endangered, present within the study area, predominantly north of the existing SR-76 roadway. A small portion of two San Diego ambrosia populations overlap with the Existing Alignment Alternative footprint. Construction of the Existing Alignment Alternative would result in direct permanent impacts to less than 0.01 acre of occupied San Diego ambrosia habitat. No populations of San Diego ambrosia have been identified within the Southern Alignment Alternative footprint.

Based on available environmental analysis, two other cumulative projects in the RSA have potential impacts to San Diego ambrosia. The SLRRP Master Plan Programmatic Environmental Impact Report (PEIR) found potentially significant impacts to San Diego ambrosia. The SR-76 Melrose Drive to South Mission Road Highway Improvement Project found indirect impacts to San Diego ambrosia. Some other projects in the RSA may impact San Diego ambrosia, but surveys of many of the properties have not yet been performed.

Impacts to four federally listed wildlife species—arroyo toad, southwestern willow flycatcher, least Bell's vireo, and coastal California gnatcatcher—are anticipated as a result of either the Existing Alignment Alternative or the Southern Alignment Alternative. The arroyo toad, southwestern willow flycatcher, and least Bell's vireo are federally listed as endangered. The coastal California gnatcatcher is federally listed as threatened. Temporary indirect impacts to these four species during construction and permanent indirect impacts during operations could result from implementation of either project alternative. Direct impacts are anticipated for both the Existing Alignment Alternative and the Southern Alignment Alternative to federally designated critical habitat for one federally listed plant species, San Diego ambrosia, and four federally listed wildlife species—the southwestern willow flycatcher, least Bell's vireo, arroyo toad, and coastal California gnatcatcher.

Based on available environmental analysis, other cumulative projects in the RSA have the potential to impact these four animal species. The Palomar Aggregates Quarry environmental analysis found potential impacts to least Bell's vireo and southwestern willow flycatcher due to habitat loss. The Pala Mesa Highlands project would disturb coastal California gnatcatcher habitat. The Palomar Community College EIR found potential impacts to least Bell's vireo and southwestern willow flycatcher due to habitat disturbance during breeding seasons. Environmental analysis for Campus Park West has not been completed; however, impacts to coastal California gnatcatcher and least Bell's vireo are anticipated. The SLRRP Master Plan PEIR found potentially significant impacts to southwestern willow flycatcher, least Bell's vireo, coastal California gnatcatcher, and arroyo toad. Environmental analysis for the SR-76 Melrose Drive to South Mission Road Highway Improvement Project found both permanent and temporary direct and indirect impacts to the arroyo toad, southwestern willow flycatcher, coastal California gnatcatcher, and least Bell's vireo. The Gregory Canyon Landfill EIR found a potential for direct impacts resulting in the loss of individual southwestern arroyo toads and impacts to habitat and

breeding areas for arroyo toad and least Bell's vireo. The Orange Grove Power Plant Project Application for Certification found potential impacts to sensitive species, including coastal California gnatcatcher, least Bell's vireo, and arroyo toad. For other surrounding cumulative projects, environmental review is still underway, although it is likely that these projects would also impact threatened and endangered species.

Planned development in the RSA is expected to result in direct impacts to threatened and endangered species and their habitats. The potential impacts to federally listed threatened and endangered plant and animal species from both the Existing Alignment Alternative and the Southern Alignment Alternative would be contribute to the cumulative impacts prior to implementation of the mitigation measures described below.

Evaluation and Testing

To minimize impacts to special aquatic sites, fill material composed of sand, soil, gravel, or other naturally occurring inert material should be subjected to testing to ensure that it is free of chemical, biological, or other contaminants. The extraction site should be examined to assess whether it is sufficiently removed from sources of pollution to provide reasonable assurance that the discharge material is not a carrier of contaminants. If the evaluation described above indicates the material is not a carrier of contaminants, then the required determinations pertaining to the presence or absence of contaminants can be made without testing. Evaluation must be in accordance with the requirements of 40 CFR Part 230 Section 230.60, and if testing is required, it must comply with the requirements of 40 CFR Part 230 Section 230.61.

Evaluation and testing have not been conducted for the proposed project. Caltrans would follow the required procedures to ensure that no adverse impacts related to the deposit of fill in waters of the U.S. can occur for either the Existing Alignment Alternative or the Southern Alignment Alternative.

Actions to Minimize Adverse Effects

Design iterations described earlier in this analysis served to reduce project effects on waters of the U.S. and other biological resources. Mitigation measures described below will reduce impacts to functions and values of waters of the U.S. by controlling the limits of construction and disturbance and reducing adverse effects of runoff on the physical and chemical properties of those waters. Those measures will also protect biological functions and values in areas adjacent to and near the construction limits and completed project. In addition, compensatory mitigation, also described below, will serve to restore functions and values associated with project's unavoidable impacts on functions and values through restoration, creation, and preservation of habitat similar in functions and values to the areas impacted. As a means of avoiding or minimizing project impacts to upland, riparian, and wetland vegetation, the following measures are proposed for the SR-76 South Mission Road to I-15 Highway Improvement Project:

1. Upland, riparian and wetland vegetation would be avoided to the maximum extent practicable. Avoidance and minimization of impacts to vegetation has been accomplished through design considerations, including elevated road beds instead of fill, and fill slope ratios are proposed at 2:1 or flatter instead of the advisory design standard of 4:1.

2. Sensitive vegetation outside the alignment footprint shall be designated an Environmentally Sensitive Area (ESA) and depicted as such on project maps and plans. No personnel or equipment would be allowed within these areas at any time. Sensitive vegetation areas may be marked and protected by temporary fencing (e.g., orange plastic snow fencing) or another appropriate method to prevent encroachment or unnecessary disturbance to the sites. Prior to and during construction, barriers would be established in key areas to deter public entry into the site. Additionally, temporary fencing would be provided to restrict access to sensitive vegetation adjoining the work limits.

3. Any graded habitat (e.g., slopes, right-of-way) adjacent to the San Luis Rey River corridor would be revegetated with an appropriate native plant mix. The proposed seed palette would be reviewed and approved by a qualified biologist prior to application in the field. The best methods of revegetation would be determined during design and could include duff, hydroseeding, planting, and/or temporary irrigation.

4. Temporary disturbance to upland and riparian habitats within the project area would be offset through native revegetation of the area (1:1 ratio) upon completion of construction. Revegetation with native plant species would occur as early as possible following grading (where applicable) and be accompanied with periodic monitoring and maintenance to ensure adequate coverage and prevent erosion and siltation into adjacent biologically sensitive areas.

5. The changing of oil, refueling, and other actions that could result in a release of a hazardous substance would be restricted to designated areas that are a minimum of 100 feet from any sensitive plant populations, sensitive habitats, or drainages. Such designated areas would be surrounded with berms, sandbags, or other barriers to prevent the spread of fuel, oil, or chemicals accidentally spilled.

6. Storage and staging areas will be placed as far from sensitive habitat as possible and kept free from trash and other waste. Staging areas for construction work will be located within previously disturbed sites and not adjacent to or within sensitive habitat.

7. Construction dust impacts would be offset through implementation of Caltrans Standard Specifications, including Section 7-1.01F Air Pollution Control, Section 10 Dust Control, Section 17 Watering, and Section 18 Dust Palliative. The project biologist would also periodically monitor the work area to ensure that construction-related activities do not generate excessive amounts of dust or cause other disturbances. Erosion control measures would be regularly checked by Caltrans inspectors, the biologist, or the resident engineer.

8. BMPs to address erosion and excess sedimentation would be incorporated into the project plans. Measures that would be implemented during construction include silt fencing, gravel bags, hay bales, fiber rolls, and protection/velocity dissipation at drainage outlet points. Measures that would be implemented after construction include plantings, retaining walls, and slope stabilization techniques. Vegetation filters, such as swales or biostrips, may also be used to remove sediment and other contaminants from runoff prior to off-site flow. BMPs employed during construction would follow the applicable Caltrans guidelines and be detailed in the project's Storm Water Pollution Prevention Plan (SWPPP) and Water Pollution Control Program (WPCP).

Mitigation for Impacts to Waters of the U.S.

The amount of mitigation necessary for the affected habitats varies by the type of habitat and the area impacted (Table 14). The area of impact is multiplied by a replacement ratio, determined by the type of habitat affected. Typically, the longer the temporal impacts, the higher the ratio. For example, freshwater marsh can be restored in 2 to 3 years, whereas southern willow scrub can take up to 5 years. There are also several other factors that influence the replacement ratio, including habitat sensitivity, quality of the impacted habitat, and location of the impacts and mitigation relative to any significant preserve areas. Impacts to good to high-quality riparian and wetland habitats would be mitigated at a ratio of 3:1. Giant reed/disturbed wetlands would be mitigated at a 1:1 ratio. All temporary impacts would be mitigated in place at a 1:1 ratio.

Table 14. Proposed Mitigation for Permanent Impacts to Waters of the U.S.

Habitat Type	Permanent Impacts (acres)	Mitigation Ratios and Acres for Permanent Impacts
Existing Alignment Alternative		
Disturbed Wetland (Arundo Scrub)*	0.10	1:1 = 0.10 restoration
Southern Cottonwood-Willow Riparian Forest*	2.51	3:1 = 7.53 acres 2.51 creation; 5.02 restoration
Southern Willow Scrub*	1.95	3:1 = 5.85 acres 1.95 creation; 3.90 restoration
Open Water (San Luis Rey River)	0.01	3:1 = 0.03 acre 0.01 creation; 0.02 restoration
Unvegetated Channel/Drainage Feature (Ordinary High Water Mark)	0.04	3:1 = 0.12 acre 0.04 creation; 0.08 restoration
Total, Waters of the U.S.	**4.61**	**13.54** **4.51 creation; 9.03 restoration**
Southern Alignment Alternative		
Mulefat Scrub*	0.05	3:1 = 0.15 acre 0.15 restoration
Southern Cottonwood-Willow Riparian Forest	0.11	3:1 = 0.33 acre 0.33 restoration
Southern Riparian Scrub	0.04	3:1 = 0.12 acre 0.12 restoration
Riparian and Wetlands Total	***0.20***	***0.60 acre*** ***0.60 creation***

* Special Aquatic Sites
Mitigation area available: Tabata site: 7.3 acres creation, 15.4 acres restoration; Vessels site: 87.7 acres creation, 22.9 acres restoration

The project proposes compensatory mitigation for impacts to waters of the U.S. All mitigation for permanent impacts to USACE waters of the U.S. would occur at the Tabata and Vessels mitigation sites. The mitigation is habitat-based; that is, functions and values of the affected waters of the U.S. are to be replaced at predetermined ratios of similar habitats to ensure no net loss of functions and values.

In addition to mitigation for impacts to waters of the U.S., the Tabata and Vessels sites would be used for mitigation of permanent impacts to riparian habitat and wetlands subject to the jurisdiction of CDFG. Table 14 is a summary of permanent impacts and proposed mitigation for waters of the U.S., including special aquatic sites.

In addition to the replacement mitigation described above, mitigation measures intended to protect the functions and values of waters of the U.S. adjacent to and nearby the temporary impact areas would be employed as required by the Biological Opinion from USFWS and the Final EIR/EIS.

Mitigation for Impacts to Species Afforded Protection under the Federal Endangered Species Act

Measures listed above under "Actions to Minimize Adverse Effects" would provide mitigation for habitat and populations of the San Diego ambrosia, coastal California gnatcatcher, least Bell's vireo, arroyo toad, and southwestern willow flycatcher. Additional mitigation would be provided by the following measures.

1. Mitigation for the arroyo toad, coastal California gnatcatcher, least Bell's vireo, and southwestern willow flycatcher would be met through the proposed mitigation measures for Diegan coastal sage scrub, riparian, and wetland vegetation. Additional mitigation measures may be required under the federal or California Endangered Species Act.

2. All vegetation within the construction limits would be cleared outside the breeding season (e.g., coastal California gnatcatcher, February 15 through August 31; least Bell's vireo, March 15 through September 30; southwestern willow flycatcher May 1 through September 30; arroyo toad, March 15 through July 1) to avoid impacts to the species. If activities must occur during these times, a mandatory preconstruction survey would be conducted by a qualified biologist to ensure that no toads or nesting birds are present within the proposed work area. Should toads or a nest site be located, appropriate measures may include designation of the location as an ESA and delaying/restricting project activities until nesting/fledging is completed. Construction activities within occupied/suitable arroyo toad breeding habitat may be conducted during the arroyo toad breeding season provided the area does not contain and/or is not adjacent to gnatcatcher, vireo, and/or flycatcher habitat. If activities must occur during the arroyo toad breeding season (March 15–July 31), a qualified biologist would conduct preconstruction surveys and translocate any arroyo toads encountered to ensure that there are no arroyo toad eggs, tadpoles, or neonates present within the proposed work area.

3. Prior to the start of active construction activities near identified arroyo toad populations and within potential arroyo toad upland habitat, qualified biologists would install exclusion fencing along the perimeter of all work areas to exclude arroyo toads from the work site. The fencing would consist of woven nylon netting approximately 2 feet in height and attached to wooden stakes. Prior to installing the fencing, a narrow trench approximately 1 to 2 inches deep would be excavated and the fence would be buried to prevent burrowing beneath the fence. All fencing materials (mesh, stakes, etc.) would be removed following construction. Ingress and egress of construction equipment and personnel would be kept to a minimum; when necessary, equipment and personnel would use a single access point to the site. The access point would be as narrow as possible and would be closed off by exclusionary fencing when personnel are not present on the site. A minimum of a 3-night survey would be conducted within the fenced area by a USFWS-approved biologist. Surveys would continue until there have been 3 consecutive nights without arroyo toads inside the fence. Surveys would be conducted during the appropriate climactic conditions and time of day or night to maximize the likelihood of encountering arroyo toads. If the toads are found, they would be captured and translocated by the biologist to the closest area of suitable habitat along the San Luis Rey River.

4. A USFWS-approved biologist would oversee compliance with protective measures for the biological resources in the project area during clearing and construction activities. The biologist would specifically monitor activities that may affect listed species, such as vegetation removal and the installation of BMPs and ESA fencing, to ensure that all avoidance and minimization measures are properly implemented and followed.

5. ESA fencing would be installed around the known population of San Diego ambrosia immediately south of the Existing and Southern Alignment Alternatives to avoid inadvertent impacts to the species.

6. Pile driving associated with construction of the bridges, if necessary, would only be conducted between October 1 and February 14 to reduce the effects of noise on nesting and breeding birds within the project vicinity.

7. During any nighttime construction, all project lighting would be directed at the roadway or the construction site and away from sensitive habitats. Light glare shields may also be used to reduce the extent of illumination onto adjoining areas.

Upland Vegetation

Upland vegetation is not under the jurisdiction of USACE under the Clean Water Act. Nevertheless, healthy native upland vegetation interacts ecologically with wetlands and waters for the functions and values associated with flora, fauna, habitat, wildlife movement, and native plant propagation. Compensatory mitigation for impacts to upland habitat, therefore, has a beneficial effect on functions and values of waters of the U.S. Unavoidable impacts to sensitive upland habitats, including Diegan coastal sage scrub, disturbed Diegan coastal sage scrub, coast live oak woodland, and nonnative grassland, would

require compensatory mitigation. Compensatory mitigation for upland habitats would be provided at two off-site locations owned by Caltrans: the Vessels site and the Groves site (Table 15).

Table 15. Mitigation for Permanent Impacts to Upland Vegetation

Habitat Type	Permanent Impacts (acres)	Mitigation Ratio	Total Compensation (acres)	Mitigation Location and Available Acres
Existing Alignment Alternative				
Coast Live Oak Woodland	2.09	2:1	4.18	Groves: 9.67
Coastal Sage Scrub	0.54	2:1	1.08	Groves: 55.89
Disturbed Coastal Sage Scrub	6.35	2:1	12.7	Groves: see note
Nonnative Grassland	27.14	1:1 toad habitat; 0.5:1 other	23.61 at 1:1; 3.53 at 0.5:1 = 25.38 total	Groves: 12.69 Vessels: 49.4
Southern Alignment Alternative				
Coast Live Oak Woodland	1.78	2:1	3.56	Groves: 9.67
Diegan Coastal Sage Scrub	0.21	2:1	0.42	Groves: 55.89
Disturbed Coastal Sage Scrub	6.16	2:1	12.32	Groves: see note
Nonnative Grassland	25.13	1:1 toad habitat; 0.5:1 other	21.6 at 1:1; 3.53 at 0.5:1 = 23.37 total	Groves: 12.69 Vessels: 98.6

Note: Disturbed coastal sage scrub is included in the acreage listed for coastal sage scrub.

Temporary Impacts

Once construction of the SR-76 South Mission Road to I-15 Interchange Highway Improvement Project is complete, all areas temporarily disturbed during construction will be revegetated with native species, as needed, to compensate for temporary impacts. All temporary impacts would be mitigated on-site at a 1:1 ratio. Temporary impacts to USACE jurisdictional wetlands and waters would total 4.31 acres for the Existing Alignment Alternative and 0.83 acre for the Southern Alignment Alternative. All areas of temporary impacts would be revegetated with native species and would provide biological functions similar to the habitat to be impacted.

Mitigation Sites

Caltrans proposes to mitigate permanent impacts to wetland and riparian habitats at two off-site locations, known as the Vessels and Tabata sites, and to mitigate upland impacts at the Vessels site and the Groves site. Caltrans has acquired all three sites. The proposed mitigation sites have been identified in regional planning efforts as important to conservation of sensitive and special-status species and to the buildout of the conservation preserves in the NCMSCP. All the sites would be preserved in perpetuity and would have controlled access.

Vessels Site

The 162-acre Vessels property is south of SR-76 along the south side of the San Luis Rey River and approximately 1.75 miles west of I-15. This property has approximately 87.7 acres available for riparian

creation, 22.9 acres available for riparian restoration, and 49.4 acres available for upland restoration. The remaining property consists of riparian scrub, California buckwheat scrub, southern willow scrub, cottonwood willow scrub, and mixed native and nonnative scrub. The northern edge of the Vessels site supports a population of least Bell's vireo. Southwestern willow flycatchers have been observed within 100 feet of the property, and arroyo toads have been detected within 400 feet of the site. The entire site is within designated critical habitat for the least Bell's vireo and arroyo toad, and 87.4 acres is part of designated critical habitat for the southwestern willow flycatcher.

Tabata Site

The 33.75-acre Tabata property lies along the north side of the San Luis Rey River south of SR-76 and east of Camino Del Rey and is entirely within the river's floodplain. Three waterways pass through this property: Bonsall Creek to the south, Ostrich Creek to the north, and the San Luis Rey River to the east. The majority of the parcel is cottonwood willow riparian forest habitat. Additional areas include disturbed habitat and an abandoned agricultural field. Vegetation communities include approximately 15.4 acres of southern cottonwood willow riparian forest, 4.8 acres of agriculture, 2.0 acres of nonnative grassland, 0.5 acre of disturbed habitat, and 0.03 acre of urban/developed land. The property supports a population of least Bell's vireo. Southwestern willow flycatchers have been known to nest on the Tabata site and adjacent properties as recently as 2006. The entire site falls within designated critical habitat for the least Bell's vireo and arroyo toad. A majority of the site falls within designated critical habitat for southwestern willow flycatcher and coastal California gnatcatcher.

Groves Site

The Groves site is 286 acres at the southwest corner of the SR-76 and Olive Hill Road intersection. Approximately 55.89 acres of coastal sage scrub (including disturbed), 9.67 acres of coast live oak woodland, and 12.69 acres of nonnative grassland are on the site. A majority of the property is designated critical habitat for the coastal California gnatcatcher, and numerous gnatcatchers have been observed on the site. San Diego ambrosia has also been recorded on the site, and the site contains designated critical habitat for the species. A significant arroyo toad population is associated with the nearby San Luis Rey River. The Groves property does not support breeding habitat for the toad but does contain upland habitat suitable for burrowing, dispersing, and aestivation, and part of the site is designated toad critical habitat.

LEDPA Identification

Since the aquatic resource avoidance alternatives are not practicable, and because each of the SR-76 South Mission Road to I-15 alignment alternatives would result in some aquatic resource loss, the practicable alternative with the least damage to aquatic resources must be selected unless it has other significant adverse environmental consequences. The Existing Alignment Alternative would impact 4.61 acres of waters of the U.S., including 4.47 acres of special aquatic sites; the Southern Alignment Alternative would impact 0.20 acre of waters of the U.S., all of which are special aquatic sites. Although it would have greater impacts on both waters of the U.S. and special aquatic sites, the Existing Alignment

Alternative would have fewer significant adverse consequences and could have a beneficial effect on remaining wetlands of the San Luis Rey River.

Although biological impacts of both build alternatives could be mitigated, the Southern Alignment Alternative would have a number of impacts in other areas of consideration that would remain significant after mitigation, whereas the Existing Alternative Alignment would not. The areas of unmitigated significant adverse impacts of the Southern Alignment Alternative identified in the EIR/EIS are land use, growth, community character and cohesion, relocations, and visual quality/aesthetics. In addition, the Southern Alignment Alternative would have greater impacts on the functions and values of a diverse and sensitive ecosystem. All of these impacts are related to the construction of a new highway in an undeveloped area and are more fully discussed below.

Land Use. The Existing Alignment Alternative would have no substantial land use impacts. The Southern Alignment Alternative would result in one full property acquisition and multiple partial property acquisitions, would displace part of the Vessels Stallion Farm, and would convert agricultural and undeveloped land to roadway uses. Conversion of these land uses within a largely undeveloped area would represent a substantial change to the existing land use pattern. The Southern Alignment Alternative would not be consistent with the current or proposed County General Plan Circulation Element, which shows no major roadway south of the river in this location. Mitigation for land use impacts would be infeasible and remain substantial.

Growth. The Existing Alignment Alternative would be consistent with planned local and regional growth patterns reflected in the current and proposed County General Plan and in SANDAG transportation plans for the region. The Southern Alignment Alternative could increase development pressure in the area of the proposed alignment by introducing a new roadway and providing ready access into an undeveloped rural area. Such pressure would increase the likelihood that land designated for preservation in the draft NCMSCP could be developed. Mitigation for growth-related impacts would be infeasible and impacts would be substantial.

Community Character and Cohesion. The Existing Alignment Alternative would follow the route of an existing state highway between rural development and the San Luis Rey River corridor. The Southern Alignment Alternative would displace the Vessels Stallion Farm, a business that is representative of the rural character of the community and serves as a focal point of the area. Impacts to community character would be substantial. No major road now exists in the project area south of the river, and a major road would be incongruous with the mostly open space and sparse development in that area. No mitigation is feasible for the impacts associated with introducing a new transportation corridor into a largely undeveloped area. The character of the area would be permanently changed. Impacts to community character would be severe under the Southern Alignment Alternative and could not be mitigated.

Relocations. The Existing Alignment Alternative would not require the relocation of any homes or businesses. The Southern Alignment Alternative would result in the displacement of the Vessels Stallion Farm with its estimated 30 to 50 employees. Relocation would negatively affect the Vessels Stallion Farm

business, which is dependent on close proximity to the horse racing circuits using the Del Mar Race Track in San Diego County and the Los Alamitos Race Track in Orange County. Because the Vessels Stallion Farm is located on agricultural land in cultivation, all facilities associated with the Vessels Stallion Farm would have to be relocated, reconstructed, or re-cultivated on one similarly large continuous property zoned for agricultural uses. Adequate relocation resources may not exist for a site equivalent to the one now occupied by Vessels Stallion Farm. Therefore, relocation impacts associated with the Southern Alignment Alternative would remain unmitigable.

Visual/Aesthetic. The Existing Alignment Alternative would require some landform modification, vegetation removal, and increased area devoted to roadway improvements, resulting in moderately high- to high-level visual impacts occurring in an area where a less obtrusive highway already exists. The Southern Alignment Alternative would noticeably compromise the character and scale of the area by introducing a new transportation corridor, coupled with new bridges, guardrails, drainage structures, and other associated construction components, into a largely undeveloped area. These impacts, combined with extensive landform modification and vegetation removal, would result in substantially reduced visual quality and character. Mitigation measures could reduce impacts, but visual impacts associated with the Southern Alignment Alternative would be substantial after mitigation.

Biological Resources. Neither build alternative would have biological resource impacts that could not be mitigated. However, the Southern Alignment Alternative would have impacts on ecosystem integrity and species diversity that would be more severe than the Existing Alignment Alternative. The San Luis Rey River with its associated riparian habitat has been identified as an important regional wildlife movement corridor, providing connectivity to conservation lands in both Riverside County to the north and coastal areas to the west, including on Marine Corps Base Camp Pendleton. The area in the project vicinity south of the San Luis Rey River is much more open and less developed than the area north of the river, and existing SR-76 is already a barrier to wildlife movement north of the river. Studies have shown that wildlife crossing to the river valley from the north is characterized by smaller species, with large mammals such as deer and mountain lions more likely south of the river.

Either build alignment could be constructed with engineered wildlife crossings and directional fencing to facilitate safe wildlife crossing of the roadway. Regardless of such measures, however, the Southern Alignment Alternative would construct a substantial barrier between the river and the open areas to the south where there is now none. The Existing Alignment Alternative would have greater direct impacts on waters of the U.S. and special aquatic resources. But to the extent that more diverse species and connected habitats within an ecosystem interact for mutual benefit, the Existing Alignment Alternative could have a more beneficial effect on the functions and values of remaining wetlands and riparian habitats in the river valley, including waters of the U.S. and special aquatic resources, compared to the Southern Alignment Alternative.

APPENDIX J
FHWA AIR QUALITY CONFORMITY DETERMINATION

(This appendix has been added to the document following public review of the Draft EIR/EIS)

U.S. Department of Transportation
Federal Highway Administration

California Division

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001

April 25, 2011

In Reply Refer To:
HDA-CA
PIN: 1100000189

Laurie Berman, District Director
California Department of Transportation
District 11
4050 Taylor Street, M.S. 242
San Diego, CA 92110

Attention: Ms. Olga Estrada
Environmental Analysis Branch Chief

Dear Ms. Estrada:

SUBJECT: FHWA Project Level Conformity Determination for the SR-76, South Mission Road to I-15 Highway Improvement Project

On April 4, 2011, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a request for a project level conformity determination for the SR-76 from South Mission Road to I-15 Highway Improvement Project in San Diego County. The project is in an area that is designated Nonattainment for Ozone and Maintenance for Carbon Monoxide (CO).

The project level conformity analysis submitted by Caltrans indicates that the transportation conformity requirements of 40 C.F.R. Part 93 have been met. The project is included in the San Diego Association of Governments (SANDAG) *2030 Regional Transportation Plan (RTP)* and the *2010 Regional Transportation Improvement Program (RTIP).* The latest conformity determinations for the RTP and RTIP were approved by FHWA and the Federal Transit Administration (FTA) on December 14, 2010. The design concept and scope of the preferred alternative has not changed significantly from those assumed in the regional emissions analysis.

As required by 40 C.F.R. 93.116 and 93.123, the localized CO analysis are included in the documentation. The CO hotspot analysis was conducted using the *Transportation Project-Level Carbon Monoxide Protocol.* The analysis demonstrates that the project will not create any new violation of the standards or increase the severity or number of existing violations.

Based on the information provided, FHWA finds that the Conformity Determination for the SR-76 from South Mission Road to I-15 Highway Improvement Project in San Diego County conforms to the State Implementation Plan (SIP) in accordance with 40 C.F.R. Part 93.

If you have any questions pertaining to this conformity finding, please contact Stew Sonnenberg, FHWA Air Quality Specialist, at (916) 498-5889.

Sincerely,

For
Robert F. Tally Jr.
Acting Division Administrator

cc: (email)
M. Brady, Caltrans HQ
O. Estrada, D-11
J. Hannon, FHWA

SSonnenberg/km

APPENDIX K
BIOLOGICAL OPINION

(This appendix has been added to the document following public review of the Draft EIR/EIS)

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road, Suite 101
Carlsbad, California 92011

In Reply Refer To:
FWS-SDG-09B0003-11F0420

SEP 22 2011

Mr. Robert James, Acting Chief
Environmental Resource Studies
California Department of Transportation - District 11
4050 Taylor Street
San Diego, California 92110

Attention: Rush Abrams, Associate Environmental Planner

Subject: Formal Section 7 Consultation for the State Route 76 South Mission to I-15 Highway Improvement Project, San Diego County, California

Dear Mr. James:

This document transmits the U.S. Fish and Wildlife Service's (Service) biological opinion based on our review of the State Route 76 (SR-76) South Mission to Interstate 15 (I-15) Highway Improvement Project and its effects on the federally threatened coastal California gnatcatcher (*Polioptila californica californica*, "gnatcatcher"), the federally endangered least Bell's vireo (*Vireo bellii pusillus*, "vireo"), southwestern willow flycatcher (*Empidonax traillii extimus*, "flycatcher"), arroyo toad [*Anaxyrus californicus* (*Bufo microscaphus c.*)], and San Diego ambrosia (*Ambrosia pumila*, "ambrosia"), and their designated critical habitats, in accordance with section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*). The California Department of Transportation (Caltrans) has assumed the Federal Highway Administration's (FHWA) responsibilities under the Act for this consultation in accordance with Sections 6004 and 6005 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) 2005, as described in the National Environmental Policy Act Delegation Pilot Program Memorandum of Understanding between FHWA and Caltrans (effective July 1, 2007) and codified in Renewed 23 U.S.C. 326 and 23 U.S.C. 327.

This biological opinion is based on information provided in: 1) *State Route 76 South Mission to Interstate 15 Highway Improvement Project Biological Assessment* (Caltrans 2011, "BA"); 2) *State Route 76 South Mission to Interstate 15 Highway Improvement Project Draft Environmental Impact Report/ Environmental Impact Statement* (Caltrans 2010, "DEIS"); 3) field meetings on July 27, 2010, September 23, 2010, March 10, 2011, and May 11, 2011; and 4) other sources of information including survey reports and email correspondence. A complete project file of this consultation is maintained at the Carlsbad Fish and Wildlife Office (CFWO).

CONSULTATION HISTORY

Extensive and early coordination between Caltrans and the Service occurred on the project. The following chronology reflects a summary of significant events.

May 2008-May 2010	A series of coordination meetings were held between Caltrans, Army Corps of Engineers, Environmental Protection Agency, Regional Water Quality Control Board, and California Department of Fish and Game in accordance with the NEPA/404 MOU Integration Process. The proposed project's Purpose and Need, Selection Criteria, and Range of Alternatives were developed and refined during these meetings in order to minimize impacts to biological resources.
July 28, 2009	The Service provided written concurrence on the Purpose and Need statement for the project.
April 5, 2010	The Service provided written concurrence on the Range of Alternatives for the project.
June 28, 2010	The Service provided a list of species and their critical habitats expected to be present in or near the proposed action area.
July 27, 2010	Representatives from Caltrans and the Service attended an onsite meeting to discuss the proposed project, impacts to listed species and critical habitats, and wildlife connectivity.
September 23, 2010	Representatives from Caltrans and the Service visited the Vessels mitigation property.
November 8, 2010	The Service provided comments on the DEIS for the project.
November 15, 2010	The Service provided written concurrence on the project's proposed mitigation in accordance with the Conservation and Mitigation Strategy of the TransNet Memorandum of Agreement.
December 21, 2010	The Service consulted informally on the Vessels mitigation property geotechnical borings, which were proposed to evaluate subsurface conditions for restoration of the site in association with the project.
March 10, 2011	Representatives from Caltrans and the Service visited the Groves mitigation property.

March 22, 2011	The Service provided written agreement on the Preferred Alternative and Preliminary Least Environmentally Damaging Practicable Alternative for the project.
April 11, 2011	Caltrans provided a letter requesting initiation of formal consultation on the proposed action, together with the BA.
May 11, 2011	Representatives from Caltrans and the Service visited the ambrosia plants within the project impact area and the translocation receptor sites at the Morrison mitigation property.
May 12, 2011	The Service provided approval of the translocation receptor sites on the Morrison mitigation property.
May - June 2011	Representatives from the Service and Caltrans attended a series of meetings to finalize the project description and conservation measures.

BIOLOGICAL OPINION

DESCRIPTION OF THE PROPOSED ACTION

Using Federal funds provided through the FHWA, Caltrans proposes to widen the existing two-lane SR-76 between South Mission Road and just east of I-15 within the San Luis Rey River Valley in unincorporated San Diego County (Figures 1 and 2). Construction of the project will result in a total of four travel lanes, with two 3.7-meter (m) [12-foot (ft)] lanes in either direction (Figures 3-10), improvements to the Park and Ride facility near the SR-76/I-15 interchange (Figure 11), and improvements to the SR-76/I-15 interchange (Figures 12 and 13). Project work will begin in late 2012 and end in 2015. While the DEIS for the proposed project includes several alternatives, consultation has been requested for the Existing Alignment Alternative (the Preferred Alternative), which includes the following design features and elements:

- The length of the project is approximately 8.4 kilometers (km) [5.2 miles (mi)].

- Two westbound and two eastbound lanes will be separated by a median that will vary in width from 6.7 m (22 ft) to 12.8 m (42 ft) [8.8-m (29-ft) typical median width] with a concrete barrier.

- The project includes a 1.5-m (5-ft) wide minimum paved inside shoulder and a 2.4-m (8-ft) wide paved outside shoulder to accommodate bicycles, pedestrians, and emergency parking and to provide for roadside safety.

- The project will require approximately 695,745 cubic meters (m^3) [910,000 cubic yards (y^3)] of fill material to create the embankment for the road. Approximately 535,188 m^3 (700,000 y^3) of fill material will be obtained by removing existing material to restore riparian habitats

on the Vessels mitigation property. Approximately 53,519 m^3 (70,000 y^3) of fill material will be obtained by removing existing material to restore riparian habitats on the Tabata mitigation property. Approximately 30,582 m^3 (40,000 y^3) will be obtained from existing material from the reconfiguration of the SR76/I-15 interchange. The remaining approximately 91,747 m^3 (120,000 y^3) of fill material will be obtained by project contractors at the time of construction need, and the source of the fill material will be specified in the plan set.

- Left-turn channelization and median openings will be provided at the following unsignalized intersections: Sweetgrass Lane and Star Track Way.

- Two-lane on-ramps with a High Occupancy Vehicle (HOV) lane are proposed at the I-15 on-ramps.

- Between South Mission Road and the I-15 interchange, the proposed alignment is primarily located along the existing roadway alignment but shifts north or south to provide for more gradual curves. This will result in decommissioning of stretches of the existing SR-76 as shown in red in Figures 3-10. Along decommissioned stretches of roadway, there is an existing 6-m (20-ft) wide sewer easement which will be maintained. In the sewer easement area, pavement will be removed and a 3.6 to 4.6 m (12 to 15 ft) dirt/decomposed granite access road will be maintained. The remaining decommissioned area adjacent to the sewer easement access road will be restored with native species. At Live Oak Creek, the sewer line runs south of the existing SR-76 and north of the proposed SR-76. While there will be a 6-m (20-ft) wide sewer easement at Live Oak Creek, there will be no sewer easement access road across the riparian habitat at Live Oak Creek. A small pad may be required on the west side of the riparian area to provide access to two manholes, and on the east side of the riparian area to provide access to a third manhole. Between Star Track Way and Sage Road, existing SR-76 will be maintained as a frontage road.

- The existing two-span concrete box girder bridge structure over I-15 will be widened approximately 19 m (63 ft) to the south by building a new box girder bridge adjacent to the existing 19-m (64-ft) bridge.

- At-grade, signalized intersections will be constructed at South Mission Road, Via Monserate, Gird Road, Old Highway 395, the I-15 southbound ramps, and the I-15 northbound ramps.

The project will result in direct permanent impacts to approximately 46.94 hectares (ha) [115.89 acres (ac)], direct temporary impacts to approximately 26.69 ha (65.89 ac), and permanent indirect impacts to approximately 107.08 ha (264.40 ac) of the San Luis Rey River Valley. The impacts to vegetation communities are summarized in Table 1. The project will result in impacts to listed species and designated critical habitats as summarized in Tables 2 and 3 and Figures 14-18. The indirect impact area for the project depicted in Tables 1, 2, and 3 is defined as a 91-m (300-ft) buffer beyond the permanent impact area, plus areas beyond 91 m (300 ft) where noise

from project operations is anticipated to exceed 60 dBA, less the 91-m (300-ft) buffer and 60 dBA noise contour from the existing SR-76.

Table 1. Summary of Permanent, Temporary, and Indirect Impacts to Sensitive Vegetation Communities from the Proposed Project

Vegetation Communities and Cover Type[1]	Project Impacts					
	Permanent Impacts		Temporary Impacts		Indirect Impacts	
Riparian and Wetland Vegetation and Aquatic Habitat	hectares	acres	hectares	acres	hectares	acres
Disturbed Wetland (Arundo Dominated Riparian)	0.26	0.63	0.13	0.31	0.17	0.43
Coastal and Valley Freshwater Marsh	0.02	0.06	0.02	0.05	0.00	0.01
Elderberry Scrub	0.00	0.0	0.00	0.0	0.15	0.36
Mulefat Scrub	2.17	5.36	0.38	0.93	0.00	0
Southern Cottonwood-Willow Riparian Forest	9.15	22.6	3.13	7.73	11.19	27.63
Southern Willow Scrub (Including Disturbed)	1.62	3.99	0.60	1.49	2.94	7.26
Open Water (San Luis Rey River)	0.00	0.01	0.04	0.09	0.52	1.28
Riparian and Wetland Vegetation and Aquatic Habitat Total	***13.22***	***32.65***	***4.29***	***10.6***	***14.97***	***36.97***
Upland Vegetation						
Coast Live Oak Woodland	0.85	2.09	0.00	0	0.55	1.36
Diegan Coastal Sage Scrub	0.22	0.54	0.74	1.83	0.78	1.93
Diegan Coastal Sage Scrub (Disturbed)	2.57	6.35	0.67	1.66	1.12	2.76
Nonnative Grassland	10.99	27.14	8.39	20.72	27.33	67.48
Valley Needlegrass Grassland (Native)	0.00	0.0	0.00	0.0	0.00	0
Uplands Total	***14.50***	***35.81***	***9.93***	***24.52***	***29.78***	***73.53***
Total All Sensitive Vegetation	**27.73**	**68.46**	**14.22**	**35.12**	**44.75**	**110.5**
Other Vegetation and Cover Types						
Disturbed Habitat	2.16	5.33	1.27	3.13	7.63	18.83
Eucalyptus Woodland	0.76	1.87	4.11	10.16	1.79	4.42
Field/Pasture	0.65	1.61	0.34	0.84	4.41	10.89
General Agriculture	2.71	6.7	0.96	2.38	14.84	36.64
Nonnative Vegetation (Ornamental)	0.11	0.28	0.06	0.15	5.25	12.96
Orchards and Vineyards	0.49	1.21	0.51	1.27	6.48	16.01
Urban/Developed	12.32	30.43	5.20	12.84	21.93	54.15
Other Vegetation Total	***19.21***	***47.43***	***12.46***	***30.77***	***62.33***	***153.9***
Total All Vegetation	**46.94**	**115.89**	**26.68**	**65.89**	**107.08**	**264.4**

[1] The vegetation communities listed consist of a number of vegetation alliances and related associations that occur within the Northern Foothills Ecoregion of Western San Diego County as described in Sproul et al. 2011.

Table 2. Impacts to Federally Listed Species

Species	Project Impacts[1]		
	Permanent	**Temporary**	**Indirect**
Coastal California Gnatcatcher	2 (1 pair)	0	2 (1 pair)
Least Bell's Vireo	6 (3 pairs)	0	11 (~6 territories)
Southwestern Willow Flycatcher	0	0	4 (2 pairs)
Arroyo Toad	4	2	8
San Diego Ambrosia	<0.01[2]	0	0

[1] Reported as the number of individuals observed (animals) or acres (ambrosia).
[2] Within this acreage, approximately 2,633 ramets (plants that have grown vegetatively from another individual) of ambrosia will be directly impacted based on the most current survey data.

Table 3. Impacts to Designated Critical Habitat

Critical Habitat	Project Impacts					
	Permanent		**Temporary**		**Indirect**	
	hectares	acres	hectares	acres	hectares	acres
Coastal California Gnatcatcher	16.91	41.79	12.22	30.19	12.92	31.92
least Bell's Vireo	25.56	63.15	13.19	32.60	29.83	73.72
Southwestern Willow Flycatcher	15.03	37.13	4.42	10.93	22.81	56.36
Arroyo Toad	31.56	77.98	26.01	64.27	41.31	102.07
San Diego Ambrosia	0.60	1.50	0.24	0.60	0.83	2.06

Geotechnical Work

Geotechnical work is required at 35 locations along the project alignment to evaluate subsurface and soil conditions (as shown in electronic mail attachments from Caltrans dated August 25, 2011). Geotechnical work is anticipated to be conducted in fall of 2011. All geotechnical work will take place within the footprint of the proposed project. Access routes and earth disturbance associated with the geotechnical work will impact a total of approximately 0.68 ha (1.68 ac).

Four methods will be used to evaluate the subsurface and soil conditions: Mud Rotary (MR), Cone Penetrometer Test (CPT), Hollow Flight (HF), and Trench. The MR, CPT and HF use the same type of drill rig and support equipment. The drill rig is truck or trailer mounted. Support equipment includes a drill-tender truck that carries drilling supplies, augers, and water; a utility truck that carries steel drums to transport spoils and drilling fluids; a support loader used to free equipment stuck in soil or mud; and a track mounted dozer that is used to crush vegetation to provide ingress to the drilling site and to create a level and firm 6-m by 6-m (20-ft by 20-ft) pad for the drill rig.

The MR creates a 108-millimeter (mm) [4.25-inch (in)] diameter hole to a maximum depth of 30.5 m (100 ft), which would be backfilled with bentonite slurry. Spoils are collected and removed from the site. The CPT pushes a 38 mm (1.50-in) diameter cylindrical steel probe into the ground a maximum depth of 46 m (150 ft). The hole will collapse into itself, and in cases where the hole does not close completely, dry bentonite grains would be used as backfill. The HF creates a hole up to 203 mm (8 in) in diameter and to a maximum depth of 18 m (60 ft) which will be backfilled with cuttings.

The trenches will be excavated with a back-hoe or similar equipment at four locations. The back-hoe is anticipated to have rubber balloon tires rather than tracks. The trenches will be a maximum width of 0.9 m (3 ft), a maximum depth of 4.5 m (15 ft) and a maximum length of 6 m (20 ft). Trenching will not progress significantly below perched water or the water table if encountered. Spoils will be placed within 4.5 m (15 ft) or less of the trench. Trenches will be created and backfilled the same day. About 6 m (20 ft) will be needed around the trench to stock pile, move equipment, and backfill the trench.

Conservation Measures

Caltrans has agreed to implement the following conservation measures as part of the proposed action to avoid, minimize, and offset impacts to gnatcatchers, vireos, flycatchers, arroyo toads, ambrosia, their critical habitats, and other sensitive resources such as wetlands, aquatic resources, and rare plants:

Conservation/Restoration/Management

1. Permanent and temporary impacts to gnatcatchers, vireos, flycatchers, arroyo toads, ambrosia, and their critical habitats (as summarized in Tables 2 and 3 above) will be offset through conservation and restoration at the Groves, Tabata, and Vessels mitigation properties (Figures 19-21) as documented in Tables 4 and 5 below.

Table 4. Conservation and Restoration by Location

Location	**Riparian**		**Upland**	
	Hectares	Acres	Hectares	Acres
Tabata				
Riparian Creation	2.96	7.30		
Riparian Restoration	6.24	15.40		
Total	***9.19***	***22.70***		
Vessels				
Riparian Creation	35.52	87.70		
Riparian Restoration	9.27	22.90		
Coast Live Oak Woodland Creation			1.23	3.03
Non-Native Grassland Conservation			18.77	46.37
Total	***44.79***	***110.60***	***20.01***	***49.4***
Groves				
Coastal Sage Scrub Conservation			22.64	55.89
Non-Native Grassland Conservation			5.14	12.69
Coast Live Oak Woodland Conservation			1.02	2.51
Total			***28.8***	***71.09***
Total	**53.99**	**133.30**	**48.81**	**120.49**

Table 5. Conservation of Designated Critical Habitat

Critical Habitat	Location						Total	
	Groves		Tabata		Vessels			
	Hectares	Acres	Hectares	Acres	Hectares	Acres	Hectares	Acres
Coastal California Gnatcatcher	28.80	71.09	7.98	19.70	0	0	36.74	90.79
Least Bell's Vireo	0	0	9.19	22.70	65.61	162.00	74.80	184.70
Southwestern Willow Flycatcher	0	0	5.91	14.60	35.44	87.50	41.35	102.10
Arroyo Toad	14.41	35.57	9.19	22.70	65.61	162.00	89.21	220.27
San Diego Ambrosia	8.45	20.89	0	0	0	0	8.45	20.89

2. Perpetual biological conservation easements or other conservation mechanisms acceptable to the CFWO will be recorded over the areas preserved, restored, and/or enhanced by the project at the Groves, Tabata, and Vessels mitigation properties. The conservation mechanisms will specify that no easements or activities (e.g., fuel modification zones, public trails, drainage facilities, walls, maintenance access roads) that will result in soil disturbance and/or native vegetation removal will be allowed within the biological conservation easement areas (with the exception of approved trails at the Groves shown in Figure 22). Caltrans anticipates that they will not be able to place the conservation easements or other conservation mechanisms for these properties prior to initiating project impacts; however, annual reports will be provided on their status until the conservation mechanisms have been placed over the properties.

3. The Groves, Tabata, and Vessels mitigation properties were purchased with funding from SANDAG's TransNet Environmental Mitigation Program (EMP), with approval from the CFWO, to offset the impacts of transportation infrastructure improvement projects funded by the TransNet Extension Ordinance, including the SR-76 South Mission to I-15 Highway Improvement Project. An approved Memorandum of Agreement (MOA) among the SANDAG, Caltrans, CFWO, and California Department of Fish and Game outlines the roles and commitments of the organizations with regard to implementation of the EMP. Caltrans, under the EMP MOA, will ensure that perpetual management, maintenance, and monitoring plans are prepared and implemented for the Groves, Tabata, and Vessels mitigation properties. Caltrans, under the EMP MOA, will ensure that non-wasting endowments for amounts approved by the CFWO based on Property Analysis Records (PAR) (Center for Natural Lands Management ©1998) or similar cost estimation methods are established to secure the ongoing funding for the perpetual management, maintenance and monitoring of the Groves, Tabata, and Vessels mitigation properties. Caltrans, under the EMP MOA, will ensure that draft management plans are submitted to the CFWO for review and approval. The HMPs will include, but not be limited to, the following: 1) the

PAR or other cost estimation results for the non-wasting endowment; 2) proposed land manager's name, qualifications, business address, and contact information; 3) method of protecting the resources in perpetuity (e.g., conservation easement), monitoring schedule, measures to prevent human and exotic species encroachment, funding mechanism, and contingency measures should problems occur. Caltrans will ensure that the final management plans are submitted to the CFWO and will coordinate with the CFWO to determine a mutually satisfactory solution for the establishment of endowments for perpetual management. Caltrans anticipates that the management plans will not be prepared prior to initiating project impacts; however, annual reports will be provided on their status until the final management plans have been provided and the endowments have been established, which will occur no later than December 1, 2014.

4. To the maximum extent practicable, all temporary impact areas will be revegetated and restored with native species, with the exception of small, isolated areas adjacent to landscaped or developed areas where planting native species would provide little or no biological value. The SR76/I-15 interchange will be included in the area to be restored with native species. Prior to initiating project impacts, a restoration plan will be developed for the temporary impact areas. The plan will be submitted to the CFWO for review and approval. This plan will include a detailed description of restoration methods, slope stabilization, and erosion control, criteria for restoration to be considered successful, and monitoring protocol(s). Following the completion of construction activities, the restoration plan will be implemented for a minimum of 5 years, unless success criteria are met earlier and all artificial water has been off for at least 2 years. Sections of existing SR-76 proposed for decommissioning (shown in red in Figures 3-10; with the exception of the 3.6 to 4.6 m (12 to 15 ft) dirt/decomposed granite sewer easement access road) will be restored using the same practices and plans as those areas temporarily impacted by the project. These areas will be planted as soon as possible following grading to prevent encroachment by weeds.

5. Access to the sewer easement access road will be limited through the use of locked gates or similar methods which will prevent unauthorized vehicles from using the sewer easement access road while maintaining connectivity for wildlife at the wildlife undercrossings. Access control measures for the sewer easement access road will be provided to the CFWO for review and approval.

6. A CFWO-approved biologist (Biological Monitor)[1] will monitor project construction to ensure that the project is implemented consistent with the measures described herein. Caltrans will submit the biologist's name, address, telephone number, and work schedule on the project to the CFWO at least 5 working days prior to initiating project impacts.

7. Cut and fill slopes (shown in white in Figures 3-10) are included within the permanent impact area. To the maximum extent possible, cut slopes adjacent to native habitats will be

[1] The Biological Monitor will be familiar with the federally listed species potentially affected by the project (i.e., gnatcatcher, vireo, flycatcher, arroyo toad, and ambrosia) and with the habitats that support these species.

revegetated with native upland habitats with similar composition to those within the project study area. Fill slopes and areas adjacent to wetlands and drainages will be revegetated with appropriate native upland and wetland species. The revegetated areas will have temporary irrigation and will be planted with native container plants and seeds selected in coordination with the Caltrans Project Biologist[2]. At least 3 years of plant establishment/ maintenance on these slopes will be conducted to control invasive weeds. Bioswales will be planted with appropriate species as determined in coordination with the Caltrans Project Biologist and storm water pollution prevention professional. These areas will be planted as soon as possible following grading to prevent encroachment by weeds.

8. Duff from areas with coastal sage scrub and chaparral will be saved and rare plants will be salvaged to aid in revegetating slopes and temporarily disturbed areas with native species.

9. If maintenance of a wetland restoration/enhancement area potentially occupied by vireos or flycatchers is necessary between March 15 and September 15, a qualified biologist will survey for vireos and flycatchers within the creation/restoration/enhancement area, access paths to it, and other areas susceptible to disturbances by creation/restoration/enhancement site maintenance. Surveys will consist of three visits separated by 2 weeks starting April 10 of each maintenance/monitoring year. Restoration work will be allowed to continue on the site during the survey period. However, if vireos or flycatchers are found during any of the visits, the Caltrans Project Biologist will notify and coordinate with the CFWO to identify measures to avoid and/or minimize effects to the vireo and/or flycatcher (e.g., nests and an appropriate buffer will be flagged by the biologist and avoided by the maintenance work).

Vegetation Clearing, Temporary Construction Fencing, Monitoring, Reporting

10. All vegetation clearing for the project will occur between September 16 and February 14 to avoid the gnatcatcher, vireo, flycatcher and toad breeding seasons. Clearing may commence earlier in the fall if the Caltrans Project Biologist demonstrates to the satisfaction of the CFWO that all breeding is complete.

11. The names, permit numbers, resumes, and at least three references (of people who are familiar with the relevant qualifications of the proposed biologist) of all biologists who will conduct surveys for gnatcatchers and vireo and who may need to handle, move, or monitor arroyo toads for the project will be submitted to the CFWO for approval at least 15 days prior to the initiation of species-specific surveys or monitoring efforts. The Caltrans Project Biologist will be responsible for overseeing and coordinating the surveys and monitoring efforts of all other biologists working on the project.

[2] The Caltrans Project Biologist will be a Caltrans biologist familiar with the federally listed species potentially affected by the project and with the habitats that support these species; he/she will be the primary contact for the CFWO during project implementation.

12. A minimum of three focused surveys, on separate days, will be conducted to determine the presence of gnatcatchers in the project impact footprint (vireos and flycatchers are migratory and are not anticipated to be present during vegetation clearing, and arroyo toads are addressed with specific measures below). Surveys will begin a maximum of 30 days prior to performing vegetation clearing/grubbing, and one survey will be conducted the day immediately prior to the initiation of vegetation clearing.

13. The Caltrans Project Biologist and/or Biological Monitor will be on site during: a) initial clearing and grubbing; and b) weekly during project construction within 152 m (500 ft) of offsite gnatcatcher, vireo, flycatcher, arroyo toad, and ambrosia habitat to ensure compliance with all conservation measures. The Biological Monitor will have the following responsibilities with respect to construction oversight:

    a. If any gnatcatchers are found within the project impact footprint, the Biological Monitor or Caltrans Project Biologist will request that the resident engineer direct construction personnel to begin vegetation clearing/grubbing in an area away from the gnatcatchers. It will be the responsibility of the Caltrans Project Biologist and Biological Monitor to ensure that gnatcatchers will not be injured or killed by vegetation clearing/grubbing. A CFWO-approved gnatcatcher biologist will walk ahead of clearing/grubbing equipment to flush birds towards areas of coastal sage scrub to be avoided and will record the number and location of gnatcatchers disturbed by vegetation clearing/grubbing. The Caltrans Project Biologist will notify the CFWO at least 7 days prior to vegetation clearing/grubbing;

    b. Oversee installation of and inspect the construction fencing, arroyo toad fencing, and erosion control measures a minimum of once per week to ensure that any breaks in the fencing or erosion control measures are repaired immediately;

    c. Periodically monitor the work area to ensure that work activities do not generate excessive amounts of dust;

    d. Train all contractors and construction personnel on the biological resources associated with the projects and ensure that training is implemented by construction personnel. At a minimum, training will include: 1) the purpose for resource protection; 2) a description of the sensitive resources and their habitats; 3) the conservation measures that should be implemented during project construction to conserve the sensitive resources, including strictly limiting activities, vehicles, equipment, and construction materials to the fenced project footprint to avoid sensitive resource areas in the field (i.e., avoided areas delineated on maps or on the project site by fencing); 4) environmentally responsible construction practices; 5) the protocol to resolve conflicts that may arise at any time during the construction process; and 6) the general provisions of the Act, the need to adhere to the provisions of the Act, and the penalties associated with violating the Act;

e. Request that the resident engineer halt work, if necessary, and confer with the Caltrans Project Biologist to ensure the proper implementation of species and habitat protection measures. The Caltrans Project Biologist will confer with the CFWO and report any non-compliance issue to the CFWO within 24 hours of its occurrence;

f. Submit monthly email reports (including photographs of impact areas) to the Caltrans Project Biologist during clearing of native habitats and project construction. The monthly reports will document that authorized impacts were not exceeded and general compliance with all conditions. The reports will also outline the location of construction activities, the type of construction that occurred, and equipment used. These reports will specify numbers, locations, and sex of gnatcatchers, vireos, flycatchers and arroyo toads (if observed), their observed behavior (especially in relation to construction activities), and remedial measures employed to avoid and minimize impacts to listed species. The Caltrans Project Biologist will review reports and forward them to the CFWO. Raw field notes should be available upon request by the CFWO; and

g. Submit a final report to the Caltrans Project Biologist within 120 days of project completion that includes: photographs of habitat areas that were to be avoided and other relevant summary information documenting that authorized impacts were not exceeded and that general compliance with all conservation measures was achieved. As-built construction drawings with an overlay of habitat that was impacted and avoided will be provided as well once they have been completed. The Caltrans Project Biologist will review the report and forward it to the CFWO.

14. All native or sensitive habitats outside and adjacent to the permanent and temporary construction limits will be designated as Environmentally Sensitive Areas (ESAs) on project maps. ESAs will be temporarily fenced during construction with orange plastic snow fence, orange silt fencing, or in areas of flowing water, with wire mesh, t-posts, and sand or gravel bags. No personnel, equipment or debris will be allowed within the ESAs. Fencing and flagging will be installed in a manner that does not impact habitats to be avoided and such that it is clearly visible to personnel on foot and operating heavy equipment. Caltrans will submit to the CFWO for approval, at least 5 days prior to initiating project impacts (except for impacts resulting from clearing to install temporary fencing), the final plans for initial clearing and grubbing of habitat and project construction. These final plans will include photographs that show the fenced and flagged limits of impact and all areas to be impacted or avoided. If work occurs beyond the fenced or demarcated limits of impact, the Biological Monitor will request that the resident engineer halt work until the problem has been remedied. The Caltrans Project Biologist will notify the CFWO of the problem within 24 hours of its occurrence. Temporary construction fencing and markers will be maintained in good repair until the completion of project construction and removed upon project completion.

Arroyo Toad Exclusion Fencing, Translocation, Monitoring

15. An arroyo toad translocation monitoring program will be developed and implemented. The program will be provided to the CFWO for review and approval. The program will include the following requirements:

    a. Prior to clearing, grubbing, and construction activities, a CFWO-approved arroyo toad biologist will monitor arroyo toad breeding activity in those project areas containing or adjacent to breeding habitat. The biologist will determine when egg clutches or larvae are no longer present in the waterway (generally late May at lower elevation, June at higher elevation). When sign of breeding is no longer evident, an exclusionary fence will be installed and clearance surveys initiated.

    b. Prior to clearing, grubbing, and construction activities, arroyo toad exclusionary fencing will be installed around the perimeter of all work areas within potential arroyo toad habitat. In areas without water flows, the fence will consist of woven nylon fabric or similar material at least 0.6-m (2-ft) high, staked firmly to the ground. In areas where soils are suitable for aestivation, the lower 0.3 m (1 ft) of material will stretch outward along the ground and be secured with a continuous line of sandbags to prevent burrowing beneath the fence. Doubling this line (i.e., stacking sand or gravel bags two-deep) may reduce maintenance and should be considered to improve the integrity of the fencing. In areas where soils are not suitable for aestivation, (i.e., hardpack soils), fencing may be buried to reduce maintenance concerns and improve the integrity of the fencing over time. Mechanized installation of buried portions of the fencing may be considered as it may reduce foot-traffic and disturbance of adjacent habitat. In areas where there is existing or potential inundation, wire mesh held in place with t-posts and secured with sand or gravel bags should be utilized to allow for the passage of water flows without compromising the integrity of the fencing. A small amount of vegetation may be removed to facilitate installation of the fencing, so long as it is conducted without disturbing the soil in areas where soils are suitable for aestivation, and does not impact habitats to be avoided. Decisions on the appropriate fencing installation method for a given reach will be made by the arroyo toad biologist. Fencing will be clearly visible to personnel on foot and operating heavy equipment. Arroyo toad exclusionary fencing will be maintained in good repair until the completion of project construction and removed upon project completion.

    c. Prior to the initiation of construction activities, but after exclusionary fencing has been installed, a minimum of six consecutive night surveys for arroyo toads will be conducted within the fenced project area by the approved arroyo toad biologist. Surveys will continue until there have been 2 consecutive nights without toads inside the fence. Arroyo toads will be excluded from the fenced project footprint before large-scale vegetation removal efforts commence; however, some vegetation removal may occur to improve visibility for salvage of arroyo toads, so long as it is conducted without disturbing the soil and within the fenced project footprint. Surveys will be

conducted during the appropriate climatic conditions and during the appropriate time of night to maximize the likelihood of encountering arroyo toads. If climatic conditions are not appropriate for arroyo toad movement during the surveys, the biologist may attempt to illicit a response from the arroyo toads, during nights (i.e., at least 1 hour after sunset) with temperatures above 10 degrees Celsius (50 degrees Fahrenheit), by spraying the project area with water to simulate a rain event. It is not feasible to spray the entire project area with water; therefore, spraying would occur in the areas of greatest concern under the direction of the approved toad biologist.

d. Capture methods will follow commonly accepted techniques for amphibian field sampling, including capture by hand and pit-fall trapping. All pitfall traps will be covered or removed when clearance surveys are not occurring. Arroyo toads will be handled in an expedient manner with minimal harm. Captured arroyo toads will not be handled for more than 15 minutes. Any arroyo toad exhibiting signs of physiological distress will be immediately released in the most proximal and safe suitable habitat. Any arroyo toads captured will be checked for a Passive Integrated Transponder (PIT) tag with a PIT-tag reader by the approved arroyo toad biologist.

e. If the exclusion fencing is found damaged during weekly monitoring conducted by the arroyo toad biologist or Biological Monitor during the active season for the arroyo toad (March 15 to July 31), thereby allowing arroyo toads access to the impact area, arroyo toad exclusion surveys will be repeated by the approved arroyo toad biologist for a minimum of 3 consecutive nights prior to any additional construction activities occurring in the area.

f. The approved arroyo toad biologist will monitor all groundbreaking activities that occur within areas demarcated with arroyo toad exclusion fencing to salvage and relocate arroyo toads and to quantify take of arroyo toads.

g. If construction will occur in arroyo toad breeding habitat during the active season for the arroyo toad (March 15 to July 31) while water is flowing in the creek or has ponded within the action area, the approved arroyo toad biologist will monitor potential arroyo toad breeding habitat to determine whether egg clutches, larvae, or juveniles are present in the waterway. If eggs, larvae, or juvenile arroyo toads are found, the Biological Monitor will request that the resident engineer halt work in the area until sign of breeding is no longer evident.

h. To avoid transferring disease or pathogens between aquatic habitats during surveys and handling of arroyo toads, the Biologist will follow the Declining Amphibian Population Task Force's Fieldwork Code of Practice (DAPTF 1998), or newer version when available.

i. American bullfrogs (*Lithobates catesbeiana*) and other exotic animal species that prey upon or compete with arroyo toads for resources will be excluded, destroyed, or

otherwise permanently removed from the habitat by the approved arroyo toad biologist if encountered.

j. The approved arroyo toad biologist will maintain a complete record of all arroyo toads encountered and relocated in association with the project. The date and time of observation, sex, physical dimensions, PIT-tag code, coordinates/specific location of capture and release, and photographs (when possible) will be recorded and provided to the CFWO, within 30 days of the completion of translocation.

Ambrosia Salvage and Translocation

16. Prior to construction, all ambrosia within the direct impact area (approximately 2,633 ramets on <0.01 ac) will be salvaged and translocated to the Morrison mitigation property, which is near the salvage location. Conservation and long term management of the Morrison mitigation property is addressed in Biological Opinion FWS-SDG-08B0136-08F0900. An ambrosia translocation plan will be prepared and provided to the CFWO for review and approval. The translocation will be implemented by a biologist with a history of translocating sensitive plant species. The locations where the ambrosia ramets will be transplanted have been approved following field review by the CFWO (Figure 23). The translocated ambrosia population will be monitored for a minimum of 5 years to document success or failure of the translocation efforts.

Preventing the Spread of Invasive Species / Landscaping

17. A qualified biologist will monitor the project site immediately prior to and during construction to identify the presence of invasive weeds from the Cal-IPC list and recommend measures to avoid their inadvertent spread in association with the project. Such measures may include inspection and cleaning of construction equipment and use of eradication strategies. Where feasible, invasive weeds found growing within the project right-of-way during construction will be removed at least once per year. Special care will be taken during transport, use, and disposal of soils containing invasive weed seeds.

18. Caltrans will ensure that project landscaping does not include plant species listed on the California Invasive Plant Council's (Cal-IPC) “Invasive Plant Inventory” list. A copy of the complete list can be obtained from Cal-IPC’s web site at http://www.cal-ipc.org.

19. Caltrans will submit a draft list of species to be included in the landscaping to the CFWO for approval. Caltrans will submit to the CFWO the final list of species to be included in the landscaping within 30 days of receiving approval of the draft list of species.

20. Landscaping will not use plants that require intensive irrigation, fertilizers, or pesticides adjacent to preserve areas, and water runoff from landscaped areas will be directed away from adjacent native habitats and contained and/or treated within the development footprint.

Construction Noise

21. To minimize construction noise impacts to listed species, all pile driving for the project will be conducted between September 16 and February 14 which is outside of the gnatcatcher, vireo, flycatcher and toad breeding seasons. Pile driving may commence earlier in the fall if the Caltrans Project Biologist demonstrates to the satisfaction of the CFWO that all breeding is complete within the area where construction noise will exceed ambient levels as a result of pile driving. In addition, all construction equipment, fixed or mobile, will be equipped with properly operating and maintained mufflers.

Construction and Operational Lighting

22. If nighttime construction is necessary, all project lighting (e.g., staging areas, equipment storage sites, roadway) will be selectively placed and directed onto the roadway or construction site and away from sensitive habitats. Light glare shields will be used to reduce the extent of illumination into sensitive habitats. No nighttime construction or lighting will occur in arroyo toad breeding habitat during the active season (March 15 – June 30).

23. Permanent project lighting will be of the lowest illumination necessary for safety and will be directed toward the roadway and the Park and Ride facility and away from sensitive habitats. Light glare shields will be used to reduce the extent of illumination into sensitive habitats. The Caltrans Project Biologist will review the permanent lighting plans and then submit them to the CFWO for review and approval.

Best Management Practices, Erosion and Dust Control, Staging Areas

24. Appropriate best management practices (BMPs) will be used to control erosion and sedimentation. No sediment or debris will be allowed to enter creeks, rivers, or other drainages. All debris from the construction of bridges will be contained so that it does not fall into rivers and creeks.

25. Erosion and sediment control devices used for the proposed project, including fiber rolls and bonded fiber matrix, will be made from biodegradable materials such as jute, with no plastic mesh, to avoid creating a wildlife entanglement hazard.

26. All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other such activities will be restricted to designated areas that are a minimum of 30.5 m (100 ft) from any sensitive plant populations, sensitive habitats, or drainages. Such designated areas will be surrounded with berms, sandbags, or other barriers to further prevent the accidental spill of fuel, oil, or chemicals from entering existing native vegetation areas.

27. Impacts from fugitive dust will be avoided and minimized through watering and other appropriate measures.

Fill, Debris, Material Disposal

28. The project site will be kept as clear of debris as possible. All food-related trash items will be enclosed in sealed containers and regularly removed from the site.

29. The project will require approximately 695,745 m^3 (910,000 y^3) of fill material to create the embankment for the road. Approximately 535,188 m^3 (700,000 y^3) of fill material will be obtained by removing existing material to restore riparian habitats on the Vessels mitigation property. Approximately 53,519 m^3 (70,000 y^3) of fill material will be obtained by removing existing material to restore riparian habitats on the Tabata mitigation property. Approximately 30,582 m^3 (40,000 y^3) will be obtained from existing material from the reconfiguration of the SR76/I-15 interchange. The remaining approximately 91,747 m^3 (120,000 y^3) of fill material will be obtained by project contractors at the time of construction need, and the source of the fill material will be specified in the plan set, and will be reported to the CFWO. Caltrans will pursue any available options to obtain the remaining fill material from an environmentally responsible location, such as a wetland restoration site where removal of existing material is required. If no such options are available, the construction contractor will identify the source of fill material, as well as any disposal locations. All spoils and material disposal will be disposed of properly.

Human Encroachment, Construction Personnel

30. Contractors and construction personnel will strictly limit their activities, vehicles, equipment, and construction materials to the fenced project footprint.

31. Project personnel will be prohibited from bringing domestic pets to construction sites to ensure that domestic pets do not disturb or depredate wildlife in adjacent native habitats.

Wildlife Connectivity

32. A wildlife connectivity plan will be developed and implemented to ensure that ecosystem functions are maintained for the benefit of listed species. The plan will be provided to the CFWO for review and approval. The plan will include the following requirements:

    a. The existing SR-76 bridge across Live Oak Creek adjacent to Gird Road will be replaced with a wider, longer bridge that will be shifted to the south as a result of the roadway realignment. The bridge will consist of a single-frame, three-span reinforced concrete slab 32 m (105 ft) long and 38.1 m (125 ft) wide. The bridge is anticipated to have a vertical clearance of approximately 3.6 m (12 ft) in the center of the channel through the Live Oak Creek riparian area.

    b. Culverts 1, 2, 10, 11, 13 and 15 (“Wildlife Crossings”, Figures 24-25) will have openness ratios of at least 0.1 (openness = width of culvert x height of culvert/culvert length, measured in meters). The Wildlife Crossings will have soft bottom channels.

i. Restoration of temporary impact areas will be designed such that vegetation does not obscure the Wildlife Crossing openings. Vegetation may be used to funnel wildlife toward the openings.

ii. To the maximum extent feasible, rock slope protection will be avoided at the Wildlife Crossing openings. If rock slope protection is required, modifications (e.g., small pebble, dirt, or grouted movement pathways) will be made such that animals of all sizes can access the Wildlife Crossings.

iii. Animals may not be able to navigate steep vertical bends and they may not utilize the Wildlife Crossings if they have horizontal bends that limit visibility. Wildlife Crossings for the project will be straight with no vertical or horizontal bends.

iv. The Wildlife Crossing openings will be flush with the road slope and ground, and they will not extend out into the habitat. In addition, fencing will tie into the openings. This will allow animals following the fencing to easily find and access the Wildlife Crossings.

c. Additional small pipe culverts provided for drainage will be modified to promote wildlife use. These culverts will be straight and flush with the road slope and ground, and fencing will tie into the culverts. If feasible, the additional culverts will incorporate grates to allow in water and light. If feasible, the additional culverts will be constructed of concrete and not galvanized steel.

d. Wildlife fencing will be installed on the south side of the roadway for the entire length of the project alignment. Wildlife fencing will be installed on the north side of the roadway from Flowerwood Road on the west to the end of the project alignment on the east. The fencing will be installed prior to the completion of project construction.

i. The fencing will be made of chain-link with a total height of 3.0 m (10 ft) of which 2.4 m (8 ft) will be above the ground and 0.6 m (2 ft) will be buried beneath the ground to discourage animals from burrowing under the fence. A fine mesh lining made of durable material such as metal will be attached to the bottom 1.2 m (4 ft) of the fencing (including the buried portion of the fencing) to prevent arroyo toads from moving through the chain-link.

ii. There will be approximately 10 access points to SR-76 from the north that will require openings in the fencing on the north side of the road. At each access point, the fencing will continue back along the access roads or driveways and, to the greatest extent feasible, tie in to a logical location, such as steep, impassable terrain, a property fence, or developed land that may not be attractive to animals. Where this is not feasible, the fencing will extend approximately 9 m (30 ft) (or as close to this length as is practicable) up the

driveway or road away from SR-76 and angle away from the intersection to direct wildlife away from the opening and limit their access to the intersections.

e. Wildlife escape ramps will be constructed at five locations as shown in Figures 24 and 25 to allow any animals that gain access to the road to exit safely.

f. Post-project monitoring will be conducted on the effectiveness of the wildlife connectivity features such that the effectiveness of wildlife connectivity features can be improved, and to inform decision-making for future projects. This monitoring will include research on the degree to which various undercrossings are utilized by target species, the effectiveness of the fencing at preventing wildlife from accessing the roadway, and the effectiveness of the escape ramps for target species, including carnivores such as bobcats and coyotes (to ensure they are not using escape ramps to gain access to the roadway). Remote cameras will be utilized in post-project monitoring to document use of wildlife undercrossings. Post-project monitoring will be conducted over a minimum of 3 years to allow wildlife to become accustomed to the wildlife connectivity features. Annual post-project monitoring reports, including photographs, modifications made to wildlife connectivity features to improve their functionality, and recommendations, will be provided to the CFWO each year for the duration of the 3-year post-project monitoring period.

g. Wildlife connectivity features, including directional fencing, undercrossings, and escape ramps, will be maintained in perpetuity to ensure that wildlife connectivity in the project area is not lost over time. The wildlife connectivity plan will include a detailed explanation of how wildlife connectivity features will be maintained, and how the maintenance will be funded.

Geotechnical Work

33. Geotechnical work will be conducted between September 16 and February 14 to avoid the gnatcatcher, vireo, flycatcher, and toad breeding seasons and will proceed in advance of other project impacts. In order to minimize temporal impacts to habitats in the project area, and due to the minimal area of impact proposed in association with the geotechnical work, this work will proceed prior to placement of ESA fencing, arroyo toad exclusion fencing (except as feasible for trenching locations), completion of the arroyo toad translocation and monitoring program for the larger project, and gnatcatcher preconstruction surveys.

34. To ensure there are no unanticipated impacts to gnatcatchers, all activities conducted for geotechnical work will be monitored by a CFWO-approved gnatcatcher biologist who will walk ahead of equipment to flush birds towards areas of habitat to be avoided and will record the number and location of gnatcatchers disturbed by geotechnical work. Caltrans will submit the biologist's name, address, telephone number, and work schedule on the

project to the Service for review and approval at least 5 working days prior to initiating project impacts. The biologist will be provided with a copy of this consultation.

35. All activities conducted for geotechnical work will also be monitored by a CFWO-approved arroyo toad biologist who will salvage and relocate arroyo toads and quantify take of arroyo toads. Arroyo toad translocation and monitoring methodology for the geotechnical work will be defined and documented in coordination with the CFWO and should be consistent with measures 15d, h, i, and j. Caltrans will submit the biologist's name, address, telephone number, and work schedule on the project to the Service for review and approval at least 5 working days prior to initiating project impacts. The biologist will be provided with a copy of this consultation.

36. Under the guidance of the arroyo toad biologist, trenching locations will be located, to the greatest extent feasible, out of areas deemed to be more likely to harbor aestivating arroyo toads. As feasible, and in coordination with the CFWO, arroyo toads may be excluded from trenching areas through the use of temporary fencing and watering; however water trucks may not be able to reach all trenching locations or may result in greater disturbance of habitat. Decisions on whether arroyo toads can effectively be excluded from trenching areas will be made by the arroyo toad biologist in coordination with the CFWO.

37. Under the guidance of the arroyo toad biologist, boring sites will be hand excavated using a small spade to a depth of 0.3 m (1 ft) to detect and salvage aestivating arroyo toads if present.

38. Work during rain events should be avoided to the greatest extend feasible as arroyo toads may become active during rain events and the movement of equipment through mud may result in sedimentation into breeding habitat. To ensure that work is completed as rapidly as possible such that the temporal disturbance of the habitat is limited, work may continue during a light or intermittent rain early in the fall, if the arroyo toad biologist, using his/her best judgment, determines that increased impacts to arroyo toads are unlikely.

39. All movement of personnel and equipment will be limited to designated access routes which will be established through the crushing of vegetation. To establish access routes, a minimal amount of grading may be required where there is a drop-off between the pavement and the ground, and no other grading will occur to establish access routes. In addition, topsoil may be scraped when anything too large to drive over has to be moved out of the way (e.g., logs), and no other soil movement will occur to establish access routes. Access routes will be approximately 3 m (10 ft) wide, which is the width necessary to access boring sites. Wood or metal will be placed where soils could cause equipment to become stuck.

40. If possible, equipment used will have soft tires with minimal tread, and a wide wheel base to better distribute weight and reduce soil disturbance.

41. Plastic sheeting will be placed under drill rigs to prevent equipment oils from reaching the ground. Amphibians are known to be attracted to plastic sheeting due to the moisture it captures. If plastic sheeting must be left in arroyo toad habitat overnight, the edges will be secured such that amphibians are not able to crawl underneath the plastic.

42. All boring holes will be filled to prevent small animals from becoming trapped in the holes.

43. To ensure that arroyo toads do not burrow into loose dirt that will later be moved, trenches will be created and filled the same day. If it is necessary to leave piles of loose dirt in areas of arroyo toad habitat for more than a day, they will be surrounded by sediment fencing to prevent toads from burrowing into the dirt.

44. Vehicle speed will not exceed 24 km per hour (15 mi per hour).

45. All spoils and material disposal will be removed out of the project area and stored or disposed of properly.

46. Measures 13d (contractor training), 28 (trash disposal), and 30 (no pets) will be implemented for geotechnical work.

Action Area

According to 50 CFR § 402.02 pursuant to section 7 of the Act, the "action area" means all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action. Subsequent analyses of the environmental baseline, effects of the action, and levels of incidental take are based upon the action area. For this project, we have defined the action area to be the 8.4 km (5.2 mi) project site, which includes 14.50 ha (35.81 ac) of permanent and 9.93 ha (24.52 ac) of temporary impacts to sensitive native upland habitats and 13.22 ha (32.65 ac) of permanent and 4.29 ha (10.60 ac) of temporary impacts to wetland habitats. The action area also includes the surrounding habitat which may be exposed to project-related effects such as increased noise, light, and dust levels and human activity during project construction and operation of the facilities. This indirect impact area for the project is defined as a 91-m (300-foot) buffer beyond the permanent impact area, plus areas beyond 91 m (300 feet) where noise from project operations is anticipated to exceed 60 dBA, less the 60 dBA noise contour from the existing SR-76. In addition, the action area includes the Groves, Tabata, Vessels, and Morrison mitigation properties, which are located in close proximity to the project site in the San Luis Rey River Valley, unincorporated San Diego County, California (Figure 26).

STATUS OF THE SPECIES/CRITICAL HABITAT

The status of the gnatcatcher, vireo, flycatcher, arroyo toad, and ambrosia were described in detail in a biological opinion for the Caltrans-sponsored State Route 76 Melrose Drive to South Mission Highway Improvement Project, San Diego County, California (FWS-SDG-08B0136-08F0900, dated October 1, 2008). Additional information can be found in the recovery plans for

the arroyo toad, flycatcher and vireo and 5-year reviews for the arroyo toad, gnatcatcher, vireo, and ambrosia (Service 1998, 1999, 2002a, 2006, 2009, 2010a, 2010b). Please refer to these documents for detailed information on the life history requirements of the species, threats to the species, and conservation needs of the species.

Summary of Species' Distribution and Numbers Range-wide and Critical Habitat

Coastal California Gnatcatcher

The gnatcatcher occurs in coastal sage scrub and associated habitats from southern Ventura County to Baja California, Mexico. In 1993, the Service estimated that about 2,562 gnatcatcher pairs remained in the United States, with the highest densities occurring in Orange and San Diego counties (Service 1993). In a recent study using more rigorous sampling techniques, Winchell and Doherty (2008) estimated there were 1,324 (95 percent confidence interval: 976–1,673) gnatcatcher pairs over a 44,923-ha (111,006-ac) area on public and quasi-public lands in Orange and San Diego counties. Their sampling frame covered only a portion of the U.S. range, focusing on the coast, and was limited to 1 year. Although it is not valid to extrapolate beyond the sampling frame, especially in light of known differences in population densities across the range of the gnatcatcher (Atwood 1992), it is likely there are more gnatcatchers in the U.S. portion of the range than was suggested by earlier estimates; Winchell and Doherty (2008) estimated nearly as many gnatcatchers in the portion of the U.S. range sampled in their study as was originally estimated for the entire U.S. range. We are not aware of any recent estimates of gnatcatcher populations in Baja California.

Critical habitat for the gnatcatcher was designated on December 19, 2007 (Service 2007). There are 11 designated critical habitat units for the gnatcatcher that include 79,846 ha (197,303 ac) of Federal, State, local, and private land in Ventura, Los Angeles, Orange, Riverside, San Bernardino, and San Diego counties. Designated critical habitat includes habitat throughout the species' range in a variety of climatic zones and vegetation types to preserve the genetic and behavioral diversity that currently exists within the species. The individual units contain essential habitat for the gnatcatcher and help to identify special management considerations for the species. The project is located within and adjacent to Unit 5 of designated gnatcatcher critical habitat.

Unit 5 (planning area for the North County Multiple Species Conservation Program for Unincorporated San Diego County) includes 11,995 ha (29,639 ac) and contains large blocks of high-quality habitat capable of supporting several core gnatcatcher populations. In addition, this unit constitutes the primary inland linkage along the Interstate 15 corridor between San Diego populations and those in southwestern Riverside. Specific information for each of the remaining critical habitat units can be found within the final rule designating critical habitat for the gnatcatcher (Service 2007). This unit may require special management considerations or protection to minimize impacts associated with habitat type conversion and degradation occurring in conjunction with urban and agricultural development.

Primary Constituent Elements (PCEs) for the gnatcatcher are those habitat components that are essential for the primary biological needs of foraging, nesting, rearing of young, intra-specific communication, roosting, dispersal, genetic exchange, or sheltering. These include: 1) sage scrub habitats that provide space for individual and population growth, normal behavior, breeding, reproduction, nesting, dispersal, and foraging; and 2) non-sage scrub habitats such as chaparral, grassland, and riparian areas, in proximity to sage scrub habitats that provide space for dispersal, foraging, and nesting.

Least Bell's Vireo

The vireo population in the U.S. has increased 10-fold since its listing in 1986 (Service 1986), from 291 to 2,968 known territories (Service 2006). The population has grown during each 5-year period since the original listing, although the rate of increase has slowed over the last 10 years. Most of the vireo breeding sites are located in southern California between the Tehachapi Mountains in Kern and Ventura counties south to northwestern Baja California, Mexico (Service 2006). Within the 11 Population Units designated in the draft recovery plan, the following areas have the greatest number of vireos in order of number: Camp Pendleton/Santa Margarita River (827 territories), Santa Ana River (813 territories), and the San Luis Rey River (233 territories) (Service 2006).

In 1994, the Service designated areas at 10 locations, encompassing approximately 15,378 ha (38,000 ac), in Santa Barbara, Ventura, Los Angeles, San Bernardino, Riverside, and San Diego counties, California, as critical habitat for the least Bell's vireo (Service 1994). Critical habitat for the vireo occurs on the Santa Ynez River (Santa Barbara County), Santa Clara River (Ventura and Los Angeles Counties), Santa Ana River (Riverside and San Bernardino Counties), and Santa Margarita River, San Luis Rey River, Sweetwater River, San Diego River, Tijuana River, Coyote Creek, and Jamul-Dulzura Creeks (San Diego County). In the action area, critical habitat is designated along the San Luis Rey River. The project site occurs within the San Luis Rey Area of designated critical habitat for the vireo, which includes approximately 2,428 ha (6,000 ac) of critical habitat along the San Luis Rey River between I-5 and Pala Road.

PCEs for the vireo are those habitat components that are essential for the primary biological needs of feeding, nesting, roosting and sheltering. These PCEs can be described as riparian woodland vegetation that generally contains both canopy and shrub layers, and includes some associated upland habitats. Vireos meet their survival and reproductive needs (food, cover, nest sites, nestling and fledgling protection) within the riparian zone in most areas. In some areas they also forage in adjacent upland habitats, which may include sage scrub and grassland communities (Service 1994).

Southwestern Willow Flycatcher

The breeding range of the flycatcher includes most of the southwestern United States (Unitt 1987, Browning 1993) with data from 1993 to 2005 indicating that flycatcher breeding territories ranged from Arizona (40.8 percent) to New Mexico (32.4 percent), California (15.7 percent),

Nevada (5.6 percent), Colorado (5.2 percent), and Utah (0.3 percent) (Durst et al. 2006). Past records of breeding in Mexico are few and confined to extreme northern Baja California and Sonora (Howell and Webb 1995). Flycatchers winter in Mexico, Central America, and northern South America (Howell and Webb 1995).

Although the breeding range extends through six states, Kus and Sogge (2003) noted that southwestern willow flycatchers have declined to the point of near extinction as urbanization and burgeoning human populations have resulted in widespread loss and degradation of riparian habitat. Flycatchers have been dramatically reduced in number along the lower Colorado River, which historically probably supported one of the largest flycatcher populations in the Southwest (Unitt 1987). Durst et al. (2006) reported 1,214 territories located among 275 sites rangewide within the United States using data from 1993 to 2005.

Over the range of the species, most (83 percent) of the breeding sites are small, both in terms of population size (five or fewer territories) and habitat patch size (Durst et al. 2006). Only 17 percent of the sites rangewide have more than five territories. Seven of these sites (populations) consist of 20 or more territories and only two sites have 50 or more territories, one of which is the upper San Luis Rey River in San Diego County. The primary flycatcher drainages in California are the San Luis Rey River (58 territories), the Santa Ana River (34 territories), the Owen's River (28 territories), the Santa Margarita River (21 territories), and the Kern River (20 territories) (Durst et al. 2006).

The rangewide population of flycatcher has not experienced the significant increase in numbers since its listing that the vireo population has experienced. This may be a byproduct of the flycatchers need for mature vegetation (greater than 8 years old), their need for nearby open water, the reduced benefit that cowbird trapping provides the flycatcher, and/or an unknown stressor in the flycatcher's overwintering habitat.

Critical habitat for the flycatcher was designated on October 19, 2005 (Service 2005). The critical habitat includes approximately 48,896 ha (120,824 ac) in Apache, Cochise, Gila, Graham, Greenlee, Maricopa, Mohave, Pinal, Pima, and Yavapai counties in Arizona; Kern, Santa Barbara, San Bernardino, and San Diego counties in southern California; Clark County in southeastern Nevada; Grant, Hidalgo, Mora, Rio Arriba, Socorro, Taos, and Valencia counties in New Mexico; and Washington County in southwestern Utah. Fifteen Management Units found in five Recovery Units were designated as critical habitat for the flycatcher. The five Recovery Units are: 1) Coastal California; 2) Basin and Mojave in California; 3) Lower Colorado River in Nevada, California/Arizona Border, Arizona, and Utah; 4) Gila in Arizona and New Mexico; and 5) Rio Grande in New Mexico.

The project is located within the San Diego Management Unit of the Coastal California Recovery Unit of southwestern willow flycatcher critical habitat. A total of 1,944 ha (4,805 ac) of critical habitat are designated within this management unit along the Santa Margarita River, San Luis Rey River, Pilgrim Creek, Agua Hedionda Creek, San Ysabel River, Temescal Creek, and Temecula Creek (Service 2005). This management unit encompasses a combination of large

populations and other nearby stream segments with high quality habitat and smaller numbers of territories to provide for population connectivity, metapopulation stability, population growth, and protection against catastrophic loss.

PCEs for the flycatcher are those habitat components that are essential for the primary biological needs of feeding, nesting, roosting and sheltering. Specifically, PCEs include riparian vegetation consisting of a variety of riparian trees and shrubs with dense riparian thickets, foliage, and canopy (PCE 1) and a variety of insect prey populations in or adjacent to riparian floodplains or moist environments (PCE 2) (Service 2005).

Arroyo Toad

There are an estimated 23 populations of arroyo toad from Monterey County, California, south to Baja California, Mexico (Service 2009). These populations persist primarily in the headwaters of streams as small, isolated populations. The current distribution of the arroyo toad in the United States is from the Salinas River Basin in Monterey County, south to the Tijuana River and Cottonwood Creek Basin along the Mexican Border. Arroyo toads are also known from a seemingly disjunct population in the Arroyo San Simeon River System, about 10 miles (mi) southeast of San Quintín, Baja California, Mexico (Gergus et al. 1997). Although the arroyo toad occurs principally along coastal drainages, it also has been recorded at several locations on the desert slopes of the Transverse range (Patten and Myers 1992, Jennings and Hayes 1994). The current elevational range for most arroyo toad populations in San Diego County is about 305 to 1,402 m (1,000 to 4,600 ft), although they were historically known to extend into the lower portions of most river basins and still occur near the coast on Marine Corps Base Camp Pendleton (Service 1999).

This species was historically found in at least 22 river basins in southern California from the upper Salinas River system in Monterey County to San Diego County and southward to the vicinity of San Quintín, Baja California, Mexico. They have been extirpated from an estimated 75 percent of their former range in the United States, and they now occur primarily in small, isolated areas in the middle to upper reaches of streams (Service 1999).

Final critical habitat for the arroyo toad was designated on February 9, 2011 (Service 2011). The critical habitat encompasses approximately 39,807 ha (98,366 ac) of lands located in Santa Barbara, Ventura, Los Angeles, San Bernardino, Riverside, Orange, and San Diego counties, California (Service 2011). Twenty-one critical habitat units have been designated for the arroyo toad. The project is located within designated arroyo toad critical habitat Unit 14. This unit is located in northern San Diego County and includes 4,093 ha (10,115 ac) including 2 ha (4 ac) of Bureau of Land Management land, 4 ha (10 ac) of State land, and 4,088 ha (10,101 ac) of private land. Unit 14 encompasses approximately 48 km (30 mi) of the San Luis Rey River from the western edge of the La Jolla Indian Reservation downstream to the confluence with Guajome Creek near the City of Oceanside. It also includes approximately 5.5 km (3.4 mi) of Pala Creek and 2.7 km (1.7 mi) of Keys Creek upstream from the confluence with the San Luis Rey River. This unit supports one of the largest contiguous river reaches that is occupied by the species.

The physical and biological features essential to the conservation of the species in this unit may require special management considerations or protection to address threats from dams and water diversions, intensive urbanization, agriculture, and nonnative predators and plants (Service 2011).

The PCEs of arroyo toad critical habitat include: rivers or streams with hydrologic regimes that supply water to provide space, food, and cover needed to sustain eggs, tadpoles, metamorphosing juveniles, and adult breeding toads (PCE 1); riparian habitats for breeding and rearing of tadpoles and juveniles and adjacent uplands including areas of loose soil where toads can burrow underground that provide foraging and living areas for juvenile and adult arroyo toads (PCE 2); a natural flooding regime (PCE 3); and stream channels and adjacent upland habitats that allow for movement to breeding pools, foraging areas, overwintering sites, upstream and downstream dispersal, and connectivity to areas that contain suitable habitat (PCE 4). The recent final critical habitat rule (Service 2011) includes detailed information on the units, including their sizes, locations, and special management considerations.

San Diego Ambrosia

There are 16 known native occurrences of ambrosia in Riverside and San Diego Counties. In addition there are seven known instances in which ambrosia have been translocated from their place of origin to new areas, and one translocation planned for 2011. There are also two confirmed occurrences reported from northwestern Estado de Baja California, Mexico. Four occurrences have effectively been extirpated since listing in 2002 (Service 2002b) and 7 of the 16 remaining native occurrences are conserved or partially conserved (Service 2010b).

Critical habitat was designated for ambrosia on November 30, 2010 (Service 2010c). Designated critical habitat for ambrosia encompasses approximately 317 ha (783 ac) in 6 units with 13 subunits in Riverside and San Diego counties. The project is located in and adjacent to designated ambrosia critical habitat Unit 4, Subunits 4A and 4D. Subunit 4A is located near junction of SR-76 and Calle de la Vuelta in unincorporated San Diego County. Subunit 4A consists of approximately 0.3 ha (0.8 ac) of State or local government-owned land and 6 ha (14 ac) of privately owned land, for a total of approximately 6 ha (15 ac). Subunit 4D is located adjacent to the north side of SR-76, almost equidistant from Gird Road (to the west) and Monserate Hill Road (to the east). Subunit 4D consists of 0.3 ha (0.7 ac) of State-owned land and 8 ha (20 ac) of privately owned land, for a total of approximately 9 ha (21 ac). The physical and biological features essential to the conservation of the species in these subunits may require special management considerations or protection to address threats from nonnative plant species human encroachment, road maintenance activities, and widening of SR-76.

The PCEs of ambrosia critical habitat include: 1) sandy loam or clay soils (regardless of disturbance status), including, but not limited to, the Placentia (sandy loam), Diablo (clay), and Ramona (sandy loam) soil series that occur near (up to several hundred meters from but not directly adjacent to) a river, creek, or other drainage, or within the watershed of a vernal pool, and that occur on an upper terrace (flat or gently sloping areas of 0 to 42 percent slopes are

typical for terraces on which ambrosia occurrences are found); and 2) grassland or ruderal habitat types, or openings within coastal sage scrub, on the soil types and topography described in PCE 1, that provide adequate sunlight, and airflow for wind pollination.

ENVIRONMENTAL BASELINE

Regulations implementing the Act (50 CFR §402.02) define the environmental baseline as the past and present impacts of all Federal, State, or private actions and other human activities in the action area. Also included in the environmental baseline are the anticipated impacts of all proposed Federal projects in the action area that have undergone section 7 consultation and the impacts of State and private actions that are contemporaneous with the consultation in progress.

Site Characteristics and Surrounding Land Uses

The Biological Study Area (BSA) for the project totals approximately 950 ha (2,348 ac) and consists of the footprint of the proposed project (Existing Alignment Alternative) as well as the Southern Alignment Alternative, all areas lying between the two alignments, and a 152-m (500-ft) limit from the outer edges of the proposed shoulder (Figure 2). The BSA includes a portion of the San Luis Rey River, its associated floodplain, and other adjacent lands. The overall topography consists of a broad, level floodplain and valley floor bordered by steep hillsides divided by lesser tributaries. The San Luis Rey River and its floodplain are the dominant topographic features in the BSA. The project abuts both private and public land, including the Rainbow Water District, commercial, residential, agricultural and undeveloped lands. Elevation in the BSA ranges from approximately 40 m (132 ft) above mean sea level (AMSL) along the San Luis Rey River at the western terminus of the BSA to approximately 150 m (493 ft) AMSL along the hills in the north portion of the BSA, just west of I-15.

Soils within the BSA are dominated by sandy loams and riverwash. The riverbed at this location is composed of an alluvial deposit of riverwash (Bowman 1973). The alluvium in the floodplain and valley floor can provide suitable substrate (friable) for burrowing animals, including arroyo toad. A broad range of vegetation communities and other cover types were identified within the BSA during the surveys, including native riparian and wetland, native upland, and non-native vegetation types such as eucalyptus woodland and nonnative grassland (Table 1). Gnatcatcher, vireo, flycatcher, arroyo toad, and ambrosia all occur within the BSA in the San Luis Rey River Valley.

Relationship to Regional Preserves

The highway widening would occur in an area covered under the California Department of Fish and Game's Natural Community Conservation Planning program (NCCP) (CDFG 2007). The NCCP, which began in 1991, is a cooperative effort between public and private entities to protect habitats and species. The program's primary objective is to conserve local and regional biological diversity while accommodating compatible land use. The NCCP attempts to

prevent/resolve issues related to species' listings by concentrating on the long-term stability of wildlife and plant communities, and including key interests in the process.

The project falls within the Draft North County Multiple Species Conservation Program (NCMSCP) (County of San Diego 2008), which is under development. The NCMSCP is a comprehensive habitat conservation plan that addresses multiple species' needs and the preservation of native vegetation communities. The plan proposes a preserve system that would replace the approach of using project-specific biological mitigation. The San Luis Rey River and associated riparian habitat have been identified as an important regional wildlife movement corridor in northern San Diego County, California, and are identified as a pre-approved mitigation area (PAMA) within the NCMSCP. The San Luis Rey River Linkage provides connectivity to both conservation lands in Riverside County to the north and coastal areas to the west.

Species and Critical Habitats within the Project Area

Projects and land uses affecting species and habitats in the San Luis Rey River are described in detail in the biological opinion for the Caltrans-sponsored State Route 76 Melrose Drive to South Mission Highway Improvement Project, San Diego County, California (FWS-SDG-08B0136-08F0900, dated October 1, 2008). Please refer to this document for detailed information on projects and land uses in the San Luis Rey River. Baseline information on presence of species and critical habitats within the BSA and action area is provided below.

Coastal California Gnatcatcher

Gnatcatchers were detected in the BSA during protocol surveys conducted in 2006 through 2008 (EDAW, Inc. 2006a, 2007a, 2008). Gnatcatchers were observed in coastal sage scrub in the northeastern portion of the BSA on the north side of the existing SR-76 roadway, in the southwestern portion of the BSA on the south side of Lilac Road, and in the I-15 interchange area. A total of four gnatcatchers (two pairs) were observed within the action area for the project. Two individual gnatcatchers (one pair) were observed within the temporary impact area for the project; however, portions of their territories are located within the permanent impact area. Two more gnatcatchers (one pair) were observed within the indirect impact area for the project (Figure 14).

Approximately 318 ha (785 ac) of designated critical habitat for the gnatcatcher is located within the BSA for the project, in Unit 5. Within the action area, approximately 16.91 ha (41.79 ac) of designated critical habitat for the gnatcatcher is located within the project's permanent impact area. The temporary impact area includes 12.22 ha (30.19 ac) of designated gnatcatcher critical habitat. An additional 12.92 ha (31.92 ac) of designated gnatcatcher critical habitat is located within the project's indirect impact area.

Least Bell's Vireo

Focused surveys to determine the presence/absence of least Bell's vireo within the BSA were conducted April through June 2006 and incidentally during other survey efforts in 2007 and 2008 (EDAW, Inc. 2006b). Abundance, distribution, and nesting activity of this species within the San Luis Rey River area has also been monitored by the U.S. Geological Survey for several years (USGS 2003-2007). Approximately 26 breeding territories of least Bell's vireo were identified throughout the BSA during 2006 protocol surveys by EDAW (EDAW, Inc. 2006b); 43 breeding territories were identified by Kus (USGS 2006). A total of 17 individual vireos were observed within the action area for the project. Six individual vireos (three pairs) were observed within the permanent and temporary impact areas for the project. Eleven more vireos (about six territories) were observed within the indirect impact area for the project (Figure 15).

Approximately 781 ha (1,930 ac) of critical habitat for this species occurs within the BSA. Within the action area, approximately 25.56 ha (63.15 ac) of designated critical habitat for the vireo is located within the project's permanent impact area. The temporary impact area includes 13.19 ha (32.60 ac) of designated vireo critical habitat. An additional 29.83 ha (73.72 ac) of designated vireo critical habitat is located within the project's indirect impact area.

Southwestern Willow Flycatcher

Focused surveys to determine the presence/absence of the southwestern willow flycatcher within the BSA were conducted from May through July in 2006 and 2007 (EDAW, Inc. 2006c, 2007b). Abundance, distribution, and nesting activity of this species within the San Luis Rey River area has also been monitored by the U.S. Geological Survey for several years (USGS 2003-2007). Southwestern willow flycatchers were detected in riparian and wetland habitat during focused surveys in 2006 and 2007 (EDAW, Inc. 2006c, 2007b, USGS 2006). Approximately eight breeding flycatcher territories were identified throughout the BSA during 2006–2007 protocol surveys (EDAW, Inc. 2006c, 2007b); three territories were identified in 2006 by Kus (USGS 2007). Within the action area, no flycatchers were observed within the permanent and temporary impact areas. Two individual flycatchers (one pair) were observed within the indirect impact area for the project (Figure 16).

Approximately 330 ha (815 ac) of critical habitat for this species is located within the BSA. Within the action area, approximately 15.03 ha (37.13 ac) of designated critical habitat for the flycatcher is located within the project's permanent impact area. The temporary impact area includes 4.42 ha (10.93 ac) of designated flycatcher critical habitat. An additional 22.81 ha (56.36 ac) of designated flycatcher critical habitat is located within the project's indirect impact area.

Arroyo Toad

Protocol arroyo toad surveys were performed during 2006 and 2007 (EDAW, Inc. 2006d, 2007c). These surveys were completed throughout suitable breeding habitat in the BSA, with the

exception of the I-15 interchange area and I-15 bridge over the San Luis Rey River. Because of the proximity and connection to known occupied arroyo toad habitat and the suitability of habitat for arroyo toad under the bridge, the species is assumed present by Caltrans in this relatively small area. In addition to protocol arroyo toad breeding surveys, aestivation habitat was mapped for arroyo toads throughout the BSA. Arroyo toads were observed during focused protocol surveys in 2006 and 2007 throughout wetland and riparian habitat in the BSA. The majority of arroyo toads were observed on the north side of the San Luis Rey River in sandy substrate along existing game trails and equestrian trails. Arroyo toads were also observed calling and breeding in the river in the central portion of the BSA. Arroyo toad tadpoles were observed infrequently in pools of the San Luis Rey River. On the south side of the San Luis Rey River, arroyo toads were observed, but in lower numbers. Within the action area, four individual arroyo toads were observed in the permanent impact area for the project, and two arroyo toads were observed in the temporary impact area for the project. Eight more arroyo toads were observed within the project's indirect impact area (Figure 17).

Approximately 781 ha (1,930 ac) of critical habitat for the arroyo toad occurs within the BSA. Within the action area, approximately 31.56 ha (77.98 ac) of designated critical habitat for the arroyo toad is located within the project's permanent impact area. The temporary impact area includes 26.01 ha (64.27 ac) of designated arroyo toad critical habitat. An additional 41.31 ha (102.07 ac) of designated arroyo toad critical habitat is located within the project's indirect impact area.

San Diego Ambrosia

Qualified botanists conducted rare plant surveys for the proposed project during appropriate blooming periods between April 17, 2006, and June 5, 2008 (Caltrans 2009). Focused surveys were conducted for San Diego ambrosia to monitor the known population within the BSA and look for additional populations. During these surveys, the populations were delineated using a submeter geographic positioning system. Additionally, the density was estimated for each population by taking meter-square quadrat samples and counting individual ramets within each sample. During surveys completed from 2006 through 2008, San Diego ambrosia was encountered in several patches within the project area, north of the existing SR-76 roadway. Within the project area, approximately 0.49 ha (1.22 ac) are occupied by San Diego ambrosia, and most of this occupied acreage is avoided by the project. Approximately 2,633 ramets of San Diego ambrosia occupying <0.004 ha (<0.01 ac) are within the direct impact area for the project. No ambrosia ramets are located within the indirect impact area for the project (Figure 18).

Approximately 10 ha (25 ac) of ambrosia critical habitat occurs within the BSA. Within the action area, approximately 0.6 ha (1.5 ac) of designated critical habitat for ambrosia is located within the project's permanent impact area. The temporary impact area includes 0.24 ha (0.60 ac) of designated ambrosia critical habitat. An additional 0.83 ha (2.06 ac) of designated ambrosia critical habitat is located within the project's indirect impact area.

Proposed Offsite Compensation Locations

The Groves Property

The Groves property consists of a total of 116 ha (286 ac) located at the southwest corner of SR-76 and Olive Hill Road in the community of Bonsall (Figure 19). The property is located within the PAMA of the NCMSCP. Approximately 73 ha (180 ac) of coastal sage scrub occurs on the property with about 33 ha (82 ac) categorized as disturbed. Additional vegetation communities on the property include 4.5 ha (11 ac) of coast live oak woodland and 20 ha (50 ac) of non-native grassland.

Most of the property contains designated critical habitat for the gnatcatcher. Numerous gnatcatchers have been recorded onsite during formal and informal surveys (Pacific Southwest Biological Services, Inc. 2003, Caltrans 2008). A total of five pairs of gnatcatchers and one single male were observed on the Groves property in 2008 (Caltrans 2008).

The Groves property is located in close proximity to the San Luis Rey River, which supports a significant arroyo toad population. Although the Groves property does not provide breeding habitat for the arroyo toad, it does contain upland habitat appropriate for burrowing, dispersing, and foraging. Approximately 14.39 ha (35.57 ac) of the Groves property is included within designated critical habitat for the arroyo toad. In addition, wildlife crossings were constructed to connect the Groves property with the San Luis Rey River in association with the SR-76 Melrose Drive to South Mission Highway Improvement Project, allowing for arroyo toads to access and utilize the upland habitat.

Approximately 8.45 ha (20.89 ac) of the Groves property, including 0.11 ha (0.28 ac) occupied by the species, is included within designated critical habitat for San Diego ambrosia. Access control and trails are present at this site as shown in Figure 22.

Tabata Property

The 13.7-ha (33.8-ac) Tabata property is located adjacent to the SR-76 Melrose Drive to South Mission Highway Improvement Project footprint, south of SR-76 and east of Camino Del Rey (Figure 20). The parcel is bordered to the south by the San Luis Rey River. Two other waterways pass through this property: Bonsall Creek to the west and Ostrich Creek to the east. The property is located within the PAMA of the NCMSCP. The majority of the parcel is cottonwood willow riparian forest habitat, which is degraded by invasive plants including arundo and tamarisk. Additional habitats on the property include disturbed habitat and an abandoned agricultural field. Approximately 4.5 ha (11.1 ac) of the property will be used to build a portion of the SR-76 Melrose Drive to South Mission Highway Improvement Project.

Vireos have been documented on the property, and flycatchers have been observed in habitat directly adjacent to the property (Scheidt 2004a, Jones & Stokes 2007). Though arroyo toad surveys on the property were negative (Scheidt 2004b), arroyo toads are present in contiguous

habitat farther east in the San Luis Rey River. The property falls entirely within designated critical habitat for the arroyo toad and vireo. The property also includes approximately 5.9 ha (14.6 ac) of flycatcher critical habitat and 8.0 ha (19.7 ac) of gnatcatcher critical habitat.

Vessels Property

The 65.6-ha (162-ac) Vessels property is located along the south side of the San Luis Rey River, south of SR-76 and approximately 1.75 miles west of I-15. An unnamed drainage flows southeast to northwest through the site, ending in ponds along the southern boundary. The property is located within the PAMA of the NCMSCP. Much of the site currently consists of a dirt landing strip that was created through the placement of fill in the San Luis Rey River. The majority of the vegetation is non-native grassland habitat [33.3 ha (82.4 ac)], agricultural land [10.4 ha (25.7 ac)], and disturbed habitat [6.8 ha (16.8 ac)]. The remaining 15.0 ha (37.1 ac) consists of riparian scrub, southern willow scrub, cottonwood willow scrub, and upland habitat types. Portions of the riparian habitats are disturbed and degraded by invasive plants, including arundo and tamarisk.

The Vessels property supports a population of vireos along the northern edge of the property (EDAW, Inc. 2006b). Arroyo toads and flycatchers are present in habitat directly north of the site (EDAW, Inc. 2006c, 2006d, 2007b, 2007c). Negative arroyo toad surveys have been conducted on the Vessels property (Cadre Environmental 2010). The property falls entirely within critical habitat for the arroyo toad and vireo and includes approximately 35.3 ha (87.2 ac) of southwestern willow flycatcher critical habitat.

Morrison Property

The Morrison property, totaling about 45 ha (121 ac), is located southeast of Gird Road and SR-76 in Bonsall (Figures 20-23). The San Luis Rey River crosses the southern portion of the property. The property is located within the PAMA of the NCMSCP. The property includes approximately 1.13 ha (2.8 ac) of freshwater marsh, 15.7 ha (38.7 ac) riparian forest, 30 ha (74 ac) of riparian scrub, 1.5 ha (3.6 ac) of disturbed habitat, and 2.1 ha (5.3 ac) of non-native grassland. Both arroyo toad and vireo have been documented on the Morrison property (USGS 2003-2007; EDAW, Inc. 2006b, 2006d, 2007c). Flycatchers may use the site, but they have not been documented on it. The Morrison property was conserved in association with the SR-76 Melrose Drive to South Mission Highway Improvement Project (Biological Opinion FWS-SDG-08B0136-08F0900). The Morrison property is the approved receptor site for ambrosia that will be salvaged from the proposed project's direct impact area.

EFFECTS OF THE ACTION

Effects of the action refer to the direct and indirect effects of an action on the species, together with the effects of other activities that are interrelated and interdependent with that action, which will be added to the environmental baseline. Interrelated actions are those that are part of a larger action and depend on the larger action for their justification. Interdependent actions are

those that have no independent utility apart from the action under consideration. Indirect effects are those that are caused by the proposed action, are later in time, and still reasonably certain to occur.

Construction and operation of the project will result in impacts to gnatcatcher, vireo, flycatcher, arroyo toad, ambrosia, and their critical habitats (see Tables 1-3). Effects to habitats located within the alignment footprint are considered permanent direct effects, and impacts to habitat located between the alignment and limits of disturbance (for construction access and grading) were assessed as temporary direct effects.

Operation of existing roadways can affect species and habitats through factors such as increased noise and lighting, changed hydrology, increased fire risk, invasion of exotic plants, habitat fragmentation, and creation of barriers to movement (e.g., Forman et al. 1997, Forman and Deblinger 2000). Given the potentially broad-reaching, long-term nature of indirect impacts, they are difficult to quantitatively assess. Due to the importance of the habitats in the project area, and through coordination between our agency and Caltrans, the indirect impact area for the project was defined to allow for such quantification. For the purposes of this analysis, a 91-m (300-ft) buffer was applied around the proposed project, and areas beyond 91 m (300 ft) where noise from project operations is anticipated to exceed 60 decibels on the A-scale (dBA)[3] were then added. The 91-m (300-ft) buffer and 60 dBA contour of the existing SR-76 were subtracted from the area of indirect effects to account for baseline conditions associated with operation of the existing roadway. The 60 dBA contour was used because this noise level is generally accepted as the level at which potential effects could occur to sensitive avian species.

Forman and Deblinger (2000) estimated that the average maximum distance of changed environmental conditions from a suburban highway is just over 300 m (984 ft) from the edge of the highway but noted a high degree of variability in that average. In general, road-related effects decrease asymptotically with increased distance from the road edge, so the ecologically meaningful effects are much more pronounced close to the road than farther from the edge. Therefore, we believe that the 91-m (300-ft) buffer plus the 60 dBA noise contour encompasses the ecologically meaningful indirect impacts of the project for the listed species in the action area. Indirect effect areas for the project, as defined above, are quantified in Tables 1-3 and shown in Figures 14-18.

Direct and indirect impacts to the vegetation communities, species, and critical habitats summarized in Tables 1-3 will be offset through the conservation, restoration, and management of habitats for these species and their critical habitats as summarized in Tables 4 and 5. This document has discussed the importance of the San Luis Rey River and associated native habitat communities, both as live-in habitat for listed species, and as a regional wildlife movement corridor. The Groves, Tabata, and Vessels mitigation properties, and the Morrison translocation receptor site, are close to the project site in the San Luis Rey River Valley (Figure 26). The

[3] The A-scale is weighted such that sound frequencies to which humans are sensitive are given greater weight than sound frequencies to which we are less sensitive. Although wildlife can be sensitive to different sound frequencies than humans, the frequencies that are heavily weighted on the A-scale are audible to most wildlife.

project will remove fill from the San Luis Rey River at the Tabata and Vessels properties, to be used in project construction, which will restore native habitats along the river corridor. This compensation for project impacts is anticipated to improve the integrity of this important habitat and linkage area and contribute to the conservation and recovery of the species.

Coastal California Gnatcatcher

Direct Effects

Construction activities associated with the project are not anticipated to result in the death or injury of any gnatcatchers or nests. A CFWO-approved gnatcatcher biologist will be present to ensure that gnatcatchers are not directly killed or injured during geotechnical work, vegetation removal and other construction activities. The clearing and grubbing of native habitats will be conducted between September 16 and February 14 to avoid the gnatcatcher, vireo, flycatcher and toad breeding seasons.

The project will result in a total of 2.79 ha (6.89 ac) of permanent direct impacts and 1.41 ha (3.49 ac) of temporary direct impacts to coastal sage scrub throughout the 8.4-km (5.2-mi) long project area. Permanent direct impacts consist of 0.22 ha (0.54 ac) of coastal sage scrub and 2.57 ha (6.35 ac) of disturbed coastal sage scrub. Temporary direct impacts consist of 0.74 ha (1.83 ac) of coastal sage scrub, and 0.67 ha (1.66 ac) of disturbed coastal sage scrub. Note that the above is a summary of impacts to a specific vegetation community that is favored by gnatcatchers, and impacts to designated gnatcatcher critical habitat are analyzed in a separate section below.

A portion of one gnatcatcher territory is located within the permanent and temporary impact areas of the proposed project (Caltrans 2011). The project will result in the permanent loss of part of a gnatcatcher territory that is located south of the southern park and ride, north of the San Luis Rey River, and east of I-15 (Figure 14). Temporary impacts will also occur to this gnatcatcher territory. Caltrans estimates that permanent impacts will occur to approximately 50 percent, and temporary impacts will occur to approximately 10 percent of the pair's use area.

Although habitat removal will be conducted outside the gnatcatcher nesting season, gnatcatchers are non-migratory territorial birds, and removal of a substantial portion of a gnatcatcher pair's breeding territory will force the pair to expand their existing territory or establish a new territory, particularly during the breeding season, when territorial boundaries are better defined (Preston et al. 1998). Because gnatcatchers are distributed throughout much of the suitable habitat in the project area (Caltrans 2011), it is likely that the gnatcatchers affected by habitat loss within their primary use areas will be forced to compete with resident gnatcatchers when attempting to expand an existing territory or establish a new territory. The pair will lose approximately 60 percent of its use area over the short term. Because these displaced birds likely will be less able to find suitable habitat to forage and shelter in, we anticipate they will be more vulnerable to predation and otherwise may die or be injured.

Following construction, all temporarily impacted habitats, including coastal sage scrub, will be restored and are expected to be re-occupied by gnatcatchers. Since restored coastal sage scrub usually takes a minimum of 4 to 5 years of growth before it is suitable for occupation by gnatcatchers (O'Connell and Erickson 1998, Miner et al. 1998), a temporal loss of coastal sage scrub available to gnatcatchers will occur in the project area. This temporal loss likely will reduce the number and reproductive fitness of gnatcatchers in the project area. However, because at least two to three breeding gnatcatcher pairs will remain in the intact habitat in the action area, with more in the surrounding environment, we do not anticipate that the temporary impacts will increase the risk of gnatcatcher extirpation in the area, and we expect that the temporarily impacted habitat will be re-occupied as soon as it is mature enough to support gnatcatcher breeding.

Overall, the permanent loss of habitat for one gnatcatcher pair will reduce the number of gnatcatchers that can be supported in the general project area. Impacts to one gnatcatcher pair represent less than 1 percent of the rangewide estimate of gnatcatcher pairs, and gnatcatchers will continue to occupy the general project area; thus, the project is not expected to result in an appreciable reduction in the numbers, reproduction, or distribution of the species rangewide.

Indirect Effects

Approximately 1.90 ha (4.69 ac) of coastal sage scrub and disturbed coastal sage scrub is present within the indirect impact area for the project. Note that this is a quantification of impacts to a specific vegetation community that is favored by gnatcatchers, and indirect impacts to designated gnatcatcher critical habitat are quantified in a separate section below. A portion of a gnatcatcher territory is located within the indirect impact area for the project. This pair is located north of SR-76, east of Monserate Hill Road, and west of Star Track Way. Caltrans estimates that about 5 percent of this pair's territory overlaps with the area of indirect impact defined for this project. Indirect impacts to these birds may degrade a small portion of their use area. However, as described in more detail below, with this small amount of impact, this pair is expected to survive and experience only minimal degradation of habitat within their territory.

The project will result in an increase in operational noise to 60 dBA within this 1.90 ha (4.69 ac) of coastal sage scrub. Noise and vibrations associated with the use of heavy equipment during construction and traffic noise during operations of the proposed facility have the potential to disrupt gnatcatcher behaviors in adjacent habitat by masking intraspecific communication and startling birds (e.g., see Dooling and Popper 2007 for a discussion of observed effects of highway noise on birds). The project has incorporated measures to minimize the effects of construction noise on gnatcatchers. Pile driving for the project near habitats that support gnatcatchers will be conducted outside of the gnatcatcher breeding season to minimize construction noise impacts to nesting gnatcatchers. In addition, all construction equipment, fixed or mobile, will be equipped with properly operating and maintained mufflers. These measures are anticipated to minimize the impact of construction noise on gnatcatcher behavior in adjacent habitat to the point where such effects are insignificant. For the purposes of section 7 consultation, an insignificant effect is one that is sufficiently small that a person would not be

able to meaningfully measure, detect, or evaluate it. Permanent indirect effects from operational noise will be offset by conservation and restoration in the project area as discussed in the Effects on Recovery section below.

Lighting associated with the project may affect gnatcatchers within the adjacent habitat. Light that alters natural light patterns in ecosystems can lead to increased predation, disorientation, and disruption of inter-specific interactions (Longcore and Rich 2004). The project has incorporated measures to minimize the effects of lighting on gnatcatchers. If night work is necessary, night lighting will be selectively placed, shielded and directed away from natural habitats. Permanent safety lighting installed for the project will be lowest illumination necessary for safety and will be directed toward the facility and away from sensitive habitats. This is anticipated to minimize the impact of lighting on gnatcatcher behavior in adjacent habitat to the point where such effects are insignificant. In addition, the permanent indirect effects of the project will be offset by conservation and restoration in the project area as discussed in the Effects on Recovery section below.

The project could result in an increase in the introduction of invasive plant species into native habitats adjacent to the facility. Invasive species are now recognized as a threat to biodiversity in native plant communities, second only to direct habitat loss and fragmentation (Pimm and Gilpin 1989, Scott and Wilcove 1998). Non-native, weedy species often out-compete and exclude native species, potentially altering the structure of the vegetation, degrading or eliminating upland habitat utilized by the gnatcatcher, and providing food and cover for undesirable non-native animals (Bossard et al. 2000). The project has incorporated measures to prevent the spread of invasive species. A qualified biologist will monitor the project site immediately prior to and during construction to identify the presence of invasive weeds and recommend measures to avoid their inadvertent spread in association with the project. Invasive plants will not be used in project landscaping. This is anticipated to minimize the impact of invasive species introduction resulting from project implementation on gnatcatcher habitat to the point where such effects are insignificant. In addition, the permanent indirect effects of the project will be offset by conservation and restoration in the project area as discussed in the Effects on Recovery section below.

The project will increase habitat fragmentation for gnatcatchers in the vicinity of SR-76 by replacing an existing two-lane road with a four-lane road, resulting in a higher traffic volume and a wider barrier for gnatcatchers to cross. Roads are potential barriers to gnatcatcher dispersal and may occasionally result in gnatcatcher mortality due to vehicle strikes, as gnatcatchers are not strong flyers. However, gnatcatchers can disperse over four-lane freeways (e.g., Varanus Biological Services and Campbell BioConsulting 2003), and the limited decrease in habitat connectivity is not anticipated to have a substantial impact on the surrounding gnatcatcher population. The project will not affect east/west dispersal along the San Luis Rey River south of SR-76 or through undeveloped open space to the north, and gnatcatchers are still expected to cross over the four-lane road, although the frequency of such dispersal events will likely decrease relative to baseline conditions. Furthermore, the conservation of undeveloped open space and coastal sage scrub in the Groves, Vessels, and Tabata properties will help maintain

long-term connectivity along the San Luis Rey, and restoration of coastal sage scrub at the SR-76/I-15 intersection will facilitate gnatcatcher dispersal in both the east/west and north/south directions.

Additional indirect effects include an increase in human encroachment and wildfire. Permanent fencing will be installed along the facility in association with the wildlife connectivity measures which should also limit increased human encroachment and associated wildfires. SR-76 is an existing facility, so with the proposed conservation measures, any increase in habitat degradation associated with these factors is likely to be insignificant.

Critical Habitat

The project will result in the permanent loss of 16.91 ha (41.79 ac) of designated critical habitat for the gnatcatcher. Temporary impacts will occur to 12.22 ha (30.19 ac) of gnatcatcher critical habitat, and 12.92 ha (31.92 ac) of designated gnatcatcher critical habitat occurs within the indirect impact area for the project. The area of critical habitat that will be impacted is located within Unit 5 of designated gnatcatcher critical habitat, which totals 11,995 ha (29,639 ac). This unit contains large blocks of high-quality habitat capable of supporting several core gnatcatcher populations and constitutes the primary inland linkage along the Interstate 15 corridor between San Diego populations and those in southwestern Riverside.

The direct and indirect impacts of the project will affect less than 0.4 percent of the designated critical habitat within Unit 5 and an even smaller percentage of all critical habitat designated for this species. Of the critical habitat in the project area, most (about 85 percent) consists of vegetation communities other than coastal sage scrub, which provide fewer resources to support gnatcatchers. The loss of this amount of critical habitat and associated PCEs (sage scrub and non-sage scrub vegetation that provide space and resources for nesting, foraging, and dispersal) will not substantially impact the function of Unit 5 to support core gnatcatcher populations.

The project will also not have a substantial impact on the function of Unit 5 to provide connectivity between San Diego populations and those in southwestern Riverside. The project will likely reduce the frequency of north/south dispersal events over SR-76, but such dispersal will still occur, and the primary dispersal corridor in the vicinity of the project is likely east/west along the San Luis Rey River and north/south on either side of I-15, and these corridors will not be negatively impacted by the project.

Proposed conservation to offset impacts of the project, as summarized in Tables 4 and 5, will include 36.74 ha (90.79 ac) of gnatcatcher critical habitat on the Groves and Tabata properties, which are located almost entirely within Unit 5 of designated gnatcatcher critical habitat. In addition, though it is currently highly disturbed and was not included within the critical habitat designation, the conservation and restoration proposed on the 65.6-ha (162-ac) Vessels property (Table 4) will occur directly adjacent to gnatcatcher critical habitat along the San Luis Rey River (Figure 26), helping to maintain gnatcatcher dispersal through Unit 5. Further, Caltrans has agreed to restore all of the project's temporary impact areas with native species, with the

exception of small areas adjacent to landscaped or developed areas where planting native species would provide little or no biological value. This will include extensive areas that are currently vegetated with non-native species, including the SR76/I-15 interchange, which is located at a pinch point within the critical habitat linkage. The proposed conservation and restoration will help maintain the functions of Unit 5 to support core gnatcatcher populations and provide connectivity between gnatcatchers in San Diego and Riverside counties.

According to the final critical habitat rule (Service 2007), the physical and biological features essential to the conservation of the species in Unit 5 may require special management considerations or protection to minimize impacts associated with habitat type conversion and degradation occurring in conjunction with urban and agricultural development. The measures that the project has incorporated to address indirect impacts and habitat degradation adjacent to the facility are discussed in the indirect effects section above.

Habitat Restoration

Temporarily impacted coastal sage scrub will be restored in association with the project. Restoration activities may result in minor disturbance of gnatcatchers that are adjacent to or within the restoration sites, but only a small amount of coastal sage scrub [0.74 ha (1.83 ac) of coastal sage scrub and 0.67 ha (1.66 ac) of disturbed coastal sage scrub] will be temporarily impacted, and we anticipate that the restoration plan will include measures to ensure that gnatcatchers are not significantly disrupted during breeding activities and that no nests are destroyed as a result of weed removal activities. Therefore, effects to gnatcatcher associated with habitat restoration are anticipated to be insignificant.

Effect on Recovery

There is no recovery plan for the gnatcatcher, but the project is consistent with the general recovery goals of maintaining core populations of gnatcatchers and maintaining connectivity between these populations. As described above, the permanent loss of 2.79 ha (6.89 ac) of coastal sage scrub, permanent indirect impacts to 1.90 ha (4.69 ac) of coastal sage scrub, and loss of one gnatcatcher pair is a small impact relative to the thousands of ha/ac and gnatcatcher territories (roughly 2,562 pairs) rangewide. Furthermore, because substantial areas of occupied habitat will remain adjacent to the impact area, and habitat restoration will be initiated immediately following construction, little risk exists that the project will extirpate any gnatcatcher populations in the project area.

Caltrans will offset the impacts to coastal sage scrub, as well as impacts to other native upland habitats on the site, through the preservation of the Groves and Tabata properties, which include 22.64 ha (55.89 ac) of gnatcatcher occupied coastal sage scrub. Although the proposed conservation of gnatcatcher and upland habitat off the project site will not avoid or minimize impacts to the individual gnatcatchers impacted by the project, the offsite conservation will permanently protect a total of 22.64 ha (55.89 ac) of coastal sage scrub within critical habitat Unit 5, which is located in proximity to the impact area within the San Luis Rey River Valley,

and will contribute to the conservation and recovery of the species by maintaining gnatcatcher breeding habitat and connectivity between core gnatcatcher populations in San Diego and Riverside counties.

Least Bell's Vireo and Southwestern Willow Flycatcher

Direct Effects

Construction activities associated with the project are not anticipated to result in the death or injury of any vireos or flycatchers or nests. The clearing and grubbing of native habitats will be conducted between September 16 and February 14 to avoid the gnatcatcher, vireo, flycatcher and toad breeding seasons.

The project will result in a total of 13.22 ha (32.65 ac) of permanent direct impacts and 4.29 ha (10.6 ac) of temporary direct impacts to vireo and flycatcher habitat (riparian and wetland vegetation and aquatic habitats, itemized by vegetation type in Table 4) throughout the 8.4-km (5.2-mi) long project area.

No flycatchers were observed within the permanent and temporary impact areas for the project, so flycatchers are not discussed further in this section of this analysis. Portions of three vireo territories are located within the permanent and temporary impact areas of the proposed project (Caltrans 2011). These territories are all located south of SR-76 between Gird Road and Monserate Hill Road. While the easternmost pair was observed within the temporary impact area, a significant portion of the pair's territory is located within the permanent impact area. Caltrans estimates that permanent impacts will occur to nearly all of the western and central pair's use areas. Caltrans estimates that approximately 40 percent of the eastern pair's use area will be permanently impacted, and 10 percent will be temporarily impacted.

Although habitat removal will be conducted outside the vireo nesting season, vireo pairs usually return to the same breeding territory each year (Kus 2002), so removal of a substantial portion of a vireo pair's territory will force the pair to expand their existing territory or establish a new territory. Because vireos are distributed throughout much of the suitable habitat in the project area (Caltrans 2011), it is likely that the vireos affected by habitat loss within their primary use areas will be forced to compete with resident vireos when attempting to expand an existing territory or establish a new territory. The pairs will lose between 100 and 50 percent of their use areas over the short term. Because these displaced birds likely will be less able to find suitable habitat to forage and shelter in, we anticipate they will be more vulnerable to predation and otherwise may die or be injured.

Vireos that successfully establish territories in adjacent habitat are expected to experience reduced productivity (e.g., delayed initiation or prevention of nest building, fewer nesting attempts per season, and/or overall reduction in reproductive output) due to reduced availability of foraging and breeding habitat and increased territorial interactions. For example, surveys conducted during the 2004 and 2006 breeding seasons on San Diego Creek in Orange County

found that vireos occupying an area where habitat had been removed to address flood risk had lower productivity in the breeding season immediately following vegetation removal than 2 years later, after vegetation was allowed to recover. Only 1 fledgling (0.33 young/pair) was produced in 2004 immediately following vegetation removal and 14 fledglings (2.33 young/pair) were produced in the same area in 2006 (Bloom 2004, Chambers Group 2006).

Following construction, all temporarily impacted habitats, including riparian habitats, will be restored and are expected to be re-occupied by vireos. Depending on the nature of the impacts (i.e., removal of above-ground vegetation only or removal of all vegetation, including root systems), vireo habitat can recover in about 2 to 7 years following construction. Because large numbers of vireo pairs will be breeding in the intact riparian habitat adjacent to the impact area, we expect that the temporarily impacted habitat will be re-occupied as soon as it is mature enough to support vireo breeding.

Overall, the permanent loss of habitat for three vireo pairs will reduce the number of vireos that can be supported in the general project area. The loss of three vireo pairs represents 1.3 percent of the territories along the San Luis Rey River and about 0.1 percent of the rangewide estimate of vireo pairs. Therefore, vireos will continue to occupy the general project area, and the project is not expected to result in an appreciable reduction in the numbers, reproduction, or distribution of the species rangewide.

Indirect Effects

Approximately 14.97 ha (36.97 ac) of vireo and flycatcher habitat (riparian and wetland vegetation; Table 4) is present within the indirect impact area for the project. Note that this is a quantification of impacts to vegetation communities that are favored by vireos and flycatchers; indirect impacts to designated critical habitat for these species are quantified in a separate subsection below. Within the indirect impact area for the project, 11 individual vireos (approximately six territories) were observed. The vireos were observed south of SR-76 along the length of the project. Two pairs of flycatchers were observed within the indirect impact area for the project. One pair of flycatchers was observed south of SR-76, just east of Calle de la Vuelta. The second pair of flycatchers was observed south of SR-76, east of Monserate Hill Road, and west of Star Track Way. Caltrans estimates that the project will indirectly and permanently affect approximately 50 percent of each of these vireo and flycatcher territories. Indirect impacts to these vireos and flycatchers are anticipated to degrade the northern half of their use areas.

The project will result in an increase in operational noise to 60 dBA within this 14.97 ha (36.97 ac) of vireo and flycatcher habitat. Noise and vibrations associated with the use of heavy equipment during construction and traffic noise during operations of the proposed facility have the potential to disrupt vireo and flycatcher behaviors in adjacent habitat by masking intraspecific communication and startling birds (e.g., see Dooling and Popper 2007 for a discussion of observed effects of highway noise on birds). The project has incorporated measures to minimize the effects of construction noise on vireos and flycatchers. Pile driving for

the project that will occur near habitats that support vireos and flycatchers will be conducted outside of the breeding season to minimize construction noise impacts to nesting birds. In addition, all construction equipment, fixed or mobile, will be equipped with properly operating and maintained mufflers. These measures are anticipated to minimize the impact of construction noise on vireo and flycatcher behavior in adjacent habitat to the point where such effects are insignificant. Permanent effects from operational noise will likely result in limited interference with intraspecific communication during the vireo and flycatcher breeding season, but the affected pairs are expected to survive and continue to reproduce. The indirect effects from noise will be offset by conservation and restoration in the project area as discussed in the Effects on Recovery section below.

Lighting associated with the project may affect vireos and flycatchers within the adjacent habitat. Light that alters natural light patterns in ecosystems can lead to increased predation, disorientation, and disruption of inter-specific interactions (Longcore and Rich 2004). The project has incorporated measures to minimize the effects of lighting on vireos and flycatchers. If night work is necessary, night lighting will be selectively placed, shielded and directed away from natural habitats. Permanent safety lighting installed for the project will be lowest illumination necessary for safety and will be directed toward the facility and away from sensitive habitats. This is anticipated to minimize the impact of lighting on vireo and flycatcher behavior in adjacent habitat to the point where such effects are insignificant. In addition, the permanent indirect effects of the project will be offset by conservation and restoration in the project area as discussed in the Effects on Recovery section below.

The project could result in an increase in the introduction of invasive plant species into native habitats adjacent to the facility. Invasive species are now recognized as a threat to biodiversity in native plant communities, second only to direct habitat loss and fragmentation (Pimm and Gilpin 1989, Scott and Wilcove 1998). Non-native, weedy species often out-compete and exclude native species, potentially altering the structure of the vegetation, degrading or eliminating habitat utilized by the vireo and flycatcher, and providing food and cover for undesirable non-native animals (Bossard et al. 2000). The project has incorporated measures to prevent the spread of invasive species. A qualified biologist will monitor the project site immediately prior to and during construction to identify the presence of invasive weeds and recommend measures to avoid their inadvertent spread in association with the project. Invasive plants will not be used in project landscaping. This is anticipated to minimize the impact of invasive species introduction resulting from project implementation on vireo and flycatcher habitat to the point where such effects are insignificant. In addition, the permanent indirect effects of the project will be offset by conservation and restoration in the project area as discussed in the Effects on Recovery section below.

The project is not anticipated to substantively increase habitat fragmentation for vireo or flycatcher. The project replaces the existing two-lane facility that runs to the north of the San Luis Rey River. The project will not bisect or fragment habitat in the river itself. The expansion of SR-76 to four lanes will create a wider barrier for dispersal between the river and riparian habitat in tributaries to the north of the San Luis Rey River, but vireos and flycatchers are

migratory birds and are capable of establishing territories on either side of the SR-76 when they return to breed.

Additional indirect effects include an increase in human encroachment and wildfire. Permanent fencing will be installed along the facility in association with the wildlife connectivity measures which should also limit increased human encroachment and associated wildfires. SR-76 is an existing facility, so with the proposed conservation measures, any increase in habitat degradation associated with these factors is likely to be insignificant.

Critical Habitat

The project will result in the permanent loss of 25.56 ha (63.15 ac) of designated critical habitat for the vireo and 15.03 ha (37.13 ac) of designated critical habitat for the flycatcher. About 13.19 ha (32.60 ac) of vireo critical habitat and 4.42 ha (10.93 ac) of flycatcher critical habitat will be temporarily impacted and then restored. Approximately 29.83 ha (73.72 ac) of designated vireo critical habitat and 22.81 ha (56.36 ac) of designated flycatcher critical habitat occur within the indirect impact area for the project. The area of critical habitat that will be impacted is located within the San Luis Rey Area of critical habitat for the vireo and the San Diego Management Unit of the Coastal California Recovery Unit of southwestern willow flycatcher critical habitat, which include approximately 2,428 ha (6,000 ac) and 1,944 ha (4,805 ac), respectively. These units encompass high quality habitat within the San Luis Rey River, which supports the third-largest population of vireos (233 territories, Service 2006) and the largest population of flycatchers (58 territories, Durst et al. 2006) rangewide.

The project will impact a fraction of designated critical habitat for vireo and flycatcher. The permanent direct and indirect impacts of the project on the San Luis Rey Area of designated critical habitat for the vireo and the San Diego Management Unit of the Coastal California Recovery Unit of southwestern willow flycatcher critical habitat represent less than 3 percent of the designated critical habitat within the respective units, less than 0.4 percent of all vireo critical habitat, and less than 0.1 percent of all flycatcher critical habitat.

There are no unit-specific goals identified in the final rules designating critical habitat for vireo. Therefore, our analysis focuses on the effect of the project on PCEs in San Luis Rey Area of critical habitat and the effect of the project on the unit's ability to support a core population of vireo. The PCEs for vireo critical habitat are those habitat components that are essential for the primary biological needs of feeding, nesting, roosting, and sheltering (i.e., riparian woodland vegetation that generally contains both canopy and shrub layers, and includes some associated upland habitats).

The project will result in the permanent loss of 25.56 ha (63.15 ac) of vireo critical habitat, about half of which is riparian vegetation and half of which is upland vegetation adjacent to the San Luis Rey River. The project will result in limited degradation in habitat quality within the area of indirect effects, but this area will still contain PCEs essential for the primary biological needs of feeding, nesting, roosting, and sheltering. The project will benefit vireo critical habitat

through the creation of 38.45 ha (95.00 ac) of riparian vegetation and the restoration of 15.50 ha (38.30 ac) on the Tabata and Vessels properties, so there will be a net increase in riparian vegetation (the most important PCE for vireo critical habitat) in the San Luis Rey Area. In addition, the conservation of 74.75 ha (184.70 ac) of vireo critical habitat, including all restored and created riparian habitat, will help maintain the long-term viability of PCEs in the San Luis Rey Area and the ability of this critical habitat unit to support a core population of vireo.

The final rule designating flycatcher critical habitat describes critical habitat units generally as stream segments with large populations and nearby stream segments with high quality habitat and smaller numbers of territories that provide for population connectivity, metapopulation stability, population growth, and protection against catastrophic loss. The PCEs for flycatcher critical habitat are those habitat components that are essential for the primary biological needs of feeding, nesting, roosting and sheltering [i.e., riparian vegetation with dense riparian thickets, foliage, and canopy (PCE 1) and a variety of insect prey populations in or adjacent to the riparian vegetation (PCE 2)].

The project will impact 15.03 ha (37.13 ac) of flycatcher critical habitat, almost all of which is riparian vegetation. The project will result in limited degradation in habitat quality within the area of indirect effects, but this area will still contain PCEs essential for the primary biological needs of feeding, nesting, roosting, and sheltering. The project will result in the conservation of 41.35 ha (102.10 ac) of flycatcher critical habitat. The project will also result in the creation of 38.45 ha (95.00 ac) of riparian vegetation and the restoration of 15.50 ha (38.30 ac) on the Tabata and Vessels properties. Some of the proposed riparian restoration and creation is within the critical habitat unit, and some is outside, but contiguous with, the critical habitat boundaries. All of the proposed conservation, restoration, and creation on the Tabata and Vessels properties will contribute to the goals of maintaining a large population of flycatchers and providing population connectivity within the San Diego Management Unit of flycatcher critical habitat.

Special management considerations, including protecting critical habitat from future development and degradation, will be addressed through conservation and management of the Groves and Tabata properties and through measures designed to limit indirect effects associated with facility operation.

Habitat Restoration

Riparian creation and restoration is proposed at the Tabata and Vessels properties. To accomplish this restoration, fill material and nonnative vegetation will be removed. Vireos have been documented on the Tabata property, and flycatchers have been observed in habitat directly adjacent to the property (Scheidt 2004a, Jones & Stokes 2007). The Vessels property presently supports a population of vireos along the northern edge of the property (EDAW, Inc. 2006b), and flycatchers are present in habitat directly north of the property (EDAW, Inc. 2006c, 2007b).

Restoration activities associated with the project are not anticipated to result in the death or injury of any vireos or flycatchers or nests. Vegetation clearing will be conducted out of the

vireo and flycatcher breeding seasons, with the exception of maintenance activities that may occur in association with habitat restoration and enhancement actions during the breeding season (i.e., weeding, treating tamarisk and arundo re-sprouts with herbicide). Surveys will be conducted prior to treating any restoration areas during the breeding season to ensure that impacts to vireo and flycatcher breeding are avoided.

The proposed restoration work will result in the removal of fill and nonnative vegetation and the establishment of native vegetation on the properties. This will greatly improve the ability of the Tabata and Vessels properties to support vireos and flycatchers, which will benefit these species.

Effect on Recovery

The proposed project is consistent with the recovery goals identified in the draft recovery plan for vireo (Service 1998) and the recovery plan for flycatcher (Service 2002a). As described above, the project will result in impacts to vireos, flycatchers, and their habitats. However, the impacts are small relative to the amount of habitat and territories rangewide. Furthermore, conservation measures incorporated into the project will help accomplish recovery actions identified in the recovery plans.

For vireo, proposed habitat conservation, creation, restoration, and management will help accomplish recovery task 1, which is to protect and manage riparian and adjacent upland habitat within the vireo's historic range and recovery task 3, which is to develop and evaluate vireo habitat restoration projects and techniques. For flycatcher, proposed conservation measures will help accomplish recovery task 1.1, which is to secure and enhance flycatcher habitat by developing management plans (1.1.1), manage physical processes that maintain flycatcher habitat (e.g., restoring hydrology to impacted floodplains; 1.1.2), and manage biotic elements that maintain flycatcher habitat (e.g., removing non-native invasive plant species; 1.1.3). Conservation of the Tabata and Vessels properties will help accomplish recovery task 1.2, which is to work with landowners to conserve occupied flycatcher habitat.

Importantly, with the proposed conservation measures, the project will result in a net increase in the amount of habitat for vireo and flycatcher. The project will permanently destroy 13.22 ha (32.65 ac) of vireo and flycatcher habitat and an additional 14.97 ha (36.97 ac) will be within the area of indirect effects. However, the project will create 38.45 ha (95.00 ac) and restore 15.50 ha (38.30 ac) of riparian and wetland vegetation. The project will not substantially fragment existing populations or interfere with dispersal between populations, and the conservation of the Tabata and Vessels properties will contribute to the long-term maintenance of the important population of vireos and flycatchers along the San Luis Rey River.

Arroyo Toad

Direct Effects

The project will result in a total of 13.22 ha (32.65 ac) of permanent direct impacts and 4.29 ha (10.60 ac) of temporary direct impacts to arroyo toad breeding habitat (riparian and aquatic vegetation communities; Table 4) throughout the 8.4-km (5.2-mi) long project area. The project will result in a total of 14.49 (35.81 ac) of permanent direct impacts and 9.92 ha (24.52 ac) of temporary direct impacts to arroyo toad aestivation/upland habitat throughout the project area. Note that the above is a summary of impacts to breeding habitats and aestivation habitats, which were mapped by Caltrans throughout the project area and included in the Biological Assessment (Caltrans 2011). Impacts to designated arroyo toad critical habitat are analyzed in a separate section below.

Quantifying the number of arroyo toads within the project impact area is difficult for a number of reasons. The exact distribution and population size is difficult to estimate due to the dynamic conditions associated with their habitat. Suitable habitat may change from year to year depending on climatic conditions, flooding, or other natural or human-related events (Service 1999), which in turn influence reproductive success and juvenile survival. Therefore, it is anticipated that the arroyo toad population subject to impacts from the project will experience population fluctuations making it difficult to determine the precise number of arroyo toads that could be adversely affected at any given time.

In addition, except during the early juvenile stage (first 4-5 weeks), arroyo toads forage at night and burrow during the day. Nocturnal activity is usually associated with rainfall and moderate temperatures and some nights of very high relative humidity (Service 1999). Arroyo toads may be found in upland habitat up to 1.0 km (0.62 mi) from a known breeding area. Therefore, detection of arroyo toads outside of the breeding season is very difficult, with limited ability for anticipating when the species may be active. Lastly, no reliable survey method exists for determining the locations or densities of arroyo toads that may be burrowed within upland habitat.

Due to these constraints, the precise number of arroyo toads that may be located within the project area is not known. As discussed in the Environmental Baseline section, four individual arroyo toads were observed in the permanent impact area for the project, and two arroyo toads were observed in the temporary impact area for the project during protocol arroyo toad surveys (EDAW, Inc. 2006d, 2007c). However, for the reasons detailed above, there are expected to be more toads in the project area than were observed during surveys. Because we do not have site specific data regarding the density of arroyo toads at this location, it is difficult to accurately quantify the number of individuals that may be present within the project's impact area.

The project has incorporated measures to exclude arroyo toads from the project footprint. These measures include installation of arroyo toad exclusion fencing, surveys, and translocation of individuals out of the fenced project footprint to proximal and safe suitable habitat. In addition,

if there is no natural rainfall, the arroyo toad biologist will try to encourage toads within the fenced project footprint to surface by spraying the project area with water to simulate a rain event. It is not feasible to spray the entire project area with water; therefore spraying will occur in the areas of greatest concern under the direction of the approved toad biologist.

Nevertheless, some arroyo toads will likely escape detection during translocation efforts, and any arroyo toads in the project footprint at the beginning of project construction are likely to be killed or injured as a result of being crushed during earth-disturbing activities and grading and by driving over them with heavy equipment. There is also potential for arroyo toads to be killed or injured by the geotechnical work that will be conducted at 35 locations within the project footprint on approximately 0.68 ha (1.68 ac) prior to arroyo toad exclusion; however, this work will occur within a limited area, and numerous measures have been incorporated to avoid and minimize take, the implementation of which will be overseen by an experienced arroyo toad biologist.

It is anticipated that arroyo toads in the project footprint may be killed or injured during project construction or geotechnical investigations, but because of the proposed avoidance and minimization measures, and the difficulty of detecting toads that may be buried or crushed by proposed construction, we anticipate that no more than six arroyo toads (the number of live toads observed during pre-project surveys) will be observed dead or injured during project monitoring.

There is the potential for arroyo toads to be killed, injured, or stressed if they become entangled or trapped within exclusionary fencing and during capture and relocation efforts. However, fence placement and trapping and relocation efforts will be conducted by individuals familiar with arroyo toad biology and ecology, whose qualifications will be subject to review by the Service. Therefore, we anticipate that very few arroyo toads (no more than two) will be killed or injured during capture and relocation efforts.

Given the fact that a large amount of suitable arroyo toad breeding and upland habitat will remain adjacent to the action area after project construction, we do not anticipate that the translocation of arroyo toads within the impact area to suitable adjacent habitat will result in adverse impacts associated with overcrowding. Furthermore, precautions will be taken to avoid transferring disease or pathogens during surveys and handling of arroyo toads through implementation of the conservation measures. As described above, it is difficult to estimate the number of arroyo toads in the project footprint, but we expect that the number of arroyo toads captured using pitfall traps and watering of habitat will result in the observation and capture of more arroyo toads than were observed by walking the site. Therefore, we estimate that no more than 24 arroyo toads will be captured and translocated.
Because it is difficult to estimate the number of arroyo toads in the project footprint and in the population as a whole, it is useful to consider the project impacts to arroyo toad habitat relative to available habitat along the San Luis Rey River when assessing the effects of the project on the population along the San Luis Rey River. The permanent loss of breeding [13.22 ha (32.65 ac)] and aestivation [14.49 (35.81 ac)] habitat in the watershed represents about 5 percent and 6 percent of riparian and upland habitat, respectively, in the BSA for the project. The BSA covers

about one-third of the stretch of occupied arroyo toad habitat along the San Luis Rey River. Therefore, the project is expected to impact a fraction of the arroyo toad population on the San Luis Rey River and will have a limited effect on the availability of habitat in which arroyo toads can forage, disperse, and aestivate. The temporarily impacted habitat will be restored upon project completion, and because arroyo toads are not dependent on mature vegetation in either the riparian or upland environment, we expect temporarily impacted areas to be re-occupied shortly following project completion.

Indirect Effects

Approximately 14.97 ha (36.97 ac) of arroyo toad breeding habitat (riparian and wetland vegetation and aquatic habitats, itemized by vegetation type in Table 4) and 11.6 ha (28.67 ac) of arroyo toad aestivation habitat is present within the indirect impact area for the project. Note that the above is a summary of indirect impacts to breeding habitats and aestivation habitats, which were mapped by Caltrans throughout the project area and included in the Biological Assessment (Caltrans 2011). Impacts to designated arroyo toad critical habitat are analyzed in a separate section below.

As discussed above, it is difficult to accurately quantify the number of individuals that may be present within the project's impact area. This is particularly challenging in the permanent indirect impact area for the project because the arroyo toad population in the project area is expected to experience population fluctuations over time. As discussed in the environmental baseline section, approximately eight individual arroyo toads were observed within the indirect impact area for the project during project surveys (EDAW, Inc. 2006d, 2007c). The arroyo toads were observed south of SR-76, east of Gird Road and west of Star Track Way. Indirect impacts are anticipated to degrade a portion of the use areas, but arroyo toads are still anticipated to breed, forage, and aestivate in suitable habitat within the area of indirect effects.

The project will result in an increase in operational noise to 60 dBA within 14.97 ha (36.97 ac) of arroyo toad breeding habitat and 11.6 ha (28.67 ac) of arroyo toad aestivation habitat. Noise and vibrations associated with the use of heavy equipment during construction and traffic noise during operations of the proposed facility have the potential to disrupt arroyo toad behaviors in adjacent habitat. The project has incorporated measures to minimize the effects of construction noise on arroyo toads. Pile driving for the project that will occur near habitats that support arroyo toads will be conducted outside of the breeding season to minimize construction noise impacts to breeding toads. In addition, all construction equipment, fixed or mobile, will be equipped with properly operating and maintained mufflers. These measures are anticipated to minimize the impact of construction noise on arroyo toad behavior in adjacent habitat to the point where such effects are insignificant. Permanent indirect effects from operational noise will be offset by conservation and restoration in the project area as discussed in the Effects on Recovery section below.

Lighting associated with the project may affect arroyo toads within the adjacent habitat. Light that alters natural light patterns in ecosystems can lead to increased predation, disorientation, and

disruption of inter-specific interactions (Longcore and Rich 2004). The project has incorporated measures to minimize the effects of lighting on arroyo toads. If night work is necessary, night lighting will be selectively placed, shielded and directed away from natural habitats. Permanent safety lighting installed for the project will be lowest illumination necessary for safety and will be directed toward the facility and away from sensitive habitats. No nighttime construction or lighting will occur in arroyo toad breeding habitat during the active season (March 15 – June 30). This is anticipated to minimize the impact of lighting on arroyo toad behavior in adjacent habitat to the point where such effects are insignificant. In addition, the permanent indirect effects of the project will be offset by conservation and restoration in the project area as discussed in the Effects on Recovery section below.

The project could result in an increase in the introduction of invasive plant species into native habitats adjacent to the facility. Invasive species are now recognized as a threat to biodiversity in native plant communities, second only to direct habitat loss and fragmentation (Pimm and Gilpin 1989, Scott and Wilcove 1998). Non-native, weedy species often out-compete and exclude native species, potentially altering the structure of the vegetation, degrading or eliminating habitat utilized by the arroyo toad, and providing food and cover for undesirable non-native animals (Bossard et al. 2000, Service 2009). The project has incorporated measures to prevent the spread of invasive species. A qualified biologist will monitor the project site immediately prior to and during construction to identify the presence of invasive weeds and recommend measures to avoid their inadvertent spread in association with the project. Invasive plants will not be used in project landscaping. The measures for the project also require that American bullfrogs (*Lithobates catesbeiana*) and other exotic animal species that prey upon or compete with arroyo toads for resources will be excluded, destroyed, or otherwise permanently removed from the habitat by the approved arroyo toad biologist if encountered. These measures are anticipated to minimize the impact of invasive species introduction resulting from project implementation on arroyo toad habitat to the point where such effects are insignificant. In addition, the permanent indirect effects of the project will be offset by conservation and restoration in the project area as discussed in the Effects on Recovery section below.

Implementation of the project has the potential to increase pollution and siltation in the creek as a result of sediment moving, grading, cutting, and filling, and operating heavy equipment in proximity to the creek. Changes to water quality in adjacent arroyo toad breeding habitat could result due to construction-related sedimentation and pollution. Increased sedimentation has the potential to kill arroyo toad eggs and larvae through asphyxiation (Sweet 1992, Service 1999). Changes to the water quality (temperature and chemical composition) can lead to reduced oxygen uptake, reduced feeding, and a general decline in species health, which can lead to disease, decreased growth and reproduction, or death. To minimize the potential for water quality impacts to the San Luis Rey River from the proposed project, measures will be implemented to prevent construction-related siltation and runoff from entering the river and other drainages. Temporary erosion control measures will be installed and BMPs will be implemented to avoid and minimize soil erosion, sedimentation, and pollution of adjacent watercourses and degradation of breeding habitat. With the proposed measures in place, we anticipate that effects to erosion and water quality will be reduced to the point where they are insignificant.

The project is not anticipated to substantially increase habitat fragmentation or the mortality rate due to vehicle strikes for the arroyo toad population in the San Luis Rey River. The new alignment will run along the north bank of the San Luis Rey River in a similar location to the existing alignment. The existing alignment separates the arroyo toad population in the San Luis Rey River from upland habitats to the north of the road and likely results in occasional arroyo toad mortality due to vehicle strikes. The proposed project includes multiple culverts and other wildlife undercrossings that may be used by arroyo toads to move between the riparian habitat in the San Luis Rey River and the upland habitat to the north. It also includes wildlife exclusionary fencing with barriers that will reduce the number of toads dispersing over the road. With the proposed measures in place, we anticipate that effects to habitat fragmentation and mortality due to vehicle strikes will be reduced to the point where they are insignificant.

Additional indirect effects include an increase in human encroachment and wildfire. Human activity in the project area during construction may result in accumulation of trash and food, attracting predators that may prey on arroyo toads. However, the project measures require that trash and debris be removed from the site daily to avoid attracting predators. In addition, permanent fencing will be installed along the facility in association with the wildlife connectivity measures which should also limit increased human encroachment and associated wildfires. SR-76 is an existing facility, so with the proposed conservation measures, any increase in habitat degradation associated with these factors is likely to be insignificant.

Critical Habitat

The project will permanently impact 31.56 ha (77.98 ac) of designated critical habitat for the arroyo toad. Temporary impacts will occur within 26.01 ha (64.27 ac) of arroyo toad critical habitat, and 41.31 ha (102.07 ac) of designated arroyo toad critical habitat are within the indirect impact area for the project. The temporarily impacted habitat will be restored following project completion, so temporary impacts are not anticipated to have a long-term impact on arroyo toad critical habitat. The indirect impacts will result in limited degradation of arroyo toad habitat, but the indirect impact area will still contain the PCEs essential to the conservation of the species [aquatic habitat for breeding and non-breeding activities (PCEs 1, 2, and 3) and upland habitat for foraging and dispersal activities (PCE 4)].

The area of critical habitat that will be impacted is located within Unit 14, which includes 4,093 ha (10,115 ac) of designated critical habitat. This unit supports one of the largest contiguous river reaches that is occupied by the species. The direct and indirect impacts of the project on Unit 14 of designated critical habitat for the arroyo toad represent less than 2 percent of the designated critical habitat within the unit, and an even smaller percentage of the critical habitat designated for this species.

According to the final rule designating critical habitat (Service 2011), “Unit 14 contains the physical and biological features that are essential to the conservation of the species, including aquatic habitat for breeding and non-breeding activities (PCEs 1, 2, and 3) and upland habitat for foraging and dispersal activities (PCE 4). The physical and biological features essential to the

conservation of the species in this unit may require special management considerations or protection to address threats from dams and water diversions, intensive urbanization, agriculture, and nonnative predators and plants" (Service 2011). About half of the permanent impacts will be to riparian and aquatic habitat and half will be to upland habitat.

Conservation and restoration to offset impacts of the project, as summarized in Tables 4 and 5, will include 89.21 ha (220.27 ac) of arroyo toad critical habitat on the Groves, Tabata, and Vessels properties, within the same critical habitat unit that is being affected by the project. Proposed restoration on the Vessels property, in particular, is anticipated to restore aquatic habitat for breeding and non-breeding activities and upland habitat for foraging and dispersal. Although the Vessels property contains upland habitat, recent surveys have been negative for the arroyo toad, likely because the San Luis Rey River channel is deeply incised as it passes the Vessels property, and the property is dominated by non-native grassland. The proposed restoration is anticipated to restore the identified PCEs for arroyo toad critical habitat to this property by recontouring the channel to restore hydrology to the property and increase accessibility to arroyo toads. Applicable special management considerations, including nonnative predators and plants, are addressed in the indirect effects section above.

Habitat Restoration

Riparian creation and restoration is proposed at the Tabata and Vessels properties. To accomplish this restoration, fill material and nonnative vegetation will be removed. Though negative arroyo toad surveys have been completed on the Tabata property (Scheidt 2004b), arroyo toads are present in contiguous habitat within the San Luis Rey River. Several records from 2006 are present half a mile northeast of the site (EDAW, Inc. 2006d), and there are historic records to the south of the site within the San Luis Rey River as well (CFWO data records).

Arroyo toads are present in habitat directly north of the Vessels Property (EDAW, Inc. 2006d, 2007c). The San Luis Rey River channel is incised along the southern bank in the vicinity of the Vessels property. In addition, patches of arundo and tamarisk are located between and within the San Luis Rey River flood-prone area and Vessels property, and extensive ruderal/non-native grasslands are located immediately south of the San Luis Rey River primary flood-prone area. Non-native vegetation and channel incision are expected to restrict the movement of arroyo toads from the San Luis Rey River, where densities are highest (Cadre Environmental 2010), to the Vessels property. While there are isolated areas where arroyo toads could move between the Vessels property and the San Luis Rey River to burrow within upland habitat on the site, there are 3 years of negative surveys for the Vessels property.

The project has incorporated extensive measures to exclude arroyo toads from project footprint and minimize effects upon arroyo toads. These measures will be implemented within all work areas with potential for arroyo toad breeding and upland habitat and this is not exclusive of restoration properties. The analysis presented in the direct effects section above is considered to be inclusive of these restoration properties. The proposed restoration work will result in the

removal of fill and nonnative vegetation and will address channel incision, which will benefit the species by improving the ability of the Tabata and Vessels properties to support arroyo toads.

Effect on Recovery

The project is consistent with the recovery goals identified in the recovery plan for the arroyo toad (Service 1999). As described above, the project will result in impacts to arroyo toads and their habitats. However, the impacts are small relative to the amount of habitat and number of arroyo toads rangewide. Furthermore, conservation measures incorporated into the project will help accomplish recovery actions identified in the recovery plans.

Proposed habitat conservation, creation, restoration, and management will help accomplish recovery task 1, which is to secure existing populations by "protecting, maintaining, restoring, and enhancing breeding and upland habitats" Service (1999).

Importantly, with the proposed conservation measures, the project will result in a net increase in the amount of arroyo toad breeding habitat and will contribute to the long-term maintenance of the important population of arroyo toad along the San Luis Rey River.

San Diego Ambrosia

Direct Effects

The project will result in less than 0.004 ha (0.01 ac) of permanent direct impacts to occupied ambrosia habitat. There will be no temporary direct impacts to occupied ambrosia habitat. Note that this is an estimate of impacts to occupied ambrosia habitat as mapped by Caltrans and included in the Biological Assessment (Caltrans 2011). Impacts to designated ambrosia critical habitat are analyzed in a separate section below.

Approximately 2,633 ramets of ambrosia will be directly impacted by the project based on the most current survey data. The number of ambrosia individuals within the impact area may change from year to year depending on climatic conditions. All ambrosia within the direct impact area for the project will be salvaged and translocated to the Morrison property. The Morrison property is close to the salvage location, within the same watershed and drainage. An ambrosia translocation plan will be prepared and provided to the CFWO for review and approval. The translocation will be implemented by a biologist with a history of translocating sensitive plant species. The locations where the ambrosia ramets will be transplanted have been approved following field review by the CFWO (Figure 23).

The Morrison property will be permanently conserved and managed, which will benefit the translocated ambrosia. Conservation and long-term management of the Morrison property is addressed in Biological Opinion FWS-SDG-08B0136-08F0900 for the State Route 76 Melrose Drive to South Mission Highway Improvement Project. The translocated ambrosia population will be monitored for a minimum of 5 years to document success or failure of the translocation

efforts. Since Caltrans has had success within recent years in translocating San Diego ambrosia on the Marron property, we believe the translocation proposed as a part of this project has a high likelihood of success.

Despite the proposed efforts to salvage all ambrosia within the direct impact area, we expect at least some ramets to be destroyed during the collection and translocation process. Any ramets that are inadvertently overlooked and not salvaged will be destroyed during project clearing, grading, and construction activities.

Within the BSA for the proposed project, Caltrans mapped approximately 329,813 ambrosia ramets within two populations on approximately 0.49 ha (1.22 ac), and most of these plants will be avoided by the project. The direct project impacts to less than 0.004 ha (0.01 ac) of occupied ambrosia habitat which is occupied by approximately 2,633 ambrosia ramets represents only 0.8 percent of the individuals and occupied acreage within the BSA, and an even smaller percentage of the individuals and occupied acreage within the San Luis Rey River Valley and rangewide. The habitat that will be impacted is degraded habitat adjacent to the existing SR-76 facility. The translocated plants will be moved to the Morrison property, which will be conserved and managed in perpetuity. Thus, we do not expect the habitat loss and destruction of ramets associated with the project to appreciably reduce the number of individuals, reproduction, or distribution of ambrosia in the action area or across its range. Further, additional conservation for this species is proposed to offset the direct and indirect impacts of the project, as discussed in the Effects on Recovery section below.

Indirect Effects

While there is no known occupied ambrosia habitat within the defined indirect impact area for the project, as discussed above, the number of ambrosia individuals within a given area may change from year to year depending on climatic conditions. There is a small amount of designated ambrosia critical habitat within the project's indirect impact area that is currently unoccupied. To address these areas, which have the potential to support ambrosia in the future, we have included a discussion of the permanent indirect effects of the project in this analysis. This section of this biological opinion analyzes indirect effects, and impacts to designated ambrosia critical habitat are quantified and analyzed in a separate section below.

Operational lighting installed for the project could increase light spill into the adjacent habitat, including habitats which could support ambrosia. Light can affect a broad range of plant physiological responses, including seed germination, seedling development, induction of flowering, and rapid, membrane-based activities (Hopkins 1995). Therefore, there is potential for light pollution resulting from the project to have a negative impact on ambrosia plants. Measures have been incorporated into the project to reduce light spill into the adjacent habitat. Permanent safety lighting installed for the project will be the lowest illumination necessary for safety and will be directed toward the facility and away from sensitive habitats. This is anticipated to minimize the impact of lighting on ambrosia in the adjacent habitat to the point where such effects are insignificant. In addition, the permanent indirect effects of the project

will be offset by conservation and restoration in the project area as discussed in the Effects on Recovery section below.

The project could result in an increase in the introduction of invasive plant species into native habitats adjacent to the facility. Nonnative plants, if present in large enough numbers, may change the plant community in ambrosia habitat to the extent that ambrosia plants can no longer receive adequate sunlight and airflow (Service 2010b). The project has incorporated measures to prevent the spread of invasive species. A qualified biologist will monitor the project site immediately prior to and during construction to identify the presence of invasive weeds and recommend measures to avoid their inadvertent spread in association with the project. Invasive plants will not be used in project landscaping. This is anticipated to minimize the impact of invasive species introduction resulting from project implementation on ambrosia habitat to the point where such effects are insignificant. In addition, the permanent indirect effects of the project will be offset by conservation and restoration in the project area as discussed in the Effects on Recovery section below.

The project is not anticipated to substantially impact connectivity within or between existing ambrosia populations. As with the existing alignment, the new alignment will run to the south of the known ambrosia populations in the BSA and will impact only a small amount of occupied habitat in the southern-most portion of one population. Undeveloped open space will remain between the ambrosia populations on the north side of SR-76, allowing for movement of pollinators and potential genetic exchange between the populations in the BSA.

Additional indirect effects include an increase in human encroachment and wildfire. Permanent fencing will be installed along the facility in association with the wildlife connectivity measures which should also limit increased human encroachment and associated wildfires. SR-76 is an existing facility, so with the proposed conservation measures, any increase in habitat degradation associated with these factors is likely to be insignificant.

Critical Habitat

The project will result in impacts to subunits 4A and 4D, and conservation will occur in subunit 4B. According to the final rule designating ambrosia critical habitat, each of the subunits (4A, 4B, and 4D) affected by this project is "essential to the conservation of this species because of its contribution to the genetic diversity of the species [and] contains physical and biological features that are essential to the conservation of *Ambrosia pumila*, including sandy loam or clay soils located on an upper terrace of a water source, which provide nutrients, moisture, and periodic flooding presumed necessary for the plant's persistence (PCE 1), and ruderal vegetation, which allows adequate sunlight and airflow for *A. pumila* (PCE 2). The PCEs in this subunit may require special management considerations or protection to address threats from nonnative plant species in situations where nonnative species are outcompeting *A. pumila* for resources, human encroachment, road maintenance activities, and future widening of State Route 76." Ambrosia critical habitat was mapped to include primarily those areas that contain the identified PCEs

(Service 2010c), so all ambrosia critical habitat that is impacted or conserved in association with this project is assumed to contain the appropriate PCEs.

The project will result in the permanent loss of 0.6 ha (1.5 ac) of designated critical habitat for ambrosia. Temporary impacts will occur to 0.24 ha (0.6 ac) of ambrosia critical habitat, and 0.83 ha (2.06 ac) of designated ambrosia critical habitat occur within the indirect impact area for the project. The area of critical habitat that will be impacted is located within Unit 4, which includes a total of 37 ha (91 ac) of habitat. The project will impact Subunit 4A and 4D, which include 6 ha (15 ac) and 9 ha (21 ac) of designated critical habitat, respectively. The direct and indirect impacts of the project on Unit 4 of designated critical habitat for ambrosia represent about 3.9 percent of the designated critical habitat within the unit, and less than 1 percent of critical habitat designated for this species. The amount of critical habitat that will be affected by the project is a small percentage of the critical habitat for this species, and the loss of this small amount of critical habitat will not affect the function of the unit to support ambrosia, and the genetic diversity within the unit at Subunits 4A and 4D will be maintained.

Conservation and restoration to offset impacts of the project, as summarized in Tables 4 and 5, will include 8.45 ha (20.89 ac) of ambrosia critical habitat, including 0.11 ha (0.28 ac) occupied by the species on the Groves property, within the same critical habitat unit that is being affected by the project. The project will result in the conservation of 20 percent of Unit 4, consisting of 80 percent of Subunit 4B. In addition, Caltrans has agreed to restore all of the project's temporary impact areas with native species, with the exception of small areas adjacent to landscaped or developed areas where planting native species would provide little or no biological value. This restoration is anticipated to improve the function of this critical habitat unit.

The physical and biological features essential to the conservation of the species in these subunits may require special management considerations or protection to address threats from nonnative plant species, human encroachment, road maintenance activities, and widening of SR-76. Road maintenance activities will take place within the permanent impact area for the project, and this analysis addresses widening of SR-76. Nonnative plant species and human encroachment are addressed in the indirect effects section above.

Effect on Recovery

There is no recovery plan for ambrosia. However, the project is consistent with the general recovery goals of maintaining remaining populations and conserving/restoring the habitat that supports them. As described above, the project will result in impacts to ambrosia and its habitat. However, the impacts are small relative to the amount of individuals within the BSA for the project. In addition, a majority of the ambrosia within the anticipated impact area are anticipated to be translocated to adjacent suitable habitat, which will substantially reduce the number of ambrosia killed as a result of the project. Furthermore, because substantial areas of occupied habitat will remain adjacent to the impact area, and habitat restoration will be initiated immediately following construction, little risk exists that the project will extirpate any ambrosia populations in the project area.

Caltrans will offset the permanent direct loss of occupied ambrosia habitat [less than 0.004 ha (0.01 ac)], through the preservation of 0.11 ha (0.28 ac) of occupied ambrosia habitat at the Groves property. Although the proposed conservation of ambrosia habitat off the project site will not avoid or minimize impacts to the individual ambrosia ramets that will be impacted by the project, the offsite conservation will permanently protect a 0.11 ha (0.28 ac) of occupied ambrosia habitat which is located in proximity to the impact area within the San Luis Rey River Valley, and will contribute to the conservation and recovery of the species.

CUMULATIVE EFFECTS

Cumulative effects include the effects of future State, Tribal, local, or private actions that are reasonably certain to occur in the action area considered in this biological opinion. Future Federal actions that are unrelated to the proposed action are not considered in this section because they require separate consultation pursuant to section 7 of the Act. We are unaware of any future non-Federal actions that are reasonably certain to occur within the action area and may affect gnatcatchers, vireos, flycatchers, arroyo toads, ambrosia, and their critical habitats.

CONCLUSION

After reviewing the current status of the gnatcatcher, vireo, flycatcher, arroyo toad, ambrosia, and their critical habitats, the environmental baseline for the action area, effects of the proposed action, and the cumulative effects, it is our biological opinion that the proposed action is not likely to jeopardize the continued existence of these species and is not likely to result in the destruction or adverse modification of designated critical habitat for these species. We reached this conclusion by considering the following:

All Species

- Adverse effects to all federally listed species and their critical habitats will be reduced by implementation of the avoidance and minimization measures identified in the “Project Description” of this biological opinion.

- The restoration of all temporary impact areas with native species, with the exception of small areas adjacent to landscaped or developed areas where planting native species would provide little or no biological value with native species, will help minimize and offset the project impacts by restoring habitat for listed species to forage, shelter, and disperse.

- Wildlife connectivity measures proposed in association with the project will ensure that ecosystem functions are maintained for the benefit of listed species.

  With the proposed conservation measures, project-related impacts to federally listed species will be fully offset, and we consider the project and associated conservation and restoration to be consistent with the recovery goals of the species.

Coastal California Gnatcatcher and Critical Habitat

- The project will permanently directly impact 0.22 ha (0.54 ac) of coastal sage scrub and 2.57 ha (6.35 ac) of disturbed coastal sage scrub and permanently indirectly impact 0.78 ha (1.93 ac) of coastal sage scrub and 1.12 ha (2.76 ac) of disturbed coastal sage scrub out of many thousands of hectares/acres of coastal sage scrub gnatcatcher habitat rangewide.

- The project will result in the temporary impact to 0.74 ha (1.83 ac) of coastal sage scrub, and 0.67 ha (1.66 ac) of disturbed coastal sage scrub but this scrub community will be restored, and within 4 to 5 years will again be suitable habitat for gnatcatcher breeding and foraging.

- Permanent, temporary, and indirect project-related habitat loss and degradation will impact up to four individual gnatcatchers (2 pairs), which represents less than 1 percent of the roughly 2,562 pairs rangewide.

- Impacts to occupied gnatcatcher habitat will be offset by conserving 22.64 ha (55.89 ac) of occupied coastal sage scrub at the Groves Property.

- The project will permanently directly impact 16.91 ha (41.79 ac) of gnatcatcher critical habitat and permanently indirectly impact 12.92 ha (31.92 ac) of gnatcatcher critical habitat out of approximately 79,846 ha (197,303 ac) of gnatcatcher critical habitat rangewide, which represents less that 1 percent of the critical habitat rangewide.

- The project will not affect the function of critical habitat Unit 5 to support gnatcatcher populations or to provide connectivity between San Diego populations and those in southwestern Riverside. In addition, the project will result in the conservation of 36.74 ha (90.79 ac) of gnatcatcher critical habitat on the Groves and Tabata properties, which are located almost entirely within Unit 5 of designated gnatcatcher critical habitat. Further, though it is currently highly disturbed and was not included within the critical habitat designation, the conservation and restoration that is proposed on the 65.6-ha (162-ac) Vessels property will occur directly adjacent to gnatcatcher critical habitat along the San Luis Rey River and is anticipated to improve the integrity and function of this linkage and critical habitat unit. Temporary impact areas, including 12.22 ha (30.19 ac) of critical habitat, will be restored primarily with native species, which will improve the function of this linkage and critical habitat unit.

Least Bell's Vireo and Southwestern Willow Flycatcher and Critical Habitats

- The project will permanently directly impact 13.22 ha (32.65 ac) of riparian and wetland habitat and permanently indirectly impact 14.97 ha (36.97 ac) of riparian and wetland habitat out of many thousands of hectares (acres) of vireo and flycatcher habitat rangewide.

- The project will result in the temporary impact to 4.29 ha (10.60 ac) of riparian and wetland habitat used by vireo, but these habitats will be restored, and within 2 to 7 years will again be suitable for habitat for vireo breeding and foraging.

- Permanent, temporary, and indirect project-related habitat loss and degradation will impact up to 17 individual vireos (8.5 pairs), which represents less than 1 percent of the roughly 2,968 pairs rangewide, and 4 flycatchers (2 pairs), which represents less than 1 percent of the roughly 1,214 pairs rangewide.

- Impacts to occupied vireo and flycatcher habitat will be offset by restoring and creating a total of 53.99 ha (133.3 ac) of riparian and wetland habitats at the Tabata and Vessels properties.

- The project will permanently directly impact 25.56 ha (63.15 ac) of designated critical habitat for the vireo and 15.03 ha (37.13 ac) of designated critical habitat for the flycatcher and permanently indirectly impact 29.83 ha (73.72 ac) of designated vireo critical habitat and 22.81 ha (56.36 ac) of designated flycatcher critical habitat out of approximately 15,378 ha (38,000 ac) of vireo critical habitat and 48,896 ha (120,824 ac) of flycatcher critical habitat rangewide, which represents less that 1 percent of each of these critical habitats rangewide.

- The project will not substantially impact the function of the San Luis Rey Area of designated critical habitat for the vireo and the San Diego Management Unit of the Coastal California Recovery Unit of southwestern willow flycatcher critical habitat to support vireo and flycatcher populations. Further, the project will result in the conservation of 74.80 ha (184.70 ac) of vireo critical habitat and 41.35 ha (102.10 ac) of flycatcher critical habitat on the Tabata and Vessels properties, within the same critical habitat units that are being affected by the project. Temporary impact areas, including 13.19 ha (32.60 ac) of vireo critical habitat, and 4.42 ha (10.93 ac) of flycatcher critical habitat, will be restored primarily with native species, which will improve the function of these critical habitat units.

Arroyo Toad and Critical Habitat

- The project will permanently directly impact 13.22 ha (32.65 ac) of arroyo toad breeding habitat and permanently indirectly impact 14.97 ha (36.97 ac) of arroyo toad breeding habitat out of many thousands of hectares/acres of arroyo toad breeding habitat rangewide. The project will permanently directly impact 14.49 ha (35.81 ac) of arroyo toad aestivation habitat and permanently indirectly impact 11.60 ha (28.67 ac) of arroyo toad aestivation habitat out of many thousands of hectares/acres of arroyo toad aestivation habitat rangewide. This is a small impact relative to the size of the arroyo toad population in the San Luis Rey River and will affect only 1 of the estimated 23 populations of arroyo toad from Monterey County, California south to Baja California, Mexico.

- The project will result in the temporary impact to 4.29 ha (10.60 ac) of arroyo toad breeding habitat and 9.92 ha (24.52 ac) of arroyo toad aestivation habitat, but these habitats will be

restored, and because arroyo toads are not dependent on mature vegetation in either the riparian or upland environment, we expect temporarily impacted areas to be re-occupied shortly following project completion.

- The construction-related death and injury of aestivating arroyo toads in the direct impact area (i.e., those toads that are not moved as an avoidance and minimization measure) will not appreciably reduce the overall numbers or reproduction of the San Luis Rey population of arroyo toads and, therefore, will not affect the distribution of the species as a whole.

- The handling and relocation of up to 24 arroyo toads as a minimization measure is not anticipated to substantially increase their risk of mortality or substantially interfere with their foraging, sheltering, and breeding activities.

- Impacts to occupied toad breeding habitat will be offset by restoring and creating a total of 53.99 ha (133.3 ac) of riparian and wetland habitats at the Tabata and Vessels properties, and impacts to upland areas that may provide aestivation habitat for toads will be offset by conserving 51.70 ha (127.65 ac) of upland habitats at the Groves and Vessels properties.

- The project will permanently directly impact 31.56 ha (77.98 ac) of designated critical habitat for the arroyo toad and permanently indirectly impact 41.31 ha (102.07 ac) of designated arroyo toad critical habitat out of approximately 39,807 ha (98,366 ac) of arroyo toad critical habitat rangewide, which represents less that 1 percent of this critical habitat rangewide.

- The project will not substantially impact the function of critical habitat Unit 14 to support a core arroyo toad population. Further, the project will result in the conservation of 89.21 ha (220.27 ac) of arroyo toad critical habitat on the Groves, Tabata, and Vessels properties, within the same critical habitat unit that is being affected by the project. Temporary impact areas, including 26.01 ha (64.27 ac) of arroyo toad critical habitat, will be restored primarily with native species, which will improve the function of this critical habitat unit.

San Diego Ambrosia and Critical Habitat

- Permanent and temporary project-related habitat loss will impact approximately 2,633 ambrosia ramets of the approximately 329,937 ramets within the BSA for the project, which represents less than 1 percent of the individuals and occupied acreage within the BSA, and an even smaller percentage of the individuals and occupied acreage within the San Luis Rey River Valley, and rangewide.

- Ambrosia within the direct impact area for the project will be salvaged and translocated to the Morrison Property, which will be preserved and managed in perpetuity.

- The project will permanently directly impact 0.6 ha (1.5 ac) of ambrosia critical habitat and permanently indirectly impact 0.83 ha (2.06 ac) of ambrosia critical habitat out of

approximately 317 ha (783 ac) of ambrosia critical habitat rangewide, which represents less that 1 percent of the critical habitat rangewide.

- The project will not substantially impact the function of Unit 4 to support ambrosia and the project will result in small impacts to Subunits 4A and 4D, so the genetic diversity within these subunits will be maintained. Further, the project will result in the conservation of 8.45 ha (20.89 ac) of ambrosia critical habitat on the Groves property, within the same critical habitat unit that is being affected by the project. This conserved area supports PCEs of ambrosia critical habitat, and includes 0.11 ha (0.28 ac) that is occupied by the species.

INCIDENTAL TAKE STATEMENT

Section 9 of the Act and Federal regulation pursuant to section 4(d) of the Act prohibit the take of endangered and threatened species, respectively, without special exemption. Take is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or attempt to engage in any such conduct. Harm is further defined to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing essential behavior patterns, including breeding, feeding, or sheltering. Harass is defined as intentional or negligent actions that create the likelihood of injury to listed species to such an extent as to significantly disrupt normal behavior patterns which include, but are not limited to, breeding, feeding, or sheltering. Incidental take is defined as take that is incidental to, and not the purpose of, the carrying out of an otherwise lawful activity. Under the terms of Section 7(b)(4) and 7(o)(2) of the Act, taking that is incidental to and not intended as part of the proposed action is not considered to be prohibited taking under the Act provided that such taking is in compliance with the terms and conditions of this incidental take statement.

The measures described below are non-discretionary, and must be undertaken by Caltrans for the exemption in section 7(o)(2) to apply. If Caltrans fails to implement the terms and conditions, the protective coverage of section 7(o)(2) may lapse. To monitor the impact of the incidental take, Caltrans must report the progress of the action and its impact on the species to the CFWO as specified in the incidental take statement [50 CFR §402.14(i)(3)].

AMOUNT OR EXTENT OF TAKE

The take limits for gnatcatcher, vireo, and arroyo toad are defined as take thresholds that, if exceeded, will trigger reinitiation of consultation. These take thresholds include the number of pairs or individuals observed within the project footprint prior to construction, the amount of habitat impacted, and in the case of arroyo toads, the number of dead or injured individuals observed.

Coastal California Gnatcatcher

Take of gnatcatcher is authorized as follows:

- Take in the form of harm of up to one gnatcatcher pair is authorized due to the permanent removal of 0.22 ha (0.54 ac) of coastal sage scrub and 2.57 ha (6.35 ac) of disturbed coastal sage scrub and the temporary removal of 0.74 ha (1.83 ac) of coastal sage scrub, and 0.67 ha (1.66 ac) of disturbed coastal sage scrub. The take threshold will be exceeded if more than the specified amount of habitat or more than one gnatcatcher pair is directly impacted.

Least Bell's Vireo

Take of vireo is authorized as follows:

- Take in the form of harm of up to three vireo pairs is authorized due to the permanent removal of 13.22 ha (32.65 ac) of riparian and wetland habitat and the temporary removal of 4.29 ha (10.6 ac) of riparian and wetland habitat. The take threshold will be exceeded if more than the specified amount of habitat or more than three vireo pairs are directly impacted.

Arroyo Toad

The exact distribution and population size of arroyo toads is difficult to determine due to the dynamic conditions associated with their habitat and biology and because detection of arroyo toads outside of the breeding season is very difficult. Because we do not have site specific data regarding the density of arroyo toads at this location, it is difficult to accurately quantify the amount of take that will occur. Nevertheless, based on the best available scientific information, we have established the following take thresholds for arroyo toad:

1. Capture and release of up to 24 arroyo toads;

2. Observed death or injury of no more than 6 arroyo toads as a result of project activities;

3. Accidental death or injury of up to 2 arroyo toads as a direct result of exclusionary fencing, capture, and release efforts;

4. Take in the form of harm is authorized as follows:

    - The permanent removal of 13.22 ha (32.65 ac) of arroyo toad breeding habitat and 14.49 ha (35.81 ac) of arroyo toad aestivation habitat; and

    - The temporary removal of 4.29 ha (10.6 ac) of arroyo toad breeding habitat and 9.92 ha (24.52 ac) of arroyo toad aestivation habitat.

EFFECT OF TAKE

In the accompanying biological opinion, we determined that this level of anticipated take is not likely to result in jeopardy to the gnatcatcher, vireo, and arroyo toad.

REASONABLE AND PRUDENT MEASURES

Caltrans will implement conservation measures as part of the proposed action to minimize the incidental take of gnatcatchers, vireos, flycatchers, and arroyo toads. In addition to these conservation measures, the following reasonable and prudent measure is necessary to monitor and report the effects of the incidental take on gnatcatchers, vireos, and arroyo toads:

1. Caltrans will monitor and report on compliance with established take thresholds for gnatcatchers associated with the proposed action.

2. Caltrans will monitor and report on compliance with established take thresholds for vireos associated with the proposed action.

3. Caltrans will monitor and report on compliance with established take thresholds for arroyo toads associated with the proposed action.

TERMS AND CONDITIONS

To be exempt from the prohibitions of section 9 of the Act, Caltrans must comply with the following terms and conditions which implement the reasonable and prudent measures described above.

Coastal California Gnatcatcher

1.1 Prior to initiating the proposed project (with the exception of geotechnical work), three preconstruction surveys will be conducted within all suitable gnatcatcher habitat within the footprint for the project, within 30 days prior to initiation of vegetation removal activities to verify that no more than one gnatcatcher pair will be taken as a result of the project. Prior to initiating the project, Caltrans will provide to the CFWO a map showing the distribution of gnatcatchers relative to the project footprint, an estimate of the number of gnatcatchers territories that will be impacted by the project, and the cumulative total of gnatcatcher territories impacted by the project, or confirm in writing that maps, distribution information, and the number of territories that will be impacted by the project as shown in the BA remain correct.

1.2 Caltrans will notify the CFWO within 30 days of completing removal of gnatcatcher occupied habitat. The purpose of this notification is to ensure that impacts to gnatcatcher-occupied habitat from the proposed project do not exceed the take thresholds.

Least Bell's Vireo

2.1 Prior to initiating the proposed project (with the exception of geotechnical work), Caltrans will review the latest survey data for the project area, if available through USGS or other sources, to verify that no more than three vireo pairs will be taken as a result of the project. If current surveys (i.e., surveys less than 1 year old) of the project area are not available, three preconstruction surveys will be conducted within all suitable vireo habitat in the footprint for the project. These surveys will be conducted at least 10 days apart between April 10 and July 31. Prior to initiating the project, Caltrans will provide to the CFWO a map showing the most recent distribution of vireo relative to the project footprint, and an estimate of the number of vireo territories that will be impacted by the project.

2.2 Caltrans will notify the CFWO within 30 days of completing removal of vireo occupied habitat. The purpose of this notification is to ensure that impacts to vireo-occupied habitat from the proposed project do not exceed the take thresholds.

Arroyo Toad

3.1 Within 30 calendar days of the completion of project activities within arroyo toad habitat, Caltrans will provide the CFWO with a report documenting the area of arroyo toad habitat impacted, the number of dead or injured toads observed in the action area, and the number of arroyo toads captured and released. The report will include information on the gender, life history stage, and general condition of all arroyo toads that were killed, injured, and captured/released. It will also include an assessment of how or why arroyo toads may have been injured or killed and information on where toads were captured and released and observed physiological responses of relocated arroyo toads. Caltrans will report incidences of take (observed death or injury or capture and relocation of arroyo toads) to the CFWO within 3 days. All field notes and other documentation generated by the biological monitor shall be made available to the CFWO upon request. The purpose of this notification is to ensure that impacts to arroyo toad-occupied habitat from the proposed project do not exceed the take thresholds.

DISPOSITION OF SICK, INJURED, OR DEAD SPECIMENS

Upon locating dead, injured, or sick individuals of threatened or endangered species, initial notification must be made to our Division of Law Enforcement in either San Diego, California, at 619-557-5063 or in Torrance, California, at 310-328-6307 within 3 working days. Notification should also be sent by telephone and writing to this office in Carlsbad, California, at 6010 Hidden Valley Road, Suite 101, Carlsbad, California 92011, 760-431-9440. Written notification must be made within 5 calendar days and include the collection date and time, the location of the animal, and any other pertinent information. Care must be taken in handling sick or injured animals to ensure effective treatment and care, and in handling dead specimens to

preserve biological material in the best possible state. The remains of intact specimens shall be placed with educational or research institutions holding the appropriate State and Federal permits. Remains shall be placed with the San Diego Natural History Museum, San Diego. Arrangements regarding proper disposition of potential museum specimens shall be made with the institution by the authorized biologist prior to implementation of the action.

CONSERVATION RECOMMENDATIONS

Section 7(a)(1) of the Act directs Federal agencies to utilize their authorities to further the purposes of the Act by carrying out conservation programs for the benefit of endangered and threatened species. Conservation recommendations are discretionary agency activities to minimize or avoid adverse effects of a proposed action on listed species or critical habitat, to help implement recovery plans, or to develop information. We have not identified any conservation recommendations that would provide further benefit to the gnatcatcher, vireo, flycatcher, arroyo toad and ambrosia in the action area of the project.

REINITIATION NOTICE

This concludes formal consultation regarding State Route 76 South Mission to I-15 Highway Improvement Project as outlined in materials submitted to us. As provided in 50 CFR §402.16, reinitiation of formal consultation is required where discretionary Federal agency involvement or control over the action has been retained (or is authorized by law) and if (1) the amount or extent of incidental take is exceeded; (2) new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or to an extent not considered in this opinion; and (3) the agency action is subsequently modified in a manner that causes an effect to the listed species or critical habitat not considered in this opinion; or (4) a new species is listed or critical habitat designated that may be affected by the action. In instances where the amount or extent of incidental take is exceeded, any operations causing such take must cease pending reinitiation.

If you have any questions regarding this biological opinion, please contact Sally Brown of this office at 760-431-9440, extension 278.

Sincerely,

for Jim A. Bartel
Field Supervisor

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APPENDIX L
DE MINIMIS FINDING ON SAN LUIS REY RIVER PARK
LETTER FROM COUNTY OF SAN DIEGO

(This appendix has been added to the document following public review of the Draft EIR/EIS)

DEPARTMENT OF TRANSPORTATION
DISTRICT 11
4050 TAYLOR STREET, M.S. 242
SAN DIEGO, CA 92110
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September 21, 2011

11-SD-76; 15
PM: 12.4/17.6; 46.1/47.1
EA: 257110
PI: 1100000189

Mr. Brian Albright, Director
County of San Diego
Department of Parks and Recreation
5500 Overland Drive
San Diego, CA 92123

Dear Mr. Albright:

The California Department of Transportation, District 11 (Caltrans) proposes to widen and realign State Route 76 (SR-76) in northern San Diego County, from South Mission Road in Bonsall (post mile 12.4) to just east of the Interstate 15 interchange (post mile 17.6), including a park and ride and interchange improvements (post mile 46.1 to 47.1) in Fallbrook (SR-76 East). The 5.2-mile project proposes to construct a four-lane conventional highway. Currently, SR-76 is a two-lane highway that is frequently subject to traffic congestion and travel delays. Caltrans proposed two build alternatives, the Existing Alignment and the Southern Alignment Alternative and the No Build Alternative.

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

Caltrans has concluded that a resource that may warrant protection under Section 4(f) of the U.S. Department of Transportation (U.S. DOT) Act of 1966 is located immediately adjacent to the proposed SR-76 East highway improvement project. The potential Section 4(f) resource includes the general outline of the proposed San Luis Rey River Park (SLRRP) area and planned and informal trails that are within and outside the Park, and that are currently located on publicly owned land.

Applicability of Section 4(f)

The Safe, Accountable, Flexible, Transportation Equity Act – A Legacy for Users (SAFETEA-LU) Section 6009(a) amends existing Section 4(f) language to allow the U.S. DOT to determine that certain uses of Section 4(f) land will have no adverse effect on the protected resource. When this is the case, and the responsible official with jurisdiction over the resource agrees in writing,

compliance with Section 4(f) is greatly simplified. *De minimis* impacts on publicly owned parks are defined as those that do not adversely affect the activities, features, and attributes that make the property eligible for Section 4(f) protection.

In correspondence received from the County of San Diego during the public comment period for the Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) for the SR-76 South Mission to I-15 highway improvement project, the County disagreed with the *de minimis* findings made by Caltrans.

Caltrans maintains that the *de minimis* finding is appropriate, and would be maintained with regards to potential project impacts to the proposed San Luis Rey River Park area and the planned and informal trails.

Coordination between Caltrans and the County of San Diego

Since 2005, representatives of the County have attended Caltrans Project Development Team meetings, National Environmental Policy Act (NEPA) 404 integration meetings, and other planning and miscellaneous meetings in order to coordinate the two projects simultaneously. Documents prepared by the County of San Diego such as the San Luis Rey River Park Master Plan and the Programmatic Environmental Impact Report for the San Luis Rey River Park also discuss these coordination efforts.

In a County comment letter dated November 2, 2010 on the Draft EIR/EIS for the SR-76 South Mission to I-15 highway improvement project, the County stated that it did not concur with the Caltrans Section 4(f) *de minimis* finding because adequate mitigation for impacts to trails had not been proposed. It is our understanding that the County would agree that the impacts of the SR-76 South Mission to I-15 highway project on SLRRP are 4(f) *de minimis* upon Caltrans' signing a Memorandum of Understanding (MOU) that addresses the County's concerns.

Description of the 4(f) Resource within Project Boundary

The Existing and Southern Alignment Alternatives may impact the planned and informal trails that are proposed in the Community Trails Master Plan (CTMP); and which are incorporated into the proposed San Luis Rey River Park due to the planned widening and realignment of the SR-76 roadway. Portions of these planned and informal trails traverse both private and public land.

The CTMP (Section 6, page 58) notes that the "Regional Trails Map in the Public Facilities Element depict corridors of general alignments", meaning that the proposed trails shown on the trails mapping are depicted along general alignments. The CTMP defines "general alignment" as the "general location of a future trail within a designated corridor so that the specific alignment can be determined at the time of actual acquisition, implementation and/or construction. The designated corridor is usually, but not always, considered to be one-quarter mile wide." The

CTMP concludes that a general alignment is useful because it allows the trails to be located so that adjustments can be made regarding extreme topographical or other site-specific constraints. The proposed SR-76 South Mission to I-15 highway project constitutes "other site-specific constraints."

Neither the Existing nor Southern Alignment Alternatives: 1) preclude the planned trails from the river valley; 2) negates the future placement of the trails as envisioned in the CTMP within the general alignments; or 3) adversely affect the activities, features, and attributes of the planned trails. Each alternative would require, in coordination with the County of San Diego, relocation of the trails towards the river, or incorporation into the fill slopes, where feasible.

Impacts to Planned Trails on Publicly Owned Land

Existing Alignment Alternative

As indicated in the CTMP, the planned trail north of the San Luis Rey River is generally proposed to run adjacent to the existing SR-76 highway corridor. Currently, and as proposed in the future conditions, pedestrians, bicyclists, and equestrians may use the shoulders of the existing and future SR-76, or the numerous existing informal trails within the river valley between the existing SR-76 and Lilac Road. The proposed project would neither preclude these uses, nor alter the future trail uses in the adjacent planned park. While minor realignments of the planned trails would be required, this would not alter what is envisioned in the CTMP since it states the trails are considered on one-quarter mile corridor alignments.

The Existing Alignment Alternative would impact approximately 96.5-linear feet of the San Luis Rey River North Trail, and 273-linear feet of the San Luis Rey River South Trail of the planned trails on land that is publicly owned.

Southern Alignment Alternative

The type of impacts on the planned trail south of the San Luis Rey River due to the Southern Alignment Alternative would be the same as those discussed above for the Existing Alignment Alternative. The Southern Alignment Alternative would impact approximately 273-linear feet of planned trails on land that is publicly owned.

Avoidance Alternatives for Planned Trails on Publicly Owned Land

Existing and Southern Alignment Alternatives

Other than the No Build Alternative, which does not meet the proposed project's purpose and need statement, there are no avoidance alternatives given the multiple locations and meandering nature of the planned trails.

Measures to Minimize Harm to Planned Trails on Publicly Owned Land

Existing and Southern Alignment Alternatives

The trails, as depicted in the CTMP, are conceptual in nature and not location specific, as discussed above. Neither of the proposed build alternatives precludes the future placement of trails within the river valley as envisioned in the CTMP. Each alternative would require Caltrans, in coordination with the County of San Diego, to construct trails along the river or incorporate them into the fill slopes, where feasible. Because the planned trail locations are not specifically defined, ample area within the planned park exists to accommodate the minor trail alignment adjustments caused by either build alternative for the SR-76 East highway project.

***De minimis* Finding for the Planned Trails on Publicly Owned Land**

Conversion of these areas to transportation use would not be consistent with the designated function of the San Luis Rey River Park. However, the portion of land requiring use does not possess any features or attributes that, if lost, would impede the ability of the River Park to function in its intended use, as defined in the San Luis Rey River Park Master Plan. Therefore, the proposed project would not adversely affect any of the activities, features, or attributes of the parcel that qualify the resource for protection under 4(f), and would be proposed as *de minimis*.

Future Planning and Coordination

Recently, the County of San Diego has purchased additional parcels in the San Luis Rey River valley in order to incorporate these new parcels into the River Park. These newly purchased parcels are immediately adjacent to the current SR-76 roadway. Caltrans proposes to incorporate portions of the planned and informal trails into the SR-76 East project fill slopes, where feasible. Additionally, Caltrans has proposed construction of undercrossings sufficient to accommodate equestrian and other trail users, as part of the SR-76 highway project.

As noted, it is our understanding that the County would agree that the impacts of the SR-76 project on SLRRP parcels are 4(f) *de minimis* upon Caltrans' signing a Memorandum of Understanding (MOU) that would require Caltrans to construct trails in the SR-76 East project vicinity where the trails can be accommodated. The trail construction would mitigate the SR-76 highway project's impacts so that they would not adversely affect the future features, attributes or activities of the proposed SLRRP. By way of the MOU, Caltrans has agreed to construct trails outside the highway right of way where feasible, in what were previously "temporary project impact" areas of highway construction. Since construction of the trails would change these temporary impacts to permanent impacts, further increasing the highway impact footprint; the County would be responsible for mitigating any permanent impacts from the trails that would

cause temporary impact areas to become permanent impact areas, and would be responsible for any further consultations with resource agencies. In addition, these permanent trail impacts would reduce replanting efforts proposed by Caltrans in the Draft EIR/EIS; therefore these new permanent impacts would be mitigated by the County through additional environmental review and documentation. The MOU would state that Caltrans, in partnership with the County, would request a revised Biological Opinion from the United States Fish and Wildlife Service (USFWS) to account for additional permanent impacts from the construction of the trails. The MOU would specify that Caltrans would modify CEQA/NEPA documents as necessary.

Caltrans is now requesting your concurrence in this *de minimis* determination, as required under SAFETEA-LU Section 6009(a). A signature block is provided at the bottom of this letter for your convenience. If you have any questions, please do not hesitate to call me at (619) 688-0100 or Olga Estrada, Chief, Environmental Analysis - Branch A, at (619) 688-0229.

Sincerely,

BRUCE L. APRIL
Deputy District Director, Environmental

Contingent on the signing of a Memorandum of Understanding that addresses the measures Caltrans will take to reduce the impact to a *de minimis* level, the signature below represents written concurrence that the proposed SR-76 project would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

BRIAN ALBRIGHT
Director
San Diego County
Department of Parks and Recreation

10/7/11
DATE

c: Mr. Mark Massen, County of San Diego, Department of Parks and Recreation

APPENDIX M
PUBLIC COMMENTS ON THE DRAFT EIR/EIS WITH RESPONSES

(This appendix has been added to the document following public review of the Draft EIR/EIS)

RESPONSE TO COMMENTS – APPENDIX M

Over 350 comments were received during the public review period. Responses are provided adjacent to the numbered comments, in this "Public Comment and Response to Comment" document (Appendix M). All comment letters or transcribed public hearing comments received during the public review period for the Draft EIR/EIS are organized into the following categories (shown below). Specific agencies that provided comments are named beneath each heading.

Federal Agencies

1. US Army Corp of Engineers, Los Angeles District Office
2. US Department of the Interior, Office of the Secretary, Office of Environmental Policy and Compliance
3. US Environmental Protection Agency, Region IX
4. US Department of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service

State Agencies

1. California Regional Water Quality Control Board – San Diego Region
2. California Department of Conservation, Division of Land Resource Protection
3. California Department of Fish and Game, South Coast Region

Native American Tribes

1. Pala Band of Mission Indian Tribes Historic Preservation Office
2. Pechanga Band of Luiseño Indians
3. San Luis Rey Band of Mission Indians

Local Agencies

1. County of San Diego, Department of Planning and Land Use
2. North County Fire Protection District
3. San Diego County Archaeological Society, Inc.

Organizations

1. San Diego Chapter of the California Native Plant Society
2. Fallbrook Community Planning Group
3. SR-76 Action Committee

Public Hearing (September 23, 2010)

Over 110 comments were received from the Public Hearing held on September 23, 2010. Verbal testimony was received from 16 people who attended the Public Hearing and approximately 96 written comment slips were received following the Public Hearing. A number of common issues were raised in both the testimony and the comment slips. For additional information, please refer to Response to Comments pp. 144 through 288.

Comments Received from the Public

Approximately 220 comment letters were received from the general public on the Draft EIR/EIS for the proposed project, including form letters, petitions, and e-mails. Please refer to Responses to Comments pp.289 through 608.

DEPARTMENT OF THE ARMY
Los Angeles District, Corps of Engineers
P.O. Box 532711
Los Angeles, California 90053-2325

February 17, 2011

REPLY TO
ATTENTION OF:
Office of the Chief
Regulatory Division

Sandra Lavender
Acting Chief, Environmental Analysis Branch-A
California Department of Transportation, District 11
4050 Taylor Street, MS-242
San Diego, California 92110

Subject: Corp's Comments on the DEIR/DEIS for State Route 76 South, Mission Road to Interstate 15 Highway Improvement Project, San Diego, California

Dear Ms. Lavender:

The U.S. Army Corps of Engineers (USACE) has reviewed the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS), dated August 2010, for the State Route 76 South Mission Road to Interstate 15, Highway Improvement Project (SR 76), San Diego County, California. Our comments are provided pursuant to the National Environmental Policy Act (NEPA) and Section 404 of the Clean Water Act (CWA) of 1972 (33 U.S.C. § 1344).

As part of on-going coordination efforts on the SR-76 South, Mission Road to I-15 Highway Improvement Project, San Diego, California, the USACE, as a signatory agency of the National Environmental Policy Act, Clean Water Act Section 404 Integration Process Memorandum of Understanding (NEPA 404/MOU), and as a "Cooperating Agency" under SAFETEA-LU, has participated in multiple interagency meetings and teleconferences, and coordinated with Federal and State resource and regulatory agencies to consistently provide early input. We appreciate the opportunity to review and comment on the DEIR/DEIS as these comments are offered to facilitate a seamless transition from the DEIR/DEIS to our permit process.

Project Alternatives

1 Chapter 2 of the DEIR/EIS presents two alignment alternatives, transportation system management (TSM) and transportation demand management (TDM) alternatives, a no build alternative, and six eliminated alignment alternatives. To comply with Section 404(b)(1)

FEDERAL AGENCIES

1 Thank you for your comments and your participation as a SAFETEA-LU cooperating agency in the environmental process regarding the SR-76 highway improvement project. An Alternative Comparison Table was developed during the NEPA 404 meetings and has been added to Chapter 2 (Table 2-2). It lists various impacts from each of the eliminated alternatives.

-2-

1 Cont. guidelines in 40 CFR Part 230, we would evaluate a full range of alternatives for the proposed discharge and determine the Least Environmentally Damaging Practicable Alternative (LEDPA). To ensure we have adequate information to support our later finding of the LEDPA, we recommend you provide the following:

First, please provide additional information for the eliminated alternatives. Specifically, please quantify impacts of these alternatives to jurisdictional waters, including wetlands. Also describe the adverse impacts expected to the types of cultural resources, visual aesthetics, sensitive habitats, and listed species. The requested information will be necessary to support elimination of these alternatives from further analysis.

2 Second, the presented design alternatives carried forward should include design specifics sufficient to assess impacts to the aquatic environment. If the southern alignment is to be analyzed as designed, a sediment model should be provided to show what changes would occur to the San Luis Rey (SLR) riverine sediment and hydro-geomorphic functions from the two proposed bridge crossings. However, the "Existing Alignment Alternative" as proposed is far less damaging to sediment transport and may not require a sediment model. Loss of sediments in the SLR riverine system may have severe consequences to downstream resources and infrastructure given the dam upstream, the I-15 construction, and existing inactive and active sand mines. Portions of the Corps' Federal SLR project are already eroding in some localized areas, which may be exacerbated by the proposed Southern Alignment's changes to SLR sediment transport functions.

Impacts to Waters of the United States

3 In accordance with CEQ regulations Part 1502.16, the environmental consequences section of the EIS should contain discussions of direct effects, indirect effects, and their significance. As such, we find that Section 3.21.3 does not include sufficient detailed analyses of impacts to the aquatic environment. We recommend that you clearly demonstrate and analyze the relationships between the proposed discharges and the effects of the discharge on the aquatic environment. For the purposes of this letter, we will refer to the portion of the discharge that would result in an impact as the cause, and the impact of that discharge as the effect. We recommend that you clearly identify the cause, and explain and assess in sufficient detail, the expected effects. We also recommend that you organize the cause and effect relationships into separate sections for clarity.

4 Also, we realize that certain terms differ in use among agencies. As such, we recommend that you clearly define the terms used in Section 3.21.3 for the different types of impacts. Specifically, you should clearly define the terms: permanent, temporary, direct, and indirect, to avoid confusion that may occur when quantifying impacts. Specifically, when you quantify impacts in this section, it should be clear which impacts are associated with the type of discharge.

5 In addition, while direct, permanent and temporary impacts to jurisdictional waters are included in Table 3.21-2, indirect impacts to resources are not included. Additionally, impacts

2 The Existing Alignment has been identified as the Preferred Alternative and no sediment modeling is necessary. The analysis below provides information on the rationale for this conclusion. It discusses both the Existing and Southern Alignments.

A Scour and Location Hydraulic Study was prepared to determine the impacts of the proposed project alternatives on the San Luis Rey River floodplain. HEC-RAS was used to create the existing conditions and proposed alternative models. The Location Hydraulic Study determined that the Existing Alignment Alternative (Preferred Alternative) would yield a maximum rise of 3 inches to the 100-year floodplain water surface elevation. Title 23, Code of Federal Regulations, Section 650.105 (Title 23 CFR 650.105) requires that the increase to the regulatory floodway water surface elevation not exceed 1 foot. The abutments of both bridge crossings along the Southern Alignment Alternative are located within the 100-year floodplain. The abutments and columns of the proposed bridge crossings under the Southern Alignment Alternative constrict the flow of the river, causing a maximum rise to the 100-year floodplain water surface elevation of 7 inches. Therefore, the Southern Alignment Alternative meets the requirements of Title 23 CFR 650.105. Substantial changes to the channel velocity as a result of the proposed project could result in increased erosion or sedimentation. The existing and proposed velocities for the 10-year and 100-year storm events were evaluated to determine the hydromodification potential of each alternative. Throughout the majority of the channel, the proposed improvements for both alternatives maintain or decrease the existing channel velocity. During the 10-year storm event, the Existing Alignment Alternative (Preferred Alternative) would maintain or decrease the existing channel velocity for approximately 4.7 miles of the 5 miles analyzed. During the 100-year storm event, the Existing Alignment Alternative (Preferred Alternative) would maintain or decrease the existing channel velocity for approximately 3.9 miles of the 5 miles analyzed. At a few isolated cross sections, the Existing Alignment Alternative (Preferred Alternative) would increase the 10-year and 100-year storm event channel velocity slightly, by a maximum of 0.50 fps and 0.71 fps, respectively. The Existing Alignment Alternative (Preferred Alternative) would not cause existing nonerosive velocities to increase to erosive velocities. During the 10-year storm event, the Southern Alignment Alternative would maintain or decrease the existing channel velocity for approximately 4.5 miles of the 5 miles analyzed. During the 100-year storm event, the Southern Alignment Alternative would maintain or decrease the existing channel velocity for approximately 3.6 miles of the 5 miles analyzed. At a few isolated cross sections, the Southern Alignment Alternative would increase the 10-year and 100-year storm event channel velocity by a maximum of 0.30 fps and 0.87 fps, respectively. The Southern Alignment Alternative proposes two river crossings, which would encroach on the floodplain and constrict the flow of the river. At these river crossings, approximate cross sections 5005 and 1824, the potential exists for nonerosive velocities to increase to erosive velocities. The HEC-RAS results were analyzed to determine the hydrologic and sediment transportation effects of the proposed alternatives on the San Luis Rey River. The results show that neither alternative would result in a large increase to the

channel velocity. In addition, the Existing Alignment Alternative (Preferred Alternative) would not cause nonerosive channel velocities to increase to erosive channel velocities. The Existing Alignment Alternative (Preferred Alternative) has the least potential hydrologic and sediment transportation impact on the San Luis Rey River. The Southern Alignment Alternative proposes two additional river crossings, which would constrict the flow of the river and cause slightly higher velocities. In addition, the improvements associated with the Southern Alignment Alternative have the potential to create erosive velocities at the proposed river crossings. Since the alternatives are not expected to have a substantial impact on the existing hydrology and hydraulic function of the San Luis Rey River no further sediment transportation study is recommended.

3 A more detailed analysis of indirect effects on wetlands and waters related to drainage patterns, water surface elevation, storm water, water quality, erosion and sedimentation, ecosystem stability, fragmentation, and vegetative changes has been added to Section 3.20.2. The analysis of indirect effects included the types of impacts listed in this comment. Additionally, acreages of indirect impacts to wetlands and waters have been added to Tables 3.20-2 and 3.21-2.

4 Impacts (permanent, temporary, direct, indirect) are defined in the EIR/EIS in Section 3.20.2. The following has been added to the text of the Final EIR/EIS: The Federal Endangered Species Act defines direct (both permanent and temporary) effects as those effects occurring during action implementation; indirect effects (both permanent and temporary) occur later in time. Cumulative effects include future state, private and nonfederal activities that are reasonably certain to occur within the action area.

5 Indirect impacts to jurisdictional waters have been added to Tables 3.20-2 and 3.21-2 in the Final EIR/EIS.

-3-

5 Cont. associated with the proposed bridge crossing over Live Oak Creek, under the Existing Alignment Alternative, should be included, as well.

6 To further compare and evaluate the effects of each alternative, per 33 CFR 332.3(f), we recommend that you conduct a functional assessment of the areas to be impacted to accurately determine how much compensatory mitigation will be required. If a quantitative functional assessment is not feasible, a qualitative functional assessment should be conducted using best professional judgment, to determine the quantity of direct impacts expected for each alternative. With this approach, we would be able to further evaluate the LEDPA and the need to further mitigate these impacts.

Cumulative Impacts

In reviewing the cumulative impacts table (3.29.1), we recommend that you include any flood control and maintenance projects proposed on the SR-76 in your cumulative impacts analysis.

7 In addition, you state the following: "The impacts to wetlands and waters of the United States resulting from implementation of either project alternative would contribute considerably to cumulative impacts prior to mitigation…The mitigation is designed to offset any adverse biological effects related to jurisdictional waters and wetlands impacts; therefore, after mitigation, the project impacts would not make a considerable contribution to cumulative impacts". Please clarify how project impacts would contribute considerably to cumulative impacts. Also, it is not stated how or what type of compensatory mitigation would reduce these impacts. We recommend that you provide a follow-through analysis to support this statement.

Avoidance and Minimization

8 Section 3.21.4 states that the proposed project alignment alternatives were designed to avoid and minimize impacts to wetlands and jurisdictional waters wherever possible, however, you do not specifically describe if this was achieved through development or modification of the project design. We recommend you clearly describe and analyze avoidance and minimization measures in order to support your statement.

9 The USACE is supportive of Caltrans' efforts to incorporate mitigation parcels and wildlife crossing along the San Luis Rey River, however, the proximity of the existing SR-76 alignment to the San Luis Rey River would seem to preclude widening without significant encroachment upon the river system. We strongly recommend that Caltrans further identify and evaluate additional opportunities of avoidance and minimization of impacts to jurisdictional waters associated with the Existing Alignment Alternative.

10 Lastly, you do not provide a means to mitigate adverse environmental impacts, as no compensatory mitigation plan was included in your draft document. Although you suggest methods for compensatory mitigation, you do not actually state a proposal or analyze expected effects of compensatory mitigation. Per 33 CFR 332.4(c) please provide a draft compensatory mitigation plan analyzing how the mitigation will offset impacts resulting from project

6 The project proposes compensatory mitigation for impacts to waters of the U.S. All mitigation for permanent impacts to USACE waters of the U.S. would occur at the Tabata and Vessels mitigation sites. The mitigation is habitat based; that is, functions and values of the affected waters of the U.S. are to be replaced at predetermined ratios of similar habitats to ensure no net loss of functions and values.

The amount of mitigation necessary for the affected habitats would vary by the type of habitat and the area impacted. Mitigation ratios by habitat type are presented in Tables 3.21-3 and 3.21-4 of the Final EIR/EIS. The area of impact is multiplied by a replacement ratio, determined by the type of habitat affected. Typically, the longer the temporal impacts, the higher the ratio. There are also several other factors that influence the replacement ratio, including habitat sensitivity, quality of the impacted habitat, and location of the impacts and mitigation relative to any sensitive preserve areas. Impacts ranging from good to high-quality riparian and wetland habitats would be mitigated at a ratio of 3:1. Giant reed/disturbed wetlands would be mitigated at a 1:1 ratio. All temporary impacts would be mitigated in place at a 1:1 ratio.

In addition to mitigation for impacts to waters of the U.S., the Tabata and Vessels sites would be used for mitigation of permanent impacts to riparian habitat and wetlands subject to the jurisdiction of CDFG. Section 3.21 shows the acreages of creation and restoration proposed for all riparian and wetland vegetation types, including waters of the U.S.

In addition to the replacement mitigation described above, mitigation measures intended to protect the functions and values of waters of the U.S. adjacent to and nearby the temporary impact areas would be employed as required by the Biological Opinion from USFWS and the Final EIR/EIS. Avoidance, minimization, and mitigation measures are described in Section 3.21-4 of the EIR/EIS.

7 The USACE flood control project has been added to the list of cumulative projects (Table 3.29-1); it plus other projects are evaluated in 3.29.

8 Design of both build alternatives was done with the goal of avoiding impacts to wetlands resources to the maximum extent possible. However, complete avoidance of all impacts to wetlands was not feasible. Section 3.21.4 identifies design iterations completed in an effort to improve design performance and minimize impacts to the environment, including waters and wetlands. Quantifications of permanent, temporary, and indirect impacts to wetlands that could not be avoided are documented in Tables 3.20-2 and 3.21-2. Implementation of mitigation ratios documented in Tables 3.21-3 and 3.21-4 would mitigate for impacts to wetlands that could not be avoided through design.

9 The project proposes compensatory mitigation for impacts to waters of the U.S. All mitigation for permanent impacts to USACE waters of the U.S. would occur at the Tabata and Vessels mitigation sites. The mitigation is habitat based; that is, functions and values of the affected waters of the U.S. are to be replaced at predetermined ratios of similar habitats to ensure no net loss of functions and values.

-4-

10 Cont. discharge. We will then be able to determine whether the proposal will be appropriate for such impacts. Such changes to the document will provide assurance during our permit process, as compensatory mitigation will be an integral component of your proposed project.

Additional Comments

11 There is an existing mitigation parcel, "Rincon" (Corps File No.: 2010-00587-RRS) established for the San Luis Rey River Restoration project, a Federal project that has been completed. It has been requested by the USACE Planning Division, that access to the mitigation parcel via the existing access road at the intersection of Via Monserate and SR-76 be maintained, or that a new access point to the mitigation site be furnished if the "Southern Alignment Alternative" is chosen.

We appreciate the opportunity to comment on this draft document and look forward to continued participation and coordination in the transportation planning process. If you have any questions, please contact Stephanie Hall of my staff at 213-452-3410 or via e-mail at Stephanie.J.Hall@usace.army.mil. Please refer to this letter and SPL-2009-00051-SJH in your reply.

Sincerely,

Mark D. Cohen
Deputy Chief, Regulatory Division

CF:
U.S. EPA, Region IX – Susan Sturges
USFWS, Carlsbad – Sally Brown

10 Caltrans has prepared a wetland mitigation plan that incorporates the mitigation ratios and other mitigation and minimization efforts described in Section 3.21-4 to mitigate impacts.

11 Caltrans could add a driveway and a gate at the current access near the SR-76/Via Monserate intersection. The gate however would not keep the smaller animals on the river side and off the roadway as this condition may impede the function of the wildlife directional fencing. The footprint for the driveway would need to be reviewed, as minimization of the temporary and permanent impacts would continue. Future coordination on these details may be necessary during final design.

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Pacific Southwest Region
1111 Jackson Street, Suite 520
Oakland, California 94607

IN REPLY REFER TO:
ER# 10/861

Electronically Filed

22 November 2010

Debra Soifer, Acting Chief Environmental Analysis, Branch A,
California Department of Transportation
4050 Taylor Street, MS 242
San Diego, CA 92110

Subject: Comments on the Draft Environmental Impact Report / Environmental Impact Statement for the State Route 76 South Mission Road to Interstate 15 Highway Improvement Project, San Diego County, California

Dear Ms. Soifer:

The Department of the Interior has received and reviewed the subject document and has the following comments to offer.

General

The U.S. Fish and Wildlife Service (Service)'s primary concern and mandate is protection of public fish and wildlife resources and their habitats. We have legal responsibility for welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. We are responsible for administering the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*).

The Service is a Participating Agency, as defined in 23 USC 139 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), for this project. We have coordinated with U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, and other resource and regulatory agencies to provide early agency input pursuant to National Environmental Policy Act (NEPA) / Clean Water Act Section 404 Integration Process for Federal Aid Surface Transportation Projects in California Memorandum of Understanding (NEPA/404 MOU).

The California Department of Transportation (Caltrans) has assumed Federal Highway Administration's responsibilities with regard to NEPA compliance for this project in accordance with Section 6005 of SAFETEA-LU, as described in the NEPA Delegation Pilot Program

Memorandum of Understanding between FHWA and Caltrans (effective July 1, 2007), and codified in 23U.S.C. 327(a)(2)(A).

The project as proposed will result in widening and realignment of State Route 76 (SR-76) over a distance of approximately 5.2 miles from South Mission Road in Bonsall, to just east of Interstate 15 (I-15) interchange in Fallbrook. The proposed project would result in widening of this stretch of SR-76 from two lanes to four lanes (two in each direction), improvements to SR-76 / I-15 interchange, and development of a Park and Ride facility immediately southwest of SR-76 / I-15 interchange.

We offer the following comments to assist Caltrans in avoiding, minimizing, and providing adequate offsetting conservation for project-related impacts to fish and wildlife resources, and to ensure the project is consistent with ongoing regional conservation planning efforts:

Indirect Effects of the Southern Alignment Alternative

1 Our primary concern with regard to proposed project are indirect and edge effects the Southern Alignment Alternative would have on proposed reserve lands, sensitive habitats, including waters of the United States, and wildlife connectivity. We request the Final Environmental Impact Statement (FEIS) include a more thorough analysis of these effects.

2 We are concerned regarding direct and indirect effects the Southern Alignment Alternative would have on proposed preserve lands associated with Pre-approved Mitigation Area (PAMA) of the draft North County Multiple Species Conservation Program (NCMSCP).

3 The proposed project impacts extend into the PAMA. The PAMA represents those lands targeted for conservation with the objective of creating a connected system of habitats in a manner that maximizes protection of sensitive species. While Existing Alignment Alternative largely follows the northern edge of the PAMA, Southern Alignment Alternative would be located in the center of the PAMA, and would result in a substantial area of the PAMA being reduced to a habitat fragment located in-between the existing SR-76 roadway and the proposed Southern Alignment Alternative.

4 We request that Section 3.2 of the FEIS acknowledge substantial impact that would occur to the PAMA in association with Southern Alignment Alternative as a result of indirect and edge effects, including habitat fragmentation, growth inducing effects, increased disturbance by humans and nonnative predators (pets), creation of a new corridor for nonnative plant migration, increased noise, decreased avian productivity, increased fire frequency, construction noise, construction and operational light and glare, and hydrological changes.

5 In accordance with our commitment to work with Caltrans and other regulatory agencies under NEPA/404 MOU, we encourage Caltrans to conduct a thorough review of indirect effects of the project on Jurisdictional Waters of the United States. This review is recommended to inform regulatory agencies in our decision-making process and to facilitate identification of the least environmentally damaging practicable alternative for the purposes of NEPA and Clean Water Act permitting.

6 Table 3.21-2 of the DEIS identifies permanent and temporary impacts to jurisdictional waters (Federal and State); however, this table does not identify indirect impacts to these resources.

- 2 -

1 A more detailed analysis of indirect effects on wetlands and waters related to drainage patterns, water surface elevation, storm water, water quality, erosion and sedimentation, ecosystem stability, fragmentation, and vegetative changes has been added to Section 3.20.2. Additionally, acreages of indirect impacts to wetlands and waters have been added to Tables 3.20-2 and 3.21-2.

Impacts to wildlife connectivity are discussed in Section 3.20-2 and shown in Figure 3.20-4. The analysis concluded that habitat fragmentation would be greater under the Southern Alignment Alternative.

2 Acreages of permanent and temporary impacts to the PAMA resulting from both the Existing Alignment Alternative (Preferred Alternative) and Southern Alignment Alternative have been added to Section 3.20-2. Indirect impacts are quantified by habitat type in Tables 3.20-2 and 3.21-2.

3 Caltrans acknowledges the Department of the Interior's concern related to habitat fragmentation resulting from the Southern Alignment Alternative. The greater amount of habitat fragmentation associated with the Southern Alignment Alternative was taken into consideration during of the process undertaken to identify the Existing Alignment Alternative as the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have fewer impacts related to habitat fragmentation. Mitigation measures for impacts to wildlife corridors proposed for both alternatives are described in Section 3.20-3.

4 Table 3.2-1 has been revised to acknowledge that the Southern Alignment Alternative would result in greater indirect effects to the PAMA than the Existing Alignment Alternative (Preferred Alternative).

5 A more detailed discussion of impacts to drainage patterns, water surface elevation, storm water, water quality, erosion and sedimentation, ecosystem stability, fragmentation, and vegetative changes has been added to Section 3.20.2.

6 Indirect impacts to wetlands and waters for both build alternatives have been added to Tables 3.20-2 and 3.21-2.

7 Although the DEIS makes some brief, general statements regarding possible indirect effects of the project to jurisdictional wetlands and other waters, it does not effectively evaluate or quantify indirect impacts to waters of the United States from each alternative.

These impacts would include: (1) increases in impervious surfaces and corresponding increases in volume and velocity of polluted storm water; (2) hydrologic and sediment transportation effects influenced by placement of new permanent fill, structures, and crossings (3) vegetative changes and disturbance to wetlands habitat which result in a reduction in functional capacity of adjacent wetlands; (4) fragmentation of large, undeveloped, high functioning wetlands ecosystems; (5) creation of noise, glare, and other similar human-related disturbances to aquatic resources; (6) shading of wetland habitat from roads and bridges; and (7) decreases in biodiversity and ecosystem stability.

8 In addition, particularly when considering indirect effects from Southern Alignment Alternative, impacts associated with San Diego County's potential upgrade of existing SR-76 should be accounted for as a part of indirect effects analysis.

9 Further, part of the project's purpose and need is to implement aspects of "net benefit" as required by the 2004 TransNet Sales Tax Extension Ordinance. The TransNet Ordinance indicates that "direct and indirect impacts to sensitive plant and animal populations, and to the function of the wildlife corridors, should be mitigated in order to produce an on-site 'net benefit' to species and to the movement of wildlife." (p. 1-4).

It is unclear how Southern Alignment Alternative meets the intent of an on-site 'net benefit' to species and movement of wildlife since Southern Alignment Alternative would create new potential barriers and new crossings of San Luis Rey River that do not currently exist. The FEIS should acknowledge the considerable impact that Southern Alignment Alternative would have on wildlife connectivity in project area.

We recommend further discussion of how Southern Alignment Alternative does or does not meet on-site 'net benefit' requirements of TransNet in the FEIS.

Specific Comments

10 Page 1-11. A new Park and Ride is proposed within and adjacent to sensitive habitat areas associated with San Luis Rey River. According to the DEIS, this 12.7 acre facility includes a "future use area" within the disturbed northern portion of the parcel; however, intended use is not defined. We request that future use area be eliminated from Park and Ride facility which would allow remaining features of the facility to be shifted north, minimizing impacts on sensitive habitat areas including the PAMA, and critical habitat for federally threatened coastal California gnatcatcher (*Polioptila californica californica*) and the federally endangered Least Bell's vireo (*Vireo bellii pusillus*) and arroyo toad [*Anaxyrus (=Bufo) californicus*], as well as reducing amount of impervious surface project will place adjacent to San Luis Rey River.

11 In addition, information should be provided to support substantial size of remaining features of this facility and/or the facility should be further reduced in size.

12 Page 2-2. The DEIS states that areas of excess pavement resulting from construction of proposed project, particularly Existing Alignment Alternative where portions of current highway will no

- 3 -

7 A more detailed analysis of indirect effects on wetlands and waters related to drainage patterns, water surface elevation, storm water, water quality, erosion and sedimentation, ecosystem stability, fragmentation, and vegetative changes has been added to Section 3.20.2. The analysis of indirect effects included the types of impacts listed in this comment. Additionally, acreages of indirect impacts to wetlands and waters have been added to Tables 3.20-2 and 3.21-2.

8 The Existing Alignment Alternative has been identified as the preferred alternative. Under the Southern Alignment Alternative, the existing SR-76 roadway within the BSA would be relinquished to San Diego County. It is anticipated that this roadway would be improved by the County but would be completed as a separate project. This roadway upgrade, referred to as the Existing SR-76 Improved to Light Collector County Standards (County's upgrade of existing SR-76), would have impacts to biological resources within the BSA. A detailed project design for the County's upgrade of SR-76 has not been developed, and a date for when this project would occur is unknown. However, an analysis has been conducted of the potential biological impacts that could result from the County's upgrade of the existing SR-76.

9 The Existing Alignment Alternative has been identified as the preferred alternative. The California Department of Fish and Game concurred with Caltrans that the Southern Alignment Alternative would meet the intent of an on-site "net benefit" if Caltrans were to purchase the Rancho Lilac and Jefferies Ranch properties as mitigation sites. A concurrence letter from the California Department of Fish and Game is located in Section 5.4 of the Final EIR/EIS.

The Southern Alignment Alternative would include other design features to ensure it would meet the intent of an on-site "net benefit" such as wildlife fencing and wildlife crossings along the entire alignment. Plans for open-span bridges to allow for movement under the alignment, as well as wildlife directional fencing and road undercrossings, may decrease these impacts. In addition, the Southern Alignment Alternative would not bisect the riparian-upland (north to south) habitat as directly as the existing SR-76 roadway and proposed Existing Alignment Alternative (Preferred Alternative). Jeffries Ranch and an additional large (850-acre) parcel located within the San Luis Rey watershed are being acquired. These parcels would be used to meet the net benefit requirement.

10 The "future use" area of the Park and Ride has been recharacterized to show it as a proposed future expansion of the existing Park and Ride facility. The facility has also been shifted north. The present Park and Ride area, located north of SR-76 and east of Old Highway 395, is being considered for current expansion.

11 Refinement and further minimization would be accomplished during final design.

12 All mitigation measures regarding grading and landscaping would be applied to all the disturbed areas including the abandoned roadway. All areas would be prepared appropriately to successfully establish the plant material, including road surface and base removal, grading, cultivation, and duff placement.

12 Cont. longer be needed due to curve corrections, will be abandoned and removed, and those areas revegetated. We request FEIS specify these areas will be restored to appropriate native plant communities. We anticipate restoration of these previously paved areas may require additional effort due to the level of disturbance that has resulted from existing paved road. We recommend making use of salvaged topsoil and plants from the project impact area where feasible.

13 Please note that some areas of excess pavement are shown on figures 2.1-2d and 2.1-2e that are not mapped as "pavement to be removed". We suspect that this is a mapping error and recommend that it be corrected in the FEIS.

14 Page 3-6. The FEIS should include information on any project impacts that may result from fuel modification zones, as well as information on how any interrelated and interdependent impacts resulting from fuel modification will be offset.

15 Page 3-209. The DEIS states that the surface of dirt piles will be stabilized if dirt is not removed within 2 days as a dust control measure. Due to presence of sensitive and protected species in receiving waters adjacent to project area, we request FEIS provide information on how surface of dirt piles will be stabilized, including specific polymers that may be used. We advise against use of cationic polymers which are attracted to hemoglobin in fish gills and can cause suffocation at relatively low concentrations.

16 Page 3-234. The DEIS states that best management practices will be used to control erosion and sedimentation for proposed project. We request that erosion and sedimentation control measures that require materials such as fiber rolls or erosion control blankets make use of products made from biodegradable materials such as jute, with no plastic mesh, to avoid creating a wildlife entanglement hazard.

17 Page 3-238. We appreciate incorporation of wildlife connectivity features throughout the project as well as modifications made to these features based on our recommendations made during meetings and site visits for proposed project. We strongly recommend FEIS include commitment to maintain wildlife connectivity features, including directional fencing and culverts, such that wildlife connectivity in project area is not lost over time. In addition, FEIS should include Caltrans commitment to conduct post-project monitoring on effectiveness of wildlife connectivity features to inform decision-making for future projects.

18 Page 3-284 to 3-294. The DEIS includes "may affect, not likely to adversely affect" determinations for project impacts to federally endangered least Bell's vireo (*Vireo bellii pusillus*), arroyo toad [*Anaxyrus (=Bufo) californicus*], and San Diego ambrosia (*Ambrosia pumila*). According to tables 3.24-1 and 3.24-3, the project will result in a take of these species.

In addition, DEIS includes "may affect, not likely to adversely affect" determinations for substantial impacts to critical habitat for five federally listed species (Table 3.24-6). A "may affect, not likely to adversely affect" determination is appropriate conclusion when effects on listed species are expected to be discountable, or insignificant, or completely beneficial. We do not believe a "may affect, not likely to adversely affect" determination is appropriate for above-listed species and critical habitats in relation to proposed project.

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13 Thank you for your comments; the mapping error in Figures 2.1-2d and 2.1-2e have been corrected in the Final EIR/EIS.

14 Fuel modification zones are not included as a part of the proposed project. Therefore, the proposed project would not result in any impacts related to fuel modification zones.

15 Language would be included in the plans and specifications to prohibit use of cationic polymers in stockpile stabilization BMPs. Watering and temporary covers would be the main BMPs of choice for wind erosion control.

16 Language would be included in the plans and specifications to only use fiber rolls and blankets with all biodegradable materials.

17 Post-project maintenance would occur as part of the overall roadway maintenance program. Monitoring would be conducted on the effectiveness of the wildlife connectivity features such that the effectiveness of wildlife connectivity features can be improved, and to inform decision makers for future projects. This monitoring would include research on the degree to which various undercrossings are used by target species, the effectiveness of the fencing at preventing wildlife from accessing the roadway, and the effectiveness of the escape ramps for target species, including carnivores such as bobcats and coyotes (to ensure they are not using escape ramps to gain access to the roadway). Remote cameras would be used in post-project monitoring to document use of wildlife undercrossings. Post-project monitoring would be conducted over a minimum of 3 years to allow wildlife to become accustomed to the wildlife connectivity features. Annual post-project monitoring reports, including photographs, modifications made to wildlife connectivity features to improve their functionality, and recommendations, would be provided to the Carlsbad Fish and Wildlife Office each year for the duration of the 3-year post-project monitoring period.

18 The Final EIR/EIS has been revised to state the following in Section 3.24.3:

"The State Route 76 South Mission to Interstate 15 Highway Improvement Project Biological Assessment (August 2011) concluded the Existing Alignment Alternative (Preferred Alternative) may affect, and is likely to adversely affect San Diego ambrosia." and "The State Route 76 South Mission to Interstate 15 Highway Improvement Project Biological Assessment (August 2011) concluded the Existing Alignment Alternative (Preferred Alternative) may affect, and is likely to adversely affect arroyo toad, least Bell's vireo, southwestern willow flycatcher, and coastal California gnatcatcher."

"The Southern Alignment Alternative "may affect, and is likely to adversely affect" the arroyo toad, least Bell's vireo, southwestern willow flycatcher, and coastal California gnatcatcher. It is anticipated that the Southern Alignment Alternative would have "no effect" on San Diego ambrosia and southern California steelhead."

18 Cont. We recommend a "likely to adversely affect" determination for projects where any adverse effect to listed species may occur as direct or indirect result of proposed action or its interrelated or interdependent actions, and effect is not discountable, insignificant, or beneficial.

19 Page 3-294 and Figure 3.24-9. Please note that proposed critical habitat rules for federally endangered arroyo toad [*Anaxyrus (=Bufo) californicus*] and San Diego ambrosia (*Ambrosia pumila*) should be finalized within next few months. We recommend FEIS incorporate information on final critical habitat rules once they are available.

20 Page 5-1. The DEIS states that "Early and continuing coordination with the … agencies is an essential part of the environmental process" (page 5-1). We concur with this statement and commend Caltrans on extensive and early coordination on this project with regard to avoidance, minimization and mitigation measures for project, including incorporation of numerous wildlife connectivity features and well-planned habitat conservation and restoration proposals that will complement regional conservation planning efforts.

We appreciate the opportunity to comment on referenced DEIS and to participate in transportation planning process. If you have any questions regarding this letter, please contact Sally Brown of the Carlsbad Fish and Wildlife Office at (760) 431-9440, extension 278.

Sincerely,

Patricia Sanderson Port

Patricia Sanderson Port
Regional Environmental Officer

cc:
Director, OEPC
OEPC Staff Contact
Regional Director, FWS, Sacramento, CA
Stephanie Hall, U.S. Army Corps of Engineers, Los Angeles, CA 90017
Tim Dillingham, California Department of Fish and Game, San Diego, CA 92123
Susan Sturges, U.S. Environmental Protection Agency, San Francisco, CA 94105
Elizabeth Goldmann, U.S. Environmental Protection Agency, San Francisco, CA 94105

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19 The Final EIR/EIS incorporates final critical habitats for San Diego ambrosia and arroyo toad.

20 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. Caltrans appreciates the positive input regarding project planning and coordination efforts.

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

NOV 01 2010

Sandra Lavender
Acting Chief Environmental Analysis, Branch A
California Department of Transportation District 11
4050 Taylor Street, MS 242
San Diego, CA 92110

Subject: EPA Comments on the State Route 76 South Mission Road to Interstate 15 Highway Improvement Project (CEQ# 20100347)

Dear Ms. Lavender:

The Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Report/Environmental Impact Statement (DEIS) for the State Route 76 South Mission Road to Interstate 15 Highway Improvement Project (SR76 Project). Our review is pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. We note that NEPA compliance for this project has been delegated from the Federal Highway Administration (FHWA) to California Department of Transportation (Caltrans) pursuant to the *Memorandum of Understanding Between the FHWA and Caltrans Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program (June 2007).*

EPA is a "Participating Agency" (as defined in 23 USC 139 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)) for this project. EPA has also coordinated with the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and other resource and regulatory agencies to provide early agency input pursuant to the NEPA/Clean Water Act Section 404 Integration Process Memorandum of Understanding (NEPA/404 MOU). EPA appreciates the efforts of Caltrans in including EPA in DEIS development through this forum and commends Caltrans for their incorporation of wildlife crossings throughout the corridor and for thoughtful proposed mitigation.

1 While we are supportive of the extensive coordination between our agencies, following our review of the DEIS, EPA has rated the document as *Environmental Concerns – Insufficient Information* (EC-2). This rating is due to the need for an expanded indirect effects analysis for waters of the U.S. for each of the alternatives and to further identify avoidance and minimization opportunities for the Existing Alignment Alternative.

The enclosure further describes the above-listed concerns and the additional environmental concerns that EPA identified following our review of the DEIS. A "Summary of Rating Definitions" for further details on EPA's rating system is also provided. We appreciate the opportunity to review the DEIS and believe that continued coordination through the NEPA/404 forum will ensure that environmental issues are addressed as early as possible.

1 A more detailed analysis of indirect effects on wetlands and waters related to drainage patterns, water surface elevation, storm water, water quality, erosion and sedimentation, ecosystem stability, fragmentation, and vegetative changes has been added to Section 3.20.2. The analysis of indirect effects included the types of impacts listed in this comment. Additionally, acreages of indirect impacts to wetlands and waters have been added to Tables 3.20-2 and 3.21-2.

We look forward to continuing our coordination with Caltrans as a participating agency and are available to discuss the issues addressed in this letter during upcoming interagency meetings. If you have any questions, please contact Susan Sturges (415-947-4188) or Elizabeth Goldmann (415-972-3398), lead reviewers for this project.

Sincerely,

for

Connell Dunning, Transportation Team Supervisor
Environmental Review Office
Communities and Ecosystems Division

Enclosures: EPA's Detailed Comments
Summary of Rating Definitions

CC: Stephanie Hall, U.S. Army Corps of Engineers
Sally Brown, Fish and Wildlife Service
John Chisholm, Caltrans District 11

2

EPA DETAILED COMMENTS ON THE STATE ROUTE 76 SOUTH MISSION ROAD TO INTERSTATE 15 HIGHWAY IMPROVEMENT PRJOECT, SAN DIEGO COUNTY, CALIFORNIA, NOVEMBER 1, 2010

Waters of the United States

Indirect Impacts

Table 3.21-2 identifies permanent and temporary impacts to jurisdictional waters (federal and state); however this table does not identify indirect impacts to these resources. Although the Draft Environmental Impact Statement (DEIS) makes some brief, general statements of possible indirect effects of the project to jurisdictional wetlands and other waters, it does not effectively evaluate or quantify indirect impacts to waters of the U.S. from each of the alternatives. These impacts would include: (1) increases in impervious surfaces and the corresponding increases in the volume and velocity of polluted stormwater; (2) hydrologic and sediment transportation effects influenced by placement of new permanent fill, structures, and crossings (3) vegetative changes and disturbance to wetlands habitat which results in a reduction in the functional
2 capacity of adjacent wetlands; (4) fragmentation of large, undeveloped, high functioning wetlands ecosystems; (5) the creation of noise, glare, and other similar human-related disturbances to aquatic resources; (6) shading of wetland habitat from roads and bridges; and (7) decreases in biodiversity and ecosystem stability. In addition, particularly when considering indirect effects from the Southern Alignment Alternative, the impacts associated with San Diego County's potential upgrade of the existing State Route (SR) 76 should be accounted for as a part of the indirect effects analysis.

Recommendations:

- Assess and report in the Final Environmental Impact Statement (FEIS) the changes in ecosystem functions as a result of the proposed project.
- Update Table 3.21-2 to identify what the estimated indirect impacts to jurisdictional waters will be. Include impacts associated with the County's potential update of Existing SR 76.
- Provide a description of the proposed mitigation to offset indirect impacts if the current description refers only to mitigation for direct impacts.

Avoidance and Minimization

EPA appreciates the efforts Caltrans has made to incorporate wildlife crossings and proposed, large, contiguous mitigation parcels along the San Luis Rey River. As the existing SR76 alignment flanks the San Luis Rey River, any proposed efforts to widen and realign within the existing corridor will encroach upon the river system. To the extent practicable, EPA recommends that Caltrans further avoid and minimize impacts to jurisdictional wetlands and other waters associated with fill and structures for the Existing Alignment Alternative. EPA is
3 available to discuss what options are available to further avoid and minimize impacts from the Existing Alignment Alternative.

Recommendations:

- In the FEIS, identify any further opportunities to avoid and minimize impacts to waters of the U.S. from the Existing Alignment Alternative. If constraints exist that restrict the ability to reduce impacts to waters of the U.S. for segments of the alignment (e.g., archeological sites, property takings, grade limitations, etc…), EPA recommends the

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2 A more detailed analysis of indirect effects on wetlands and waters related to drainage patterns, water surface elevation, storm water, water quality, erosion and sedimentation, ecosystem stability, fragmentation, and vegetative changes has been added to Section 3.20.2. The analysis of indirect effects included the types of impacts listed in this comment. Additionally, acreages of indirect impacts to wetlands and waters have been added to Tables 3.20-2 and 3.21-2. The potential upgrade of the existing SR-76 alignment with implementation of the Southern Alignment Alternative would be completed by the County. Caltrans would negotiate with the County to relinquish the road in good repair. The proposed project would provide for transition to the existing SR-76 as a frontage road but would not require improvements to the existing route for continued use. The current SR-76 roadway facility consists of 26.7 acres of untreated impervious surfaces. The Existing Alignment Alternative (Preferred Alternative) would increase total impervious surfaces by 36 acres to approximately 62.7 total acres. The Southern Alignment Alternative would add 68.3 acres of new impervious surfaces while the 26.7 acres of the current SR-76 roadway would remain untreated. Treatment of 80-90 percent of the total impervious surfaces from the proposed project would reduce impacts to water quality from roadway runoff into the San Luis Rey River

3 Caltrans has been working to avoid and minimize impacts to wetlands associated with fill and structures. Impacts to riparian and wetland plant communities and jurisdictional waters of the U.S. have been avoided and reduced to the extent feasible through project design. Section 3.21.4 identifies design iterations completed in an effort to improve design performance and minimize impacts to the environment, including waters and wetlands. Additional measures to further avoid and reduce impacts to these sensitive resources would be implemented during project construction and operation through the application of BMPs, as noted in Section 3.14.

3 Cont. FEIS include a discussion of the constraints that affect the ability to move segments of the proposed alignment away from the river.

- We encourage you to work with appropriate regulatory agencies prior to publishing the FEIS to identify and discuss opportunities for further avoidance and minimization of impacts.

Transnet Net Benefit

4 Part of the project's purpose and need is to implement aspects of "net benefit" as required by the 2004 TransNet Sales Tax Extension Ordinance. The Transnet Ordinance indicates that "direct and indirect impacts to sensitive plant and animal populations, and to the function of the wildlife corridors, should be mitigated in order to produce an on-site 'net benefit' to species and to the movement of wildlife." (p. 1-4). It's unclear to EPA how the Southern Alignment Alternative meets the intent of an on-site 'net benefit' to species and the movement of wildlife since the Southern Alignment Alternative would create new potential barriers and new crossings of the San Luis Rey River that do not currently exist. EPA recommends further discussion of how the Southern Alignment Alternative does or does not meet the on-site 'net benefit' requirements of Transnet in the FEIS.

Air Quality Impacts

Mobile Source Air Toxics (MSAT)

5 EPA disagrees with the claim in the DEIS on page 3-204 that "…available technical tools do not enable us to predict the project-specific health impacts of the emission changes associated with implementation of the proposed project." Tools and models are available that EPA (as well as other agencies) routinely use effectively. Both EPA and California Office of Environmental Health Hazard Assessment (OEHHA) have long-standing experience and published, peer-reviewed guidance for evaluating long-term health effects, including cancer risk. The concerns raised about estimating exposure over a 70-year lifetime have been addressed extensively by our agencies. EPA has published an Air Toxics Risk Assessment Reference Library (http://www.epa.gov/ttn/fera/risk_atra_main.html) that addresses the precise shortcomings raised in the MSAT analysis for this project – namely how to develop appropriate exposure scenarios in a risk assessment. Similarly, California OEHHA has hot spot risk assessment guidance published in support of California's Air Toxics "Hot Spots" Information and Assessment Act of 1987 (a.k.a. AB2588, http://www.oehha.ca.gov/air/hot_spots/pdf/HRAguidefinal.pdf). While we agree with the statement in the DEIS that there are always uncertainties associated with such an analysis, for this project most uncertainties would be consistent across alternatives, and thus such an analysis would still be sufficient for distinguishing between the impacts among scenarios and informing mitigation.

EPA recommends striking this and related statements regarding technical shortcomings and uncertain science. The March 2007 report entitled "Analyzing, Documenting, and Communicating the Impacts of Mobile Source Air Toxic Emissions in the NEPA Process" conducted for the American Association of State Highway and Transportation Officials (AASHTO) Standing Committee on the Environment and funded by the Transportation Research Board (http://www.trb.org/NotesDocs/25-25(18)_FR.pdf) discusses available methodologies and tools. Procedures for toxicity-weighting, which EPA has found to be especially useful for the

3

4 The Existing Alignment Alternative has been identified as the preferred alternative. The California Department of Fish and Game concurred with Caltrans that the Southern Alignment Alternative would meet the intent of an on-site "net benefit" if Caltrans were to purchase the Rancho Lilac and Jefferies Ranch properties as mitigation sites. A concurrence letter from the California Department of Fish and Game is located in Section 5.4 of the Final EIR/EIS (Figure 5.4-10).

The Southern Alignment would include additional design features that would ensure it would meet the intent of an on-site "benefit" such as wildlife fencing and wildlife crossings along the entire alignment. Plans for open-span bridges to allow for movement under the alignment, as well as wildlife directional fencing and road undercrossings have also been incorporated. Jeffries Ranch and an additional large (850-acre parcel located within the San Luis Rey watershed are being acquired. These parcels would be used to meet the net benefit requirement for the Southern Alignment Alternative.

5 The AASHTO report, "*Analyzing, Documenting and Communicating the impacts of MSATs in the NEPA Process"* includes suggested procedures that have been developed on how to select and apply the best available models and associated techniques for MSAT impact assessment in the NEPA process. The first level of analysis requires no review; subsequent levels require increasingly more data and analysis to demonstrate the projects potential MSAT impact. The first level of analysis identifies whether the project has a categorical exclusion. At the second level, a qualitative analysis is recommended. This level of analysis is applicable when there is little chance for increased air toxic exposure or the uncertainty is so large that quantitative assessment is unlikely to convey any useful information to the reader of the NEPA document. The types of project that will typically be found in this level of analysis are projects which improve operations or safety without substantially adding new capacity and therefore are anticipated to have very low potential impact. Examples include: freeway widening projects where increased capacity remains below the screening threshold level of 125,000 AADT; new interchange where a new arterial segment is built to connect to an existing highway and the project's activity level remains below the 100,000 AADT threshold screening level.; and a new interchange project developed to serve a new residential development where the project's activity level is below the screening threshold level of 40,000 AADT.

For MSAT analysis, the SR-76 roadway is expanding from a two-lane facility to a four lane facility with annual average daily traffic (AADT) of approximately 44,400 by the horizon year of 2030. The proposed SR-76 highway improvement project has a low potential MSAT effects since the design year traffic is 44,400 AADT which is well under the threshold of 140,000 to 150,000 AADT (FHWA's current

MSAT analysis guidance which is in line with the AASHTO report referenced by EPA). If it was over this threshold, we could say that a quantitative analysis may be warranted.

Based on the above discussion, the SR-76 highway improvement project is shown to be under both the AASHTO and FHWA thresholds for a Level 2 analysis, therefore, a Level 3 quantitative MSAT analysis is not required.

The California EMFAC model does not currently contain an air toxic module and a future version of the model will only provide MSAT emissions on a county-by-county basis based on the California Air Resources Board profiles.

There is a very low percentage of diesel trucks on this route compared with the 710 project EPA refers to where quantitative analysis may be warranted due to the traffic volumes and truck percentages. The number of receptors is relatively low as compared with urban projects such as the 710. Regarding hot-spots, there are very few sensitive receptors many of these are residences elevated on hillsides above the highway. Sensitive receptors such as, schools, daycare facilities, health care facilities or assisted living facilities are not located within 500 feet of the proposed SR-76 highway project. Segments where additional miles may be traveled include: Ramona Drive, Calle de la Vuelta and Monserate Hill Road where out-of-direction travel is required due to the proposed median barrier. The out-of –direction distances vary between approximately 0.50 to 1.68 miles. Near Ramona Drive, the roadway has been designed to shift slightly south, away from sensitive receptors, such as residences, located on the hillside, as compared with the DEIR/EIS. At Calle de la Vuelta and Monserate Hill Road, the surrounding area is mainly undeveloped open space. Expansion of the proposed Park and Ride facility may attract carpools and vanpools and thereby reduce ADT on both SR-76 and I-15. Interchange improvements including eliminating left turns by constructing channelization lanes to the proposed loop on-ramps would minimize idling which currently occurs while vehicles wait at left turn signals and therefore would reduce harmful emissions.

Under the Southern Alignment Alternative, the current SR-76 would remain in place and be relinquished to the County of San Diego for use as a frontage road. All of the local roads would maintain connections to this frontage road while interregional traffic would use the realigned SR-76 Southern Alignment. Local traffic may be required to idle while waiting for openings in traffic on the frontage road since there would not be traffic signals except the existing signal at Gird Road along the current SR-76 roadway. This condition may increase emissions and adverse impacts to residences near these intersections since the current SR-76 roadway would not be re-designed further to the south for curve corrections as with the Existing Alternative. The Southern Alignment would design the SR-76 on a new alignment which would be located south of the San Luis Rey River and could increase emissions since this new roadway would be a second source, especially at the traffic signals at the eastern and western access roads.

targeting of mitigation, are described in EPA's Air Toxics Risk Assessment Reference Library (Volume 3, Appendix B, beginning on page B-4, http://www.epa.gov/ttn/fera/risk_atra_main.html).

The qualitative discussion of MSAT impacts (p. 3-206-207) is misleading because it does not discuss and consider localized impacts as "hot spots" along the proposed alignments and proximity to sensitive receptors. Any change in traffic density resulting from the Proposed Alternatives is likely to lead to both an increase in MSAT impacts at one location (such as road segments or interchanges with anticipated higher traffic volumes that currently do not exist that are associated with the realigned roadway) and a decrease in MSAT impacts at another location (such as areas along the existing SR76 alignment if the Southern Alignment is selected). The net result of this change is especially dependent on the relative locations of sensitive receptors and may be either unacceptable or beneficial, but cannot be determined without further analysis.

5 Cont.

Recommendations:
EPA recommends the FEIS include an MSAT analysis that identifies project segments that have the closest sensitive receptors and project segments with the largest increase in vehicle miles traveled (VMT) in proximity to sensitive receptors. If significant impacts are identified, include appropriate mitigation or design changes to reduce potential operational impacts in the FEIS. EPA suggests that Caltrans District 11 follow, as applicable to this project, a similar strategy to assess MSATs currently in development for the Interstate 710 Project. Caltrans District 7 is heading in the right direction in developing the appropriate models and level of stakeholder involvement to assess MSATs.

Climate Change

6 EPA appreciates that the DEIS indicates that the climate change discussion in the California Environmental Quality Act (CEQA) chapter of the document can be used to inform the National Environmental Policy Act (NEPA) decision (p.3-208). The DEIS notes that the EPA and Federal Highway Administration (FHWA) have not issued specific Climate Change guidance or methodology to conduct project-level greenhouse gas analysis. However, this doesn't preclude a lead agency's responsibility to disclose potentially significant impacts under NEPA related to the project's contribution to climate change impacts or assess how climate change may potentially affect the project itself or influence the project's impacts to other resources. EPA recommends including the climate change analysis in the NEPA portion of the document or more definitively stating that the CEQA analysis for climate change is relevant for NEPA and informing the federal decisions.

Construction Mitigation Measures

7 The DEIS includes requirements to reduce emissions. In addition to these measures, EPA recommends the following additional measures to reduce the impacts resulting from future construction associated with this project.

4

6 Thank you for submitting your comment to Caltrans.

California, in conjunction with several environmental organizations and several other states, sued to force the EPA to regulate GHG as a pollutant under the Clean Air Act (Massachusetts vs. Environmental Protection Agency et al., 549 U.S. 497 2007). The court ruled that GHG does fit within the Clean Air Act's definition of a pollutant, and that EPA does have the authority to regulate GHG. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting GHG emissions.

While Caltrans would like to provide a more definitive statement stating that the CEQA analysis for climate change is relevant for NEPA, it is difficult to do so without well-defined federal regulations limiting GHG emissions.

Caltrans is eagerly awaiting the federal government to provide a more definitive direction regarding climate change by providing regulations limiting GHG emissions.

7 Caltrans does not typically provide Construction Emissions Mitigation Plans because construction projects are typically under the 5 year threshold. As described in the Air Quality Report prepared for the proposed project (November 2010), Federal conformity regulations require analysis of construction impacts for projects when construction activities will last for more than 5 years. The proposed project would be complete in 2015 and less than 5 years; therefore, no quantitative estimates of regional construction emissions have been made. Additionally, according to 40 CFR, Part 51, Section 93.123 (5), CO, PM_{10} and $PM_{2.5}$ hot spot analysis are not required for construction-related-activities, which create a temporary increase in air emissions. Temporary is defined as increases that only occur during a construction phase and last 5 years or less at any individual site. The construction phase of the proposed project would last for approximately 1 year and would be considered temporary. Thus, no local hot spot is anticipated and a hot spot analysis is not required for construction of the proposed project. Therefore a TMP for this project would not be warranted due to its temporary condition.

The following typical Caltrans practices to be employed during project construction would minimize the emission of fugitive dust, PM_{10}, and $PM_{2.5}$:

- Minimize land disturbance.
- Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas.

Recommendations:
We recommend that the following additional and/or revised measures be incorporated into a Construction Mitigation Plan.

Fugitive Dust Source Controls:

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Mobile and Stationary Source Controls:

7 Cont.

- Minimize use, trips, and unnecessary idling of heavy equipment.
- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels, where applicable, and to perform at verified standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications. The California Air Resources Board has a number of mobile source anti-idling requirements which could be employed. See their website at: http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm
- Prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.
- If practicable, lease new, clean equipment meeting the most stringent of applicable Federal[1] or State Standards[2]. In general, commit to the best available emissions control technology. Tier 4 engines should be used for project construction equipment to the maximum extent feasible[3]. Lacking availability of non-road construction equipment that meets Tier 4 engine standards, Caltrans should commit to using the best available emissions control technologies on all equipment.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of diesel particulate matter and other pollutants at the construction site.

Administrative controls:

- Identify all commitments to reduce construction emissions and update the air quality analysis to reflect additional air quality improvements that would result from adopting specific air quality measures.

[1] EPA's website for nonroad mobile sources is http://www.epa.gov/nonroad/.
[2] For ARB emissions standards, see: http://www.arb.ca.gov/msprog/offroad/offroad.htm.
[3] Diesel engines < 25 hp rated power started phasing in Tier 4 Model Years in 2008. Larger Tier 4 diesel engines will be phased in depending on the rated power (e.g., 25 hp - <75 hp: 2013; 75 hp - < 175 hp: 2012-2013; 175 hp - < 750 hp: 2011 - 2013; and ≥ 750 hp 2011- 2015).

5

- Suspend grading and earth moving when wind gusts exceed 25 mph unless the soil is wet enough to prevent dust plumes.
- Stabilize the surface of inactive stockpiles.
- Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
- Minimize unnecessary vehicular and machinery activities.
- Sweep streets where sediment is tracked from the job site onto paved roads; this should be performed immediately after soil-disturbing activities occur or off-site tracking of material is observed.
- Revegetate disturbed land, including vehicular paths created during construction, to avoid future off-road vehicular activities.
- Remove unused material.

The following typical Caltrans practices to be employed during project construction would minimize exposure to diesel particulate emissions:

- Locate construction equipment and truck staging and maintenance areas as far as feasible and nominally downwind of schools, active recreation areas, and other areas of high population density.

7 Cont.

- Identify sensitive receptors in the project area, such as children, elderly, and infirm, and specify the means by which you will minimize impacts to these populations. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.) Meet EPA diesel fuel requirements for off-road and on-highway, and, where appropriate, use alternative fuels such as natural gas and electric.
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.

6

SUMMARY OF EPA RATING DEFINITIONS*

This rating system was developed as a means to summarize the U.S. Environmental Protection Agency's (EPA) level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the Environmental Impact Statement (EIS).

ENVIRONMENTAL IMPACT OF THE ACTION

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that should be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the Council on Environmental Quality (CEQ).

ADEQUACY OF THE IMPACT STATEMENT

Category "1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category "2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category "3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640, Policy and Procedures for the Review of Federal Actions Impacting the Environment.

1

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southwest Region
501 West Ocean Boulevard, Suite 4200
Long Beach, California 90802-4213

In response refer to:
T/SWR/2010/00294: SCG

OCT 21 2010

Sandra Lavender
Environmental Analysis, Branch A
California Department of Transportation
4050 Taylor Street, M.S. 242
San Diego, California 92110

Dear Ms. Lavender:

NOAA's National Marine Fisheries Service (NMFS) has reviewed California Department of Transportation's (Caltrans) August 2010, State Route-76 South Mission Road to Interstate-15 Highway Improvement Project (project) Draft Environmental Impact Report/Environmental Impact Statement (DEIR/DEIS). The Project involves the expansion of the current two-lane highway to four lanes on a 5.2-mile-long section of State Route-76, in San Diego County, California. The Project is of concern for NMFS because it is located adjacent to the San Luis Rey River, which is within the endangered Southern California Distinct Population Segment of steelhead (*Oncorhynchus mykiss*). The San Luis Rey River is not currently designated as critical habitat for this species. After reviewing the DEIR/DEIS, NMFS would like to provide the following comments.

1 The DEIR/DEIS is inadequate because it does not describe the effects of the proposed build alternatives on endangered steelhead within the San Luis Rey River. This is due to steelhead being excluded from the list of threatened and endangered species inhabiting the project area. The final EIR/EIS must include steelhead in the list of endangered species inhabiting the project area. Then, all effects on steelhead and habitat for this species that could result from the proposed build alternatives must be thoroughly described in the final EIR/EIS as required by the California Environmental Quality Act and National Environmental Policy Act.

NMFS appreciates this opportunity to review and provide comment on the DEIR/DEIS for the proposed project. Please contact Stan Glowacki at (562) 980-4061 or via email at Stan.Glowacki@noaa.gov if you have any questions concerning this letter, or if you require additional information

Sincerely,

Rodney R. McInnis
Regional Administrator

1 A discussion of potential impacts to suitable habitat for steelhead and steelhead within the project area has been added to Section 3.24.3 of the Final EIR/EIS.

STATE AGENCIES

California Regional Water Quality Control Board
San Diego Region
Over 50 Years Serving San Diego, Orange, and Riverside Counties
Recipient of the 2004 Environmental Award for Outstanding Achievement from USEPA

Linda S. Adams
Secretary for Environmental Protection

Arnold Schwarzenegger
Governor

9174 Sky Park Court, Suite 100, San Diego, California 92123-4353
(858) 467-2952 • Fax (858) 571-6972
http:// www.waterboards.ca.gov/sandiego

In reply refer to:
732082: LPardy

November 8, 2010

Ms. Sandra Lavender, Acting Chief
Environmental Analysis, Branch A
California Department of Transportation, District 11
4050 Taylor Street, MS 242
San Diego, CA, 92110

Dear Ms. Sandra Lavender:

Comments on the State Route 76 South Mission Road to Interstate-15 (I-15) Highway Improvement Project, Draft Environmental Impact Report/ Environmental Impact Statement (Draft EIR/EIS)(SCH #2008091119)

The California Water Quality Control Board, San Diego Region (San Diego Water Board) hereby submits comments on the California Department of Transportation (Caltrans) Draft Environmental Impact Report/ Environmental Impact Statement (Draft EIR/EIS) for State Route-76 (SR-76) South Mission Road to Interstate-15 (I-15) Highway Improvement Project (Project)(SCH #2008091119). The Project is a joint project by Caltrans and the Federal Highway Administration (FHWA). The San Diego Water Board understands that Caltrans is the lead agency under the California Environmental Quality Act (CEQA), and is also assuming FHWA's responsibility for environmental review under the National Environmental Policy Act (NEPA).

The Project proposes to widen and realign approximately 5.2 miles of SR-76 running along the northern edge of the floodplain of the San Luis Rey River in an unincorporated area of northern San Diego County, from South Mission Road in Bonsall (post mile 12.4) to just east of the I-15 interchange (post mile 17.6) including interchange improvements (post mile 46.1 to 47.1) in Fallbrook. The SR-76 is currently a two-lane conventional highway, which would be widened to a 4-lane conventional highway. Also, the Project proposes construction of a second Park-and-Ride facility along SR-76 between Old Highway 395 and the southbound I-15 ramp with access from Old Highway 395 within Caltrans right-of-way. Additionally, the Project proposes to widen the SR-76/I-15 separation and to upgrade the interchange on and off-ramps with the option of adding inner loops to create a partial clover leaf or a spread diamond configuration.

Pursuant to the SANDAG 2004 Transnet Sales Tax Extension Ordinance (Ordinance), the Project is to establish the "net benefit" mitigation standard, such that "direct and indirect impacts to sensitive plant and animal populations, and to the function of the wildlife corridors, should be mitigated in order to produce an on-site 'net benefit' to species and to the movement of wildlife." Furthermore, the Ordinance states that the net benefit "will require a comprehensive baseline analysis of existing and future conditions, adoption of measures to mitigate direct and indirect impacts to species, adoption of measures to accommodate species-specific wildlife movement through the corridors, and implementation of capital project designs that can reduce impacts." The proposed Project would include elements such as water-quality improvement activities, wildlife crossings, directional wildlife fencing, habitat restoration, land acquisitions to support wildlife habitat connectivity, and species-specific enhancement(s) (e.g., arroyo toad and San Diego ambrosia). The net benefit mitigation is intended to go above and beyond that required by CEQA/NEPA or for other resource agency permit requirements.

These comments are submitted in compliance with California Environmental Quality Act (CEQA) Guidelines section 15096, which requires CEQA responsible agencies to review and comment on the Draft EIR/EIS, including the need for mitigation and consideration of additional alternatives.

The State Water Resources Control Board (State Board) and the Regional Water Quality Control Boards (Regional Water Boards) regulate discharges of waste to protect the quality of waters of the State, broadly defined as "*the chemical, physical, biological, bacteriological, radiological, and other properties and characteristics of water which affects its use.*"[1] If projects authorized under the Project have any of the following discharges, the project proponent will be required to obtain a permit from the State Board or Regional Water Boards:

Discharge Type	Types of Permits Involved
• Discharge of dredge and fill materials	- Clean Water Act (CWA) section 401 water quality certification for federal waters; or Waste Discharge Requirements for non-federal waters.
• Point source discharges	- CWA section 402 National Pollutant Discharge Elimination System permit (e.g., storm water permit, new construction general permit (new CGP).

[1] California Water Code, section 13050.

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Discharge Type	Types of Permits Involved
• Other discharges	- Waste Discharge Requirements or other permits for discharges that may affect groundwater quality and other waters of the State, such as operation of proposed solid waste transfer facilities, and other proposed project activities.

SCOPE AND LEVEL OF ANALYSIS

The San Diego Water Board is providing the following general and document specific comments:

GENERAL COMMENTS

1 The Draft EIR/EIS for this project should characterize the direct, indirect, and cumulative impacts of this Project on the quality of waters of the State. The Draft EIR/EIS should also identify alternatives and other mitigation measures to reduce and eliminate such impacts.

1. Characterization of Impacts

Watersheds are complex natural systems in which physical, chemical, and biologic components interact to create the beneficial uses of water on which our economy and well-being depend. Poorly planned urban transportation projects upset these natural interactions, and degrade water quality through a web of interrelated effects.

The primary impacts of poorly planned development projects on water quality are:

- **Direct impacts** – the direct physical impacts of filling and excavation on wetlands, riparian areas, and other waters;
- 2 **Pollutants** – the generation of urban pollutants during and after construction;
- **Hydromodification** – the alteration of flow regimes and groundwater recharge by impervious surfaces and stormwater collector systems;
- **Watershed Impacts** – the disruption of watershed-level aquatic functions, including pollutant removal, floodwater retention, and habitat connectivity.

These impacts typically degrade water quality, increase peak flows and flooding, and destabilize stream channels; resulting in engineered solutions to the disrupted flow patterns and, ultimately, near-total loss of natural functions and values in the affected basins. Specific technical comments indicating the information and analyses germane to the San Diego Water Board's statutory responsibilities are provided in the following attachments to this letter, and also in the comments which follow.

1 Direct and indirect impacts to water quality are analyzed in Section 3.14.3 and cumulative impacts are analyzed in Section 3.29.3.

2 Thank you for your comment. Caltrans acknowledges and shares the RWQCB concern over the potential for transportation projects to impact watersheds. The current SR-76 roadway facility consists of 26.7 acres of untreated impervious surfaces. The Existing Alignment Alternative (Preferred Alternative) would increase total impervious surfaces by 36 acres to approximately 62.7 total acres. The Southern Alignment Alternative would add 68.3 acres of new impervious surfaces while the 26.7 acres of the current SR-76 roadway would remain untreated. Treatment of 80-90 percent of the total impervious surfaces from the proposed project would reduce impacts to water quality from roadway runoff into the San Luis Rey River

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- Attachment 1, *Urban Development: Potential Water Quality Impacts and Required Analyses.* Outlines and diagrams the potential effects of land development on water quality and identifies related information needs.

2 Cont.

- Attachment 2, *Low Impact Development References.* Lists documents providing guidance on principles and practices to avoid water quality and quantity problems associated with urban development.
- Attachment 3, *Terrestrial Habitat Connectivity Related To Wetland, Riparian, and Other Aquatic Resources.* Provides information and references on the importance of stream corridors, wetlands, and other waters in maintaining local and regional habitat connectivity.

As noted above, we believe avoidance is the best strategy for managing potential water quality impacts. For unavoidable impacts, understanding how pollution pathways will operate is essential to managing them.

3

A. Specify the causes, natures, and magnitude of all proposed impacts. Provide a level of analyses commensurate with the size and complexity of the project and its potential water quality impacts, referring to Attachments 1 and 3 to these comments.

4

B. Quantify impacts as definitively as feasible, using appropriate modeling and adequate data. Modeling approaches should be documented; and data deficiencies or other factors affecting the reliability of the results identified and characterized.

5

C. Identify whether impacts will be temporary or permanent.

2. Avoidance, Minimization, and Mitigation Analysis

The San Diego Water Board requires the applicant who seeks Clean Water Act section 401 water quality certification for their proposed project to: (1) avoid temporary or permanent impacts to water resources, and/or impacts to the functions and values of water resources, where possible; (2) where these impacts cannot be avoided, minimize impacts to the extent possible; and (3) where impacts cannot be avoided or minimized, mitigate impacts within the appropriate watershed.

6

There are many ways the proposed project can degrade water quality, and this complicates analysis. Fortunately, avoiding or minimizing any step in a pollution pathway will eliminate or reduce subsequent effects, and will simplify the associated needed analyses. Because the build-alternatives for the Project have significant permanent contribution(s) to impervious surface area (approximately 89.5 to 95.4-acres of additional impervious surfaces depending on the build alternative and interchange design variation chosen), the build-alternatives pose a significant threat to water quality.

3 Caltrans is confident that the environmental document thoroughly and completely discusses cause, nature, and magnitude of impacts.

4 Impacts were quantified and analyzed with appropriate modeling for each resource topic. The future permit application may include additional modeling as more detailed project design is developed.

5 Temporary and permanent impacts were identified in Section 3.14.3, Environmental Consequences.

6 Caltrans current NPDES Permit requires the implementation of post construction BMPs, which would be implemented as part of this project. As documented in the Storm Water Data Report (SWDR), all Caltrans approved types of post construction structural BMPs were evaluated for implementation and, as a result of the evaluation, biofiltration swales and detention basins were the BMPs found feasible and constructible. The other BMPs were found infeasible due to right of way, geotechnical, hydraulics, or environmental limitations. Where it's not feasible to implement structural BMPs, Caltrans will maximize vegetation cover to prevent sediment discharges to the receiving water bodies.

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A small number of key variables control most of the pathways causing water quality degradation. We strongly encourage avoidance as the primary strategy to address water quality concerns.

A. Include measures to avoid or minimize each potential cause of water quality degradation as described in Attachments 1 and 3 to these comments.

6 Cont.

- Include design modifications or scale reductions within alternatives that minimize or reduce the width of the roadways over waterbodies, including lane and shoulder width reduction.
- Include design features such as the use of permeable pavement where feasible, including but not limited to road shoulders, ramp gore areas, and park-and-ride lots.
- Include design features that reflect the full range of Best Management Practices (BMPs), including post-construction controls (treatment) of storm water to be implemented. It is anticipated that the Project will fall under Caltrans' proposed updated Municipal Separate Storm Sewer System (MS4) permit, which will address post-construction controls.

Therefore, the San Diego Water Board recommends that environmental documents be updated to reflect the concepts in the proposed Caltrans MS4 permit. Caltrans is requested to explicitly state that post-construction controls will be sized to address not only the flows resulting from the additional impervious area, but also for the existing impervious area, and for future expansion(s). If this is not possible, Caltrans should reserve sufficient right-of-way to accommodate the treatment controls needed for future expansion.

7 B. Include an analysis of why any remaining impacts cannot be avoided or further minimized.

8 C. Any mitigation proposed for the Project impacts should emphasize in-watershed mitigation first. If out-of-watershed mitigation is proposed, Caltrans should emphasize in-kind, higher ratio, and high functioning mitigation. In addition, all proposed mitigation should include continuous monitoring and effectiveness assessment to ensure functionality of the mitigation is maintained in perpetuity.

7 All impacts have been accounted for in the analysis and there are no remaining impacts to be avoided or mitigated.

8 All mitigation would be located within the watershed. For water quality, postconstruction BMPs would be installed within the project limits within the same watershed.

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3. Alternatives Analysis

There are two build alternatives (Existing Alignment Alternative and Southern Alignment Alternative), and a no-build alternative evaluated in the Draft EIR/EIS. Also, two Interchange Design Variations: (Interchange Design Variation 1, (DV-1) and Interchange Design Variation-2 (DV-2) are under consideration. Both alternatives originate at the existing SR-76 intersection with South Mission Road. East of this intersection, the two alignment alternatives diverge to opposite sides of the San Luis Rey River. Both alternatives include design improvements to the SR-76/I-15 interchange including a Park-and-Ride facility immediately southwest of the SR-76/I-15 interchange, bound by I-15, SR-76, and Old Highway 395. The Park-and-Ride facility would be approximately 600 feet north of the San Luis Rey River. Both alternatives provide directional wildlife fencing extending the length of the alignment on both sides. Also, underpasses used along the roadway to facilitate drainage would be modified to facilitate wildlife movement.

A. Benefits/Disadvantages of the Existing Alignment Alternative – The following are benefits/disadvantages of the Existing Alignment Alternative:

9 1. *Land use* – Realignment and widening of the Highway-76 transportation corridor would disturb a soil area of approximately 155-acres. This alternative would require partial property acquisitions from parcels to be incorporated into the proposed San Luis Rey River Park, but would not preclude development of the San Luis Rey River Park or otherwise prevent construction of any portion of the San Luis Rey River Park. Caltrans and the County of San Diego Department of Parks and Recreation are coordinating the development of both projects.

2. *Floodplain* – This alternative would result in five longitudinal floodplain encroachments for a total impact of 55.9-acres and would result in a maximum increase in water surface elevation of the 100-year floodplain of 3.0 inches.

3. *Water quality* – This alternative would have a disturbed soil area of approximately 155-acres and would treat 81% of roadway runoff, with 56.3-acres of treated impervious surface and 13.2-acres of untreated impervious surface.

a. *Wetland impacts* – This alternative would cause permanent impacts to 32.5-acres, and temporary impacts to 10.2-acres of ACOE and CDFG jurisdictional waters.

9 Comment noted.

b. *RARE beneficial use* – This alternative would cumulatively cause considerable impacts to RARE beneficial uses prior to mitigation.
c. *Arroyo toad* – This alternative would cause permanent/temporary impacts to 36.5/11.1-acres of suitable breeding habitat; 47.7/16.8-acres of suitable aestivation habitat; and 107.3/64.3-acres of critical habitat for the arroyo toad.
d. *Southwestern willow flycatcher* – This alternative would cause permanent/temporary impacts to 34.8/10.5-acres of suitable habitat; 39.1/10.9-acres of critical habitat; and permanent indirect noise impacts to habitat of 88.0-acres for the southwestern willow flycatcher.
e. *Least Bell's vireo* – This alternative would cause permanent/temporary impacts to 35.3/11.2-acres of suitable habitat; 86.1/32.6-acres of critical habitat; and permanent indirect noise impacts to habitat of 88.8-acres for the least Bell's vireo.

4. *Construction cost* – This alternative would cost approximately $200 to $203 million depending on the Interchange Design Variation chosen.

9 Cont.

B. Benefits/Disadvantages of the Southern Alignment Alternative – The following are benefits/disadvantages of the Southern Alignment Alternative:

1. *Land use* – This alternative would disturb a soil area of approximately 155-acres. This alternative would introduce a new Highway-76 transportation corridor into a largely undeveloped area south of the existing SR-76 roadway which could potentially influence future growth by improving access and reducing the cost of development within the area south of the San Luis Rey River, and thus potentially alter and conflict with existing land uses.

2. *Floodplain* – This alternative would result in three floodplain encroachments for a total impact of 79.2-acres, two are transverse (crosswise) encroachments at proposed bridges and one is a longitudinal encroachment. This alternative would also result in a maximum increase in water surface elevation of the 100-year floodplain of 6.7 inches.

3. *Water quality* – This alternative would treat 93% of new impervious surface runoff on the newly constructed SR-76. The current SR-76 roadway would remain in place with no treatment of runoff. This alternative consists of 61.8-acres of treated impervious surface and 4.3-acres of untreated impervious surface.

4. *Wetland impacts* –This alternative would cause permanent impacts to 14.7-acres, and temporary impacts to 4.2-acres of ACOE and CDFG jurisdictional waters.

5. *RARE beneficial use* – This alternative would cause cumulatively considerable impacts to RARE beneficial uses prior to mitigation.
   a. *Arroyo toad* - This alternative would cause permanent/temporary impacts to 22.1/8.3-acres of suitable breeding habitat; 35.1/11.3-acres of suitable aestivation habitat; and 109.2/64.1-acres of proposed critical habitat for the arroyo toad.
   b. *Southwestern willow flycatcher* – This alternative would cause permanent/temporary impacts to 12.9/4.9-acres of suitable habitat; 16.9/6.0-acres of critical habitat; and permanent indirect noise impacts to habitat of 61.0-acres for the southwestern willow flycatcher.

9 Cont.

   c. *Least Bell's vireo* – This alternative would cause permanent/temporary impacts to 14.1/5.3-acres of suitable habitat; 100.2/40.9-acres of critical habitat; and permanent indirect noise impacts to habitat of 88.8-acres for the least Bell's vireo.

6. *Construction cost* – This alternative would cost approximately $319 to $322 million depending on the Interchange Design Variation chosen.

Generally, the San Diego Water Board does not have a preference for either of the build alternatives; recognizing that while the existing alignment provides retrofit opportunities and minimizes added impervious surface, it also has a significant increase in wetland impacts.

4. Identification of Affected Waters

A clear understanding of the location and nature of the waters potentially affected by this Project is fundamental to fulfillment of our regulatory responsibilities.

10

A. Provide a regional-scale map and general description of all waters (including tributaries of the San Luis Rey River such as Keys Creek, Live Oak Creek, Ostrich Creek, and un-named tributaries) potentially affected by projects authorized by the Project, tabulated and organized by watershed (drainage basin) and waterbody type, e.g., wetlands, riparian areas (as defined by the National Academy of Sciences)[2], streams, other surface waters, and

[2] "Riparian areas are transitional between terrestrial and aquatic ecosystems and are distinguished by gradients in biophysical conditions, ecological process, and biota. They are areas through which surface and subsurface hydrology connect water bodies with their adjacent uplands. They include those portions of terrestrial ecosystems that significantly influence exchanges of energy and matter with aquatic ecosystems (i.e., a zone of influence). Riparian areas are adjacent to perennial, intermittent, and ephemeral streams, lakes, and estuarine-marine shorelines" (National Research Council. *Riparian Areas, Functions and Strategies for Management.* National Academy of Sciences,

10 Section 3.14.2 of the Final EIR/EIS has been revised to include beneficial uses of the whole San Luis Rey Hydrologic Unit watershed.

groundwater basins (a greater level of discrimination is usually appropriate, e.g. of wetland type).

10 Cont.

B. For waterbodies expected to be directly affected by projects authorized by the Project, identify the acreage and, for drainage or shoreline features, the number of linear feet potentially impacted, and sum the total affected acres and linear feet by waterbody type.

C. Identify at planning area-scale any "isolated" wetlands or other waters excluded from federal jurisdiction by court decisions.[3]

5. Low Impact Development

Caltrans needs to implement low impact development post-construction BMPs at the Project that: (1) reduce discharges of storm water pollutants to the MEP; (2) prevent discharges from the Project from causing or contributing to a violation of water quality standards; (3) prevents illicit discharges; and (4) manages increases in runoff discharge rates and durations that are likely to cause increased erosion of streambeds and banks, silt pollutant generation, or other impacts to beneficial uses and stream habitat due to increased erosive force.

11

Utilization of LID[4] stormwater design as an integral part of transportation development and re-development could help to alleviate transportation system impacts to water resources and improve sustainability, social equity, and healthy environment. Utilizing LID stormwater design is important because roadways and other impermeable surfaces to be built as part of the transportation system can cause an increase in runoff velocity, generate an increase in channel and stream bank erosion, cause an increase in sediment pollution and negatively impact beneficial uses, especially aquatic-habitat dependent beneficial uses. Also, transportation systems can be significant sources of gaseous, liquid, and solid pollutants that can be discharged into waterbodies by stormwater runoff.[5]

Washington, D.C., 2002). Riparian areas are created and maintained by periodic inundation by overbank flood flows from the adjacent surface water bodies.

[3] e.g., U.S. Supreme Court, *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers*, 2001.

[4] *Technical Advisory, CEQA and Low Impact Development Stormwater Design: Preserving Stormwater Quality and Stream Integrity through California Environmental Quality Act (CEQA) Review*. August 5, 2010. State of California, Governor's Office of Planning and Research. 11 pp. Available online at: www.opr.ca.gov.

[5] Waterbodies have been placed on the Clean Water Act, section 303(d) impaired waterbody list due to polluted stormwater runoff. For example, to remedy the water quality impairment at Chollas Creek tributary to San Diego Bay, a TMDL (Total Maximum Daily Load) for metals (including copper, lead,

11 Caltrans continues to research ways to eliminate, reduce and treat stormwater runoff and control discharge. Currently, Caltrans cannot recommend the use of permeable pavement within the highway limits where pavement is subject to constant heavy loads and high speed traffic. However, research on LID stormwater design is a continuous process being undertaken by Caltrans Headquarters Storm Water Division, and for this project, use of pervious pavement at MVP locations was recommended by the District and approved by Headquarters. It will be a pilot program in Caltran's on-going evaluation of permeable pavements.

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Applied on a broad scale to the transportation system, LID can help to maintain or restore the water quality and beneficial uses of waterbodies. LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treats stormwater as a resource rather than a waste product.

12 There are many practices that have been used to adhere to LID principles. Some of these practices include: (1) making sensitive choices in site layout leaving sensitive natural areas undeveloped; (2) utilizing pervious surfaces (e.g., permeable pavements on shoulders of roadways); (3) dispersing runoff to adjacent pervious areas; and (4) directing runoff to bioretention facilities, vegetated swales, green gutters, stormwater curb extensions, dry wells, and cisterns. By implementing LID stormwater design, water can be managed in a way that reduces the impact of built areas in transportation systems and promotes the natural movement of water within an ecosystem or watershed.

The Project should:

A. Implement LID stormwater design as an integral part of the Project. Utilize LID Best Management Practices (BMPs) at right-of-ways, park-and-ride lots and enhancements, overpass enhancements and relocations, streetscape enhancements, and support building areas. For example, incorporate planting strips for bioswales to treat stormwater from pavement, and incorporate porous pavement on road shoulders and in parking areas to allow water to drain through pavement reducing runoff.

13 B. Identify the water quality benefit that would result from a reduction in impervious surface area including LID stormwater design.

Additionally, the Project should be designed to meet the following post-construction BMP sizing criteria requirements, standard within the San Diego Region, including:

C. Use of onsite retention Low Impact Development (LID) BMPs sized and designed to ensure onsite retention without runoff, of the volume of runoff produced from a 24-hour 85th percentile storm event.

D. If onsite retention LID BMPs are technically infeasible, other LID BMPs may be applied to treat any volume that is not retained onsite, provided that the total volume of the other LID BMPs, including pore spaces and pre-filter detention volume, are sized to hold the portion of the design capture volume that is not retained onsite. The LID BMPs must be designed for an

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and zinc) in storm water runoff is currently in effect. One of the primary sources for copper in runoff from urban pavement includes brake lining wear, while zinc sources include tire and engine wear. Lead sources include tailpipe emissions and brake pads.

12 Caltrans current NPDES Permit requires the implementation of post construction BMPs, which would be implemented as part of this project. As documented in the Storm Water Data Report (SWDR), all Caltrans approved types of post construction structural BMPs were evaluated for implementation and, as a result of the evaluation, biofiltration swales and detention basins were the BMPs found feasible and constructible. The other BMPs were found infeasible due to right of way, geotechnical, hydraulics, or environmental limitations. Where it's not feasible to implement structural BMPs, Caltrans will maximize vegetation cover to prevent sediment discharges to the receiving water bodies.

13 Permeable pavement is being evaluated by Headquarters Storm Water Division for storm water runoff treatment. Until the studies are completed and proven successful and feasible, Caltrans cannot recommend the use of permeable pavement within the freeway limits. However, LID BMPs are being considered for use in Park and Ride areas and at maintenance vehicle pullout locations, and in the follow-on landscape project for the entire SR-76 corridor.

Caltrans' current NPDES permit requires the implementation of postconstruction BMPs, which are being implemented as part of this project. All Caltrans-approved types of postconstruction BMPs were evaluated for implementation. Those BMPs found to be infeasible due to right-of-way, geotechnical, hydraulics, or environmental limitations are documented in the Storm Water Data Report (SWDR). At locations where it is not feasible to implement structural BMPs, Caltrans would preserve existing and maximize vegetation cover to prevent sediment discharges to the receiving water bodies.

13 Cont. appropriate surface loading rate to prevent erosion, scour and channeling within the BMP.

6. Hydromodification Analysis

Because increased runoff from impervious areas is the key variable driving a number of adverse effects, attention to maintaining the pre-development hydrograph will prevent or minimize many problems and will limit the need for other analyses and mitigation.

14 San Diego Water Board Order R9-2007-0001[6], provision D.1.g requires the San Diego Stormwater Copermittees to implement a Hydromodification Management Plan (HMP) "…to manage increases in runoff discharge rates and durations from all Priority Development Projects, where such increased rates and durations are likely to cause increased erosion of channel beds and banks, sediment pollutant generation, or other impacts to beneficial uses and stream habitat due to increased erosive force." Priority development projects, like the SR-76 South Mission Road to I-15 Highway Improvement Project, are required to implement hydromodification mitigation measures so that post-project runoff flow rates and durations to not exceed pre-project flow rates and durations where such increases would result in an increased potential for erosion or significant impacts to beneficial uses.

A. Include in the environmental documents assurance that the Project meets the requirements of the Final Hydromodification Management Plan for San Diego County (dated December 29, 2009) adopted by the San Diego Water Board on July 14, 2010.

B. Provide analysis of potential cumulative impacts to watershed hydrology from impervious surfaces, and existing and planned development in the watershed or planning area.

C. Include in the environmental documents alternatives and mitigations analyses measures to maintain the pre-project hydrograph.

D. Provide bioengineered stream bank stabilization practices (e.g., live staking or fascines, live brush mattresses, vegetated riprap, vegetated articulated

[6] California Regional Water Quality Control Board, San Diego Region, *Order No. R9-2007-0001, NPDES No. CAS018758, Waste Discharge Requirements for Discharges of Urban Runoff from the Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds of the County of San Diego, the Incorporated Cities of San Diego County, the San Diego Unified Port District, and the San Diego County Regional Airport Authority*. Available online at: http://www.waterboards.ca.gov/sandiego/water_issues/programs/stormwater/sd_stormwater.shtml

14 A. We concur that hydromodification analysis is imperative to ensure that project flows do not cause erosion or impacts to the ultimately receiving water body. The Final EIR/EIS has been revised to include a statement regarding compliance with the upcoming Caltrans NPDES permit provisions once released and adopted. For areas within the County's jurisdiction, the project design would comply with the Hydromodification Study prepared by the municipal co-permittees as deemed feasible.

B,C,D. These analyses are to be provided by Hydraulics during the Design phase. The project would comply with the future NPDES permit requirements. Such analysis would be done during the design phase once an alternative is selected.

E. The maintenance of erosion and sediment control BMPs would be included as part of the construction contract document for the contractor to implement in the field. Language has been added to the Construction BMP section addressing the maintenance of the sediment and erosion control BMPs and compliance measures with the new Construction General Permit. For post construction BMPs maintenance, Caltrans has specific guidelines outlined in Caltrans Stormwater Quality Handbooks- Maintenance Staff Guide (TSW-RT-02-057) found at http://www.dot.ca.gov/hq/env/stormwater/special/newsetup/index.htm#wq_handbooks.

F. Caltrans would coordinate with the SDRWQCB on the bioassessment monitoring requirements during the permitting process.

concrete blocks) first, prior to more conventional techniques (grouted riprap, channel armoring) to stabilize stream banks.

E. Provide scheduling and maintenance of erosion and sediment control construction and post-construction BMPs to ensure that BMPs achieve performance measures, and are fully functioning and complete, as soon as possible after the placement of the permanent impervious surfaces. Post-construction erosion and sediment control BMPs that are completed in a timely manner can help to prevent or reduce downstream hydromodification and discharges that could affect water quality.[7]

14 Cont.

F. Provide receiving water monitoring to assess effectiveness of the hydromodification mitigation measures, erosion and sediment control construction and post-construction BMPs, and to evaluate potential impacts from the Project. The receiving waters monitoring shall be designed to assess conditions before, during, and after impacts have occurred by measuring changes in the benthic macroinvertebrate community (e.g., California Stream Assessment Procedure[8]), water quality, and a functional assessment [e.g., California Rapid Assessment (CRAM)[9]] of the health of wetland and riparian habitats in water resources affected by the Project.

7. Habitat Connectivity Analysis

Riparian corridors and other waters within the regulatory purview of the Water Boards play an important role in maintaining habitat connectivity. Both aquatic and terrestrial habitat may be fragmented by impacts to streams, riparian areas, or other waters.

15

A. Analyze the regional importance of movement corridors in and along waterbodies, the potential effect of disrupting such corridors, and the potential for enhancing such corridors through mitigation measures.

B. Include information regarding any sensitive plant and animal species that likely utilize the corridors.

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[7] California Regional Water Quality Control Board, San Diego Region, Christina Arias and David Gibson. *State Route 125 Toll Road, A Report Describing Lessons Learned for Future Regulatory Action*, March 2008. 13pp. Available online at: http://www.waterboards.ca.gov/sandiego/water_issues/programs/stormwater/docs/caltrans/lessonlearned031208.pdf

[8] Copies of the California Stream Bioassessment Procedure can be obtained at http://www.dfg.ca.gov/cabw/cabwhome.html. Additional information on stream bioassessment may be obtained at http://www.waterboards.ca.gov/sandiego/programs/bioassessment.html

[9] Information on CRAM is available at the California Rapid Assessment Method homepage at http://www.cramwetlands.org/

15 Biological resources overall are discussed in Sections 3.20 through 3.25 of the Final EIR/EIS, and the Biological Opinion (BO) issued by USFWS is included as Appendix K. As noted in those locations, the SLR River and associated riparian habitat have been identified as an important regional wildlife movement corridor in northern San Diego County California, and are identified as a pre-approved mitigation area (PAMA) within the Draft North County MSC. The project will add additional width to the existing movement barrier caused by existing highway SR-76, as well as narrow the width of the movement corridor. The existing SR-76 currently has no measures designed to promote wildlife movement and there is a high level of wildlife roadkill. Design measures for the project are likely to improve wildlife movement and minimize road mortality; specifically, wildlife crossings installed beneath the future SR-76 roadway will permit movement between habitats. Numerous measures to promote wildlife movement are included in the BO including directional fencing, various sized under crossings, and wildlife escape ramps.

A wildlife movement study was performed in 2007-2009 that identified both regional east-west wildlife movement through the riparian corridor and local north-south ecotonal movement for smaller resident species along the riparian-upland transitional area. Almost two-thirds of over 1,000 occurrences were rodents and lizards. However, sensitive species identified did include a mountain lion. Sensitive animal species in the study area and potential users of the corridor are addressed in Section 3.23 and 3.24.

Impacts to riparian and other waters are addressed in Section 3.20 and 3.21 of the Final EIR/EIS. The Southern Alignment Alternative would present a greater constraint to wildlife movement through the area both locally and regionally because it would have road barriers on both sides of the river and would cross the river in two locations. In addition, existing SR-76 (with no wildlife movement design measures) would remain in place and be used by local traffic. If the Southern Alignment were selected, it is unknown if the County will provide wildlife crossings on the existing highway. This alignment could compromise future remediation efforts of existing connectivity barriers. However, as of the issuance of the Final EIR/EIS, the Existing Alignment Alternative has been identified as preferred.

15 Cont.

C. Identify any impacts to riparian or other waters that could compromise future remediation of existing connectivity barriers.

D. To inform these analyses, consider the information and literature referenced in Attachment 3, *Terrestrial Habitat Connectivity Related To Wetland, Riparian, and Other Aquatic Resources*, including recent data on the role of riparian corridors as movement corridors in California.

8. Pollution Prevention

Pollution prevention measures are important for maintaining water quality and beneficial uses of waterbodies and need to be identified to ensure water quality will not be impacted.

A. Identify pollution prevention measures to be implemented. This includes but is not limited to the following:

- Utilize Best Management Practices (BMPs) which meet Maximum Extent Practicable (MEP), or where appropriate, meet Best Available Technology Economically Achievable (BAT)/ Best Conventional Pollutant Control Technology (BCT), and water quality standards. It is appropriate to address pollutants known to be in a waste stream, even if there is not yet any documented evidence of adverse effect (from Caltrans Stormwater Permit, part F.1).

16

- Utilize BMP measures to control the expected increase in stormwater pollution related to the increased use of facilities after redevelopment. This includes increased road and park-and-ride lot sweeping frequency, the need for additional trash containers, the need for periodically collecting trash and other debris falling from vehicles, the frequency of maintenance activities such as cleanout of storm drains, and the need for collecting trash and other debris falling from roadways into waterbodies.
- Identify whether or not the treatment flow rates or volumes meet the numeric sizing criteria for Priority Development Projects (as specified in the San Diego County Municipal Stormwater Permit).
- Utilize integrated pest management techniques to reduce the use of toxic chemicals (including fertilizer and pesticides), and minimize runoff in landscaping practices. This includes selecting drought-tolerant and/or regionally-appropriate native species for landscaping.
- Provide trash receptacles along transportation corridors at places where people gather or stop to enter any park-and-ride lot, with regular pickup of trash placed in collection containers, regular maintenance of trash receptacles, periodic pickup of trash deposited on the ground or not in the

16 Post construction Best Management Practices have been implemented as part of the project to the MEP as required, meeting the BAT/BCT requirements in accordance with Part F1 of Caltrans' NPDES permit. The project would comply with Caltrans NPDES permit requirements for sizing of treatment BMPs or any future requirements of the updated Caltrans NPDES permit. Design to assess the possibility of installing trash receptacles at pedestrian accessible facilities along City right-of-way. During the design phase, specifications would be included to address the erosion control material.

trash receptacle, and periodic pickup of trash which accumulates by other means along the transportation corridor.

16 Cont.

- Consider site-specific and seasonal conditions when designing storm water control practices.
- Make use of erosion and sediment control measures such as fiber rolls and erosion control blankets that utilize biodegradable materials such as jute instead of plastic mesh, to avoid potential plastics pollution hazards to wildlife and aquatic life beneficial uses.

9. Atmospheric Deposition

The San Diego Water Board recognizes that construction of new roadways or freeway expansions introduces pollutants to the watershed via aerial deposition from either vehicle exhausts or re-suspension of materials deposited on road bed surfaces (e.g., tire and brake pad wear), and that quantification of this phenomenon is useful for designing strategies to reduce such pollutants. This is especially important because current aerial particulate standards enforced by the California Air Resources Board are set for the protection of human respiratory health – and have little consideration for the protection of aquatic ecosystems.

17 In one study, researchers characterized the dry deposition patterns of chromium, copper, lead, nickel, and zinc upwind and at increasing distances downwind of the I-405 Freeway in coastal Los Angeles (Sabin et al., 2006). Dry deposition fluxes and atmospheric concentrations of these metals were highest at the site closest to the freeway, and reduced to approximately urban background concentrations between 10 and 150 meters (0.006 to 0.9 miles) downwind of the freeway. These data indicate that over time aerial deposition of metals in the vicinity of major roadways can be a significant anthropogenic source of such pollutants to the affected watershed.[10]

Aerially born pollutants pose a threat to waterways because these pollutants deposit directly into surface waters; and/or deposit within the watershed to potentially dissolve during storm events to contaminate surface waters via runoff. Therefore, it is critical to develop and implement adaptive management strategies which will reduce both the quantity of aerially born pollutants likely to be deposited into

[10] Sabin, Lisa D., Jeong Hee Lim, Maria Teresa Venezia, Arthur M. Winer, Kenneth C. Schiff, and Keith D. Stolzenbach, 2006. *Dry deposition and resuspension of particle-associated metals near a freeway in Los Angeles*. Atmospheric Environment 40:7528-7538. Available on-line at: http://www.sccwrp.org/Documents/AnnualReports/BrowseAllAnnualReports/2005-06AnnualReport.aspx

17 Constituents of concern would be Copper, Lead and Zinc. These constituents would be removed by the proposed BMPs (bioswales, biostrips and detention basin).

17 Cont. waterways, and also remove pollutants from stormwater runoff that would otherwise be likely washed by precipitation into nearby surface waters.

A. Identify and quantify aerial pollutants projected to be delivered by aerial deposition from the Project to affected surface waters.

B. Evaluate treatment BMPs to be implemented that will reduce the discharge of aerial pollutants to affected surface waters.

10. Invasive Exotic Pest Plants

Beneficial uses of the waterbodies in the San Diego Region are negatively affected by the spread of invasive exotic pest plants, and by the degradation and loss of native plant communities. Caltrans activities can inadvertently facilitate the spread of invasive exotics pest plants (such as *Arundo donax*, or giant reed) from infected sites to new areas. For example, construction activities involving heavy equipment in soil containing invasive exotic pest plants may crush and break-up giant reed rhizome (root) fragments and stem nodes.[11] Once the rhizomes and stems are crushed, these fragments can then easily spread. To control the spread of exotic invasive pest plants, appropriate best management practices must be implemented to control and manage invasive exotic pest plants wherever heavy equipment disturbs infected soil.

18 In addition, Caltrans operations and activities (e.g., installing non-pervious pavement which results in stormwater runoff, irrigating landscaping) results in wet soil conditions favoring the recruitment, propagation and/or growth of invasive exotic pest plants (including, but not limited to pampas grass and tamarisk). Therefore, measures to control and manage invasive exotic plant pests need to be taken on irrigated areas, and in areas where storm water runoff concentrates to create wet soil conditions. (Note: For a full list of the invasive exotic plants of greatest ecological concern in California, see the California Invasive Plant Council (Cal-IPC) website located at http://www.cal-ipc.org/).

A. Identify measures to use regionally native plants which will provide broad-scale watershed benefits protecting waterbodies and their beneficial uses.

B. Identify additional measures to control and manage germination and dispersal of seeds from invasive exotic pest plants. This includes implementing water-efficient practices and selecting and siting regionally native plants for

[11] Boland, J. M. 2008. *The Roles of Floods and Bulldozers in the Break-up and Dispersal of Arundo donax (Giant Reed)*. Madrono, Vol. 55. No. 3. pages 216-222. Available online at: http://www.bioone.org/doi/abs/10.3120/0024-9637-55.3.216

18 The issue of plant species generally is addressed in Section 3.22 of the Final EIR/EIS and threatened/endangered plants are addressed in 3.24. The BO and these 2 sections address invasive exotics. As described, a variety of measures would be instituted to address the potential for invasive exotic pest plants so they do not gain a foothold and/or continue to expand as part of the project impacts. These include inspection and cleaning of construction equipment and use of eradication strategies; removal of invasive plants; revegetation via duff, hydroseeding, planting, and/or possibly temporary irrigation; and replacement with in-kind/similar native species, to the maximum extent practicable. Mitigation for both temporary and permanent impacts will have mitigation management and monitoring plans to further ensure that the all habitat types are self-sustaining over the long-term. A regular weeding and maintenance schedule will also help prevent the spread of invasive plants.

landscaping that conserves water and controls soil erosion, and that do not promote the establishment and propagation of invasive exotic pest plants.

18 Cont.

C. Identify additional measures to be implemented to prevent dispersal of invasive exotic plant propagules. This includes, but is not limited to BMPs to avoid the break-up and dispersal of giant reed propagules, and measures to control exotic invasive plants along right-of-ways, park-and-ride lots, streetscapes, and other disturbed and/or infected areas; and measures to re-vegetate these areas with regionally native plants appropriate for the site.

D. Identify measures to monitor irrigation system(s) to ensure that invasive exotic plants do not become established in areas that are/or have been irrigated, and measures to remove any invasive exotic plants that become established.

DOCUMENT SPECIFIC COMMENTS BY PAGE NUMBER

Page S-9, 'Table S-1. Summary of Impacts for Alternatives, Water Quality': Stormwater treatment BMPs for the Project should be sized to treat polluted runoff generated by the entire road at build out. If analysis indicates that BMPs (e.g., bioswales) will not be able to treat the entire project, Caltrans must incorporate other approved treatment BMPs to assure that the entire road at build out of the project is treated.

19 Regardless of the alternative selected, it is anticipated that the Project will be required to meet Caltrans' statewide Municipal Separate Storm Sewer System (MS4) permit requirements and/or any updates. The San Diego Water Board recommends that the Draft EIR/EIS include language that any future environmental documents will reflect updated Caltrans MS4 permit requirements.

The Draft EIR/EIS needs amending to state that post-construction stormwater treatment BMPs will be implemented for the Project to meet the standards listed in the 'Post-Construction' comments section. The San Diego Water Board urges Caltrans to explicitly state that post-construction controls will be sized to address not only the flows resulting from the additional impervious area, but also for the existing impervious area, and for future expansion(s). Caltrans should reserve sufficient right-of-way to accommodate the treatment controls needed for future expansion.

20 **Pages 2-17 thru 2-23, 'Figures 2.1-2a thru 2.1-2g Project Features Map, Proposed Existing Alignment Alternative':** Figures 2.1-2a thru 2.1-2g show many areas where pavement is to be removed that could be considered for post-construction stormwater treatment BMPs or LID BMPs, however none are shown here. The Draft EIR/EIS should

19 Caltrans will comply with current MS4 permit as well as any future updates. Post-construction controls will be sized to handle flows from both additional and existing impervious areas to the MEP. There is no future expansion planned on that section of SR-76.

20 Areas of existing SR-76 to be removed or to remain as frontage roads will be relinquished to the County. Where pavements are to be removed, those areas will be graded so flows will either be contained or the flows will be directed to bioswales for treatment. In those same areas, existing vegetation will be maximized and/or be vegetated to promote infiltration. These strategies of dispersing runoff to pervious areas or to biofiltration facilities and utilizing vegetation are in line with LID principles.

20 Cont. show where each of the stormwater treatment BMPs and LID BMPs will be incorporated into the proposed existing alignment alternative.

21 **Pages 2-24 thru 2-30, 'Figures 2.1-3a thru 2.1-3g Project Features Map, Proposed Southern Alignment Alternative':** Figures 2.1-3a thru 2.1-3g show areas where pavement is to be removed that could be considered for post-construction stormwater treatment BMPs or LID BMPs, however none are shown here. The Draft EIR/EIS should show where each of the stormwater treatment BMPs and LID BMPs will be incorporated into the proposed southern alignment alternative.

22 **Page 3-13 '3.2.1 Affected Environment, Plans and Programs':** The Draft EIR/EIS should include the San Luis Rey River Assessment Report [12] from the California Department of Fish and Game's (DFG's) Coastal Watershed Planning and Assessment Program (CWPAP) in the 'Plans and Programs' section. The San Luis Rey River Assessment Report includes issues important for the restoration of steelhead trout in the San Luis Rey River and its tributaries, including flow and water quality, riparian condition, water temperature, instream habitat, gravel and substrate, trout refugia and passage barriers. Project mitigation measures should include consideration of stream habitat improvement recommendations for steelhead.

23 **Page 3-121, paragraph 3, '3.11.4 Avoidance, Minimization and/or Mitigation Measures', paragraph:** The Draft EIR/EIS states that sufficient maintenance and irrigation would be provided as needed in the early years (of plant establishment). Maintenance BMPs (especially invasive exotic weed control) are important because excess water from the Project increases the potential for recruitment and propagation of invasive exotic plant propagules. Because of the potential negative impacts of invasive exotic weed pests to the beneficial uses of the rivers and streams within the San Diego Region; the San Diego Water Board requests that areas within the freeway right-of-way be regularly-inspected and maintained to remove invasive exotic weeds.

24 **Page 3-158, '3.13.3 Environmental Consequences, Impacts on Natural and Beneficial Floodplain Values':** The Draft EIR/EIS states that natural and floodplain values, while not specifically defined in Executive Order 11988, include resources such as fish. Nonetheless, the discussion of the environmental consequences of the project on fisheries resources in the San Luis Rey River and/or tributaries to the river is missing, and should be included in the Draft EIR/EIS. Information on southern steelhead rainbow trout restoration for the San Luis Rey River can be found in the DFG's Coastal Watershed Planning and Assessment Program's 'San Luis Rey River

[12] Available on-line at: http://coastalwatersheds.ca.gov/

21 Proposed BMPs for both build alternatives are too small to show on the Project Features Map.

22 The assessment report was utilized in development of the Biolocal Assessment and the resulting Biological Opinion (Appendix K).

23 The Caltrans Storm Water Quality Handbook Maintenance Staff Guide (Staff Guide) is the key document in the Maintenance effort to protect water resources.

As with maintenance of all Caltrans facilities, it is Caltrans policy to implement Best Management Practices as defined in the Caltrans Storm Water Quality Handbook Maintenance Staff Guide. This Staff Guide provides detailed instructions on vegetation control procedures including inspections with the goal of preventing, minimizing or reducing the spread and proliferation of noxious weeds.

24 Section 3.13 of the Final EIR/EIS has been revised to guide the reader to a more detailed discussion of steelhead rainbow trout in Section 3.24-3.

Ms. Sandra Lavender, Caltrans District 11 - 18 - November 8, 2010
State Route 76, Mission to I-15 Hwy Improvement Project

24 Cont. Assessment Report.' [13] Project mitigation measures should include consideration of the stream habitat improvement recommendations for steelhead.

25 **Page 3-169, '3.14.2 Affected Environment', paragraph 2:** Revise the text as follows, "The proposed action is within the ~~Lower San Luis Hydrologic Sub Area (HSA) 903.12"~~ Bonsall hydrologic subarea (HSA) 903.12 in the Lower San Luis hydrologic area (HA) 3.1"

26 **Page 3-169 to 3-170, '3.14 Water Quality and Storm Water Runoff, 3.14-2 Affected Environment' (and page 3-2 in Water Quality Report):** The Draft EIR/EIS and the Water Quality Report incorrectly name, or do not name many of the existing beneficial uses of the San Luis Rey HU and/or the San Luis Rey River (HSA 903.12). The Project is contained within the Bonsall (HSA 903.12), not the Mission (HSA 903.11) hydrologic subarea. Also, the document(s) fail to name waterbodies tributary to the San Luis Rey River which are affected by the Project. The table below show revision(s) needed in strikeout and/or underline.

Document	Needed Revision(s) to Existing Beneficial Uses in DRAFT EIR/EIS	Hydrologic Unit and/or Hydrologic Subarea
Draft EIR/EIS	Add 'Cold freshwater habitat' (COLD)	HU 903
Draft EIR/EIS	Add 'Freshwater Replenishment' (FRSH)	HU 903
Draft EIR/EIS	Add 'Hydropower generation' (POW)	HU 903
Draft EIR/EIS	Add 'Municipal and domestic supply' (MUN)	HU 903
Draft EIR/EIS	Add 'Spawning, reproduction, and/or early development' (SPWN)	HU 903
Draft EIR/EIS	~~Contact and noncontact recreation~~ Change to 'Contact water recreation' (REC-1), and 'Non-contact water recreation' (REC-2)	HU 903
Draft EIR/EIS	~~Threatened and endangered species~~ Change to 'Rare, threatened, or endangered species' (RARE)	HU 903
Water Quality Report, Table 3.2.1	AGR, IND, REC-1, REC-2, BIOL, WARM, WILD, RARE and excepted from MUN	San Luis Rey River (HSA 903.12) and tributaries to the San Luis Rey in HSA 903.12 (includes Ostrich Farm Creek which is in HSA 903.12)

25 The text has been revised in the Final EIR/EIS.

26 Section 3.14 of the Final EIR/EIS has been revised to reflect Board's comments on hydrologic subareas (HAS), Beneficial Uses, and waterbodies.

26 Cont.

Document	Needed Revision(s) to Existing Beneficial Uses in DRAFT EIR/EIS	Hydrologic Unit and/or Hydrologic Subarea
Water Quality Report, Table 3.2.1	AGR, IND, REC-1, REC-2, WARM, WILD, RARE and excepted from MUN	Live Oak Creek (HSA 903.12)
Water Quality Report, Table 3.2.1	AGR, IND, REC-1, REC-2, WARM, WILD, and excepted from MUN	Keys Creek (HSA 903.12)

27 **Page 3-171, '3.14.3 Environmental Consequences, Existing Alignment Alternative and Southern Alignment Alternative':** The Draft EIR/EIS states that the "pollutants of concern in the San Luis Rey River are chloride and total dissolved solids. The pollutants of concern listed regarding the San Luis Rey River are not from vehicles." Nonetheless, the lack of a Clean Water Act section 303(d) listing for constituents likely to be deposited from vehicles on the current section 303(d) list [the Clean Water Act section 303(d) list for the 2006 update] does not obviate the need for controlling pollutants from roadways. Storm water in the Lower San Luis Rey River (west of I-15) has shown repeated toxicity to aquatic life, and this toxicity has lead to the San Diego Water Board's listing of the Lower San Luis Rey River as impaired for toxicity in the Clean Water Act, section 303(d) 2008 update. Caltrans must ensure that the Project implements contingency plans that provide treatment controls for all the constituents [e.g., but not limited to copper, lead, zinc, polycyclic aromatic hydrocarbons (PAHs), and trash] that are likely to be deposited on roadways (either accidently or incidentally through spills, aerial deposition, fallout, or other means). Each area where there is a need for pollutant treatment should be identified and the treatment controls to be implemented listed in the Draft EIR/EA.

28 **Page 3-173, '3.14.4 Avoidance, Minimization, and/or Mitigation Measures, Treatment BMPs':** The San Diego Water Board requests that proposed treatment BMPs be thoroughly described, and potential impacts to the beneficial uses and water quality be analyzed. The analysis should include a description of the maintenance that Caltrans would conduct on the BMPs to ensure that they function as intended.

29 **Page 3-189, '3.17 Hazards and Hazardous Materials, 3.17.2 Affected Environment':** The Draft EIR/EIS does not state whether soils near the existing roadways have been tested for contamination by heavy metals. Heavy metals contamination may enter waterbodies through aerial transport and dry deposition of particulates from vehicles driving on roadways. In one study done on dry deposition patterns of metals (including chromium, copper, lead, nickel, and zinc) upwind and at increasing distances downwind of a coastal freeway (I-405 Freeway in coastal Los Angeles); dry deposition fluxes and

27 The project is incorporating BMPs to address pollutants most commonly found in highway runoff. Guidelines for maintenance of treatment BMPs are outlined in Caltrans Stormwater Quality Handbooks- Maintenance Staff Guide (TSW-RT-02-057) found at http://www.dot.ca.gov/hq/env/stormwater/special/newsetup/index.htm#wq_handbooks.

28 Please see Response #27 above.

29 Based on investigations along SR-76 and various other routes in the San Diego rural area, aerially deposited lead (ADL) is not found in concentrations that are considered hazardous in accordance with Title 22 of the California Code of Regulations along the shoulders of SR-76. In addition, the traffic volumes were not high enough during the years that lead was used as an additive to gasoline to provide a source of ADL that is hazardous on SR-76. Any heavy metals in excavated and exposed soil along the main traveled way would be handled properly using approved storm water methods and BMPs to prevent the metals from entering any water bodies. Also, in the unlikely scenario ADL is found, Caltrans would follow the provisions outlined in our ADL specifications that have been prepared under regulatory guidance (RWQCB and DTSC).

atmospheric concentrations of metals were found to be highest at the site closest to the freeway, and reduced to approximately urban background concentrations between 10 and 150 meters (0.006 to 0.9 miles) downwind of the freeway (Sabin et al, 2006).[9] These data indicate that over time aerial deposition of metals in the vicinity of major roadways can be a significant anthropogenic source of metal pollutants to the affected watershed.

29 Cont.

The Draft EIR/EIS should: (1) discuss preventative measures to ensure that hazardous materials in the demolition of existing roadways and structures are properly contained, (2) sample soils near roadways for aerially deposited metals, (3) provide the results of aerially deposited metals soil investigation(s), (4) incorporate measures to avoid, minimize, and mitigate significant impacts from aerially deposited metal pollutants in new and/or re-developed roadways, and existing roadways, and (5) discuss implementation measures which will be taken to comply with applicable regulations for the State of California for hazardous waste.

30

Page 3-234, '3.20.3 Avoidance, Minimization, and/or Mitigation Measures, #9: The Draft EIR/EIS states that fiber rolls and other slope stabilization techniques would be used to control erosion and excess sedimentation. The San Diego Water Board requests that fiber rolls or other erosion and sediment control measures, make use of products made from biodegradable materials to avoid adding pollutants to waterbodies.

31

Page 3-319, '3.25 Invasive Species': The Draft EIR/EIS states that EO 13112 requires federal agencies to combat the introduction or spread of invasive species in the United States, and that the order defines invasive species as "any species, including seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." However, the Draft EIR/EIS fails to analyze and discuss measures to avoid, minimize, and/or mitigate the entry of invasive exotic animal pest species from the increased vehicular usage of roadways and bridges.[13] The Draft EIR/EIS should discuss measures the Project will take to protect beneficial uses, and to avoid, minimize, and/or mitigate the aquatic animal pest invasion(s) into the San Luis Rey River watershed (e.g., but not limited to quagga and zebra mussel, New Zealand mud snail, grass carp, snakehead, tilapia, crayfish, African clawed frog and bullfrog). Animals have the potential to be dispersed to waterbodies via roadways, bridges, park-and-ride lots, and right-of-ways by intentional or accidental

[13] Information about invasive animal species can be found online at DFG's Invasive Species website: http://www.dfg.ca.gov/invasives/ and also in DFG's 'Aquatic Invasive Species Management Plan' online at: http://www.dfg.ca.gov/invasives/plan/

30 These requirements would be incorporated into the Project specifications during design.

31 Caltrans understands the need to prevent introductions of invasive aquatic animal into the San Luis Rey River and its tributaries and adheres to Executive Order (EO) 13112, which directs federal agencies to expand and coordinate their efforts to combat the introduction and spread of plants and animals not native to the United States.

As part of the biological construction monitoring program for SR 76 (and in addition to the conservation measures for invasive plants), biological monitors will notify the Project Biologist of observations of invasive aquatic animals, including bullfrogs, crayfish and red-eared sliders. Where possible, individual invasive animals will be excluded, destroyed or otherwise permanently removed from the site. Areas that have repeat observations of invasive animals will be investigated and where possible, the animals will be destroyed or removed.

31 Cont. release from motor vehicles and/or trailers, their drivers or passengers; and/or from bicyclists or pedestrians.

32 **Page 3-331, '3.29 Cumulative Impacts, 3.29.2 Affected Environment':** A federally endangered steelhead trout (*Oncorhynchus mykiss*) was reported by DFG in the lower San Luis Rey River in May 2007. California Department of Fish and Game manuals entitled, '*Guidelines for Salmonid Passage at Stream Crossings*' and '*Culvert Criteria for Fish Passage*'[14] provide information to assist with bridge design for fish passage. DFG staff with expert knowledge about sediment regime[15], hydrodynamic regime[16], and steelhead fisheries re-establishment should be consulted to address how bridge design at the San Luis Rey River will accommodate the migration of steelhead [and other migratory native species e.g., Pacific lamprey)[17]].

Ammocetes larvae of Pacific lamprey, *Lampetra tridenta* found within the San Luis Rey River near the crossing of Foussat Road on June 24,1997.[17]

33 **Page 3-348, '3.29.3 Environmental Consequences, Threatened and Endangered Species':** The Draft EIR/EIS should include measures to facilitate the restoration and recovery of aquatic life beneficial uses (including the federally endangered Southern steelhead) in the San Luis Rey River watershed. The California Department of Fish and Game, Coastal Watershed Planning and Assessment Program's 'San Luis Rey River Assessment Report' provides a list of recommended actions for steelhead habitat

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[14] Available online at http://www.dfg.ca.gov/nafwb/manual.html.

[15] Sediment regime is a simple term for a complex set of processes which include wildfire regime, mass wasting, and winter flood regime with attendant fluvial transport processes. All these are important for maintaining a dynamic system of pool habitat (and spawning gravels) while preventing too large a buildup of fine sediments.

[16] The hydrodynamic regime plays a role in not just fluvial transport of sediments, but also in maintaining migration connectivity for steelhead.

[17] An ammocetes larvae of the Pacific Lamprey, *Lampetra tridentata* was discovered on June 24, 1997 within the San Luis Rey River near the Foussat Road crossing by Jack Linn (DFG) and Linda Pardy (San Diego Water Board). Photo by L. Pardy.

32 Impacts to Southern California steelhead individuals are not anticipated. No additional impediments to fish movement would occur as a result of this project, as no partial or complete barriers would be constructed. The bridges that could be constructed with the Southern Alignment Alternative are being designed to minimize constriction of the flow. Large increases or decreases to water velocity are not anticipated. The Existing Alignment Alternative has been identified as the Preferred Alternative and that would not have a new bridge feature so there is no need to consult.

The NMFS letter dated June 8, 2011, concurs with the Caltrans determination that the proposed project is not likely to adversely affect steelhead or critical habitat for this species within the San Luis Rey River. Due to Caltrans' minimization, avoidance and mitigation efforts, direct effects to steelhead are not expected, and "indirect effects to steelhead and aquatic habitat are expected to be discountable" (See Chapter 5 NMFS Section 7 Concurrence letter). Adverse impacts to the river channel, floodplain, and floodplain connectivity are not expected. Impacts to riparian vegetation are not expected to be discountable.

33 Measures to facilitate restoration and recovery of aquatic life beneficial uses are included in the Final EIR/EIS (Sections 3.20 through 3.25) and the BO (Appendix K). While these measures may not be specifically identified for aquatic life species, they will have a positive impact on those species. These measures include the following:

<u>Erosion and Sediment Reduction</u>

- Identify and reduce sources of sediment delivery to stream channels from road systems.
- Revegetate exposed stream banks and or install structures to increase bank stability.

<u>Riparian and Instream Habitat</u>

- Continue to remove non-native plants species such as Arundo and replant with native trees and shrubs.
- Plant riparian areas with willow, cottonwood and/or sycamore trees to increase streamside shade canopy and allow for woody recruitment.

<u>Flow and water quality</u>

- Plant willows, cottonwoods and/or sycamore trees to restore riparian habitats and help reduce water temperature.
- Prevent urban runoff contributions to aquatic ecosystems.

<u>Education research and monitoring</u>

- Conduct habitat surveys and/or presence absence surveys. These are typically done as part of post construction mitigation monitoring and

may be limited to specific species (e.g., arroyo toad) or to specific issues (e.g., wildlife crossings).

improvement on the San Luis Rey River and Keys Creek, which include, but are not limited to the following:

Erosion and Sediment Reduction

- Continue efforts to identify and reduce sources of sediment delivery to stream channels from road systems.
- Re-vegetate exposed stream banks and/or install structures to increase bank stability.

Riparian and Instream Habitat

- Continue to remove non-native exotic plant species such as *Arundo donax* and replant with native trees and shrubs.
- Consider planting barren near stream areas with willow, cottonwood, or sycamore trees to increase streamside shade canopy and allow for woody recruitment.

33 Cont.

Flow and Water Quality

- Plant willows, cottonwoods, and/or sycamore trees to restore riparian habitats and help reduce water temperature in areas with insufficient shade.
- Remove and prevent excessive agricultural or urban runoff contributions to aquatic ecosystems.

Barriers to Fish Passage

- Continue efforts to identify and alleviate fish passage impediments at culverts or other public or private road crossings.
- Improve fish passage by modifying Arizona road crossings.
- Improve fish passage by removing structures on private lands that are currently partial barriers.

Education, Research, and Monitoring

- Continue, expand, or develop education programs concerning water conservation, water quality, and importance of watershed/riverine ecosystems.
- Conduct habitat surveys and/or presence absence surveys.
- Water quality and temperature monitoring should be conducted over several years to characterize conditions in streams.

ATTACHMENT 1 - TABLE 1
POTENTIAL EFFECTS OF URBAN TRANSPORTATION DEVELOPMENT ON BUs and RQD ANALYSES

CAUSE	EFFECT	NEEDED ANALYSES
	D. Impaired Beneficial Uses. [18] Fill can directly impair beneficial uses by reducing water area and changing hydrology, geomorphology, substrate, and other waterbody characteristics. In addition, projects which fragment habitat and reduce wildlife movement along riparian and other corridors can degrade remaining patches of wetlands and other habitat by changing their physical characteristics and by isolating and exposing small populations of plants and animals, resulting in local or regional extinctions.[3]	1) Document types, areal extents, and (for drainage features) lengths of affected waters. 2) Characterize and map at project-area and regional scales existing wildlands, along with riparian corridors and other water features supporting habitat connectivity. 3) Identify effects of fill on terrestrial and aquatic habitat connectivity (refer to Enclosure 3). 4) Identify watershed-level effects on pollutant removal and flood retention. 5) Identify mitigation.
2A. CONSTRUCTION Clearing, grading, and construction of structures and facilities.	**A. Production of Urban Pollutants. [7]** Construction can produce pollutants through improper use and disposal of toxic construction materials.	1) Identify mitigation for inclusion in stormwater pollution prevention plan.
	B. Change in Soil Erosion. [8] Active construction can dramatically increase soil erosion by exposing and destabilizing soils. Erosion is compounded by the increased runoff typically accompanying construction.[6]	1) Identify location and extent of planned grading. Display proximity and slope relationships to receiving drainages. 2) Document erodibility of soils and subsoils in areas proposed for grading. 3) Quantify amount and duration of increased sediment loadings to each affected drainage. 4) Identify mitigation.
	C. Increased Runoff. [9] Construction can increase both the total and peak volume of stormwater runoff by removing vegetation, compacting soil, exposing dense subsoil, creating steep graded slopes, and eliminating terrain depressions and ephemeral and intermittent drainages that would naturally slow the movement of stormwater.[9]	1) Quantify total and peak volumes of increased runoff for each affected drainage 2) Identify mitigation.
	D. Impaired Beneficial Uses. [18] Projects which fragment habitat and reduce wildlife movement along riparian and other corridors can degrade remaining patches of wetlands and other habitat by changing their physical characteristics and by isolating and exposing small populations of plants and animals, resulting in local or regional extinctions.[11]	1) Characterize and map at project-area and regional scales existing wildlands, along with riparian corridors and other water features supporting habitat connectivity. 2) Identify effects of construction on terrestrial and aquatic habitat connectivity (refer to Enclosure 3). 3) Identify mitigation.
2B. POST-CONSTRUCTION Ongoing effects of constructed environment.	**A. Dry weather discharge. [6]** Construction can cause dry-season "nuisance" runoff from activities such as landscape irrigation[5], sidewalk and vehicle washing, and basement dewatering.	1) Characterize volumes, seasonality, and other pertinent characteristics of "nuisance" flows for each affected drainage.
	B. Increased Groundwater Pumping. [5] Construction can cause increased groundwater pumping for domestic or landscape use.[4]	1) Quantify and map locations of increased pumping.

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ATTACHMENT 1 - TABLE 1
POTENTIAL EFFECTS OF URBAN TRANSPORTATION DEVELOPMENT ON BUs and RQD ANALYSES

CAUSE	EFFECT	NEEDED ANALYSES
	C. Channel Destabilization. [11] Increased peak runoff can destabilize channels by increasing the flow velocity and erosive power of the stream. Head cutting, incision and/or widening of the channel, and associated sideslope failures can result. Reduced sediment input as a result of change in soil erosion rates can compound the effect.[31] In small streams, increased runoff may also dislodge logs and other channel features that help to define the channel.[32]	1) Quantify channel geomorphic response to increased runoff for each affected drainage. 2) Identify mitigation.
	D. Increased Pollutant Delivery. [13] Increased runoff increases pollutant delivery because it can more effectively carry particulate and soluble pollutants to receiving waters. Increased flow velocity reduces contact time with soil and vegetation that might otherwise remove pollutants.[33]	1) Quantify types and quantities of increased pollutant loadings to each affected drainage. 2) Identify mitigation.
	E. Increased Flooding Frequency. [14] Increased runoff and greater transport efficiency result in higher peak flows from storms of a given return period.[34]	1) Quantify basin level hydrologic effect of increased runoff on each affected basin, including changes in flood return frequencies. 2) Identify mitigation.
	F. Change in Water Temperature. [15] Increased runoff from urban areas can raise the temperature of receiving waters because runoff from impervious surfaces is often warmer than runoff from pervious surfaces or subsurface flow.[35]	1) Model increase in water temperature along stream profile of each affected drainage. 2) Identify mitigation.
	G. Impaired Beneficial Uses. [18] Increased runoff can impair habitat values by flushing fish and invertebrates out of streams,[36] increasing water level fluctuations and the velocity of flows entering wetlands,[37] and causing salinity changes in estuaries and other nearshore marine waters.[38]	1) Identify direct effects of increased flow on aquatic biota, hydrologic regimes of adjacent wetlands, and salinity of marine receiving waters for each affected drainage. 2) Identify mitigation.
10. CHANGE IN GROUNDWATER STORAGE	**A. Change in Baseflow. [12]** Changes in watertable level can cause changes in the dry weather baseflow of streams fed by groundwater.[39]	1) Quantify for each affected drainage the changes in baseflow associated with lowered water tables and map locations. 2) Identify mitigation.
	B. Change in Wetland and Riparian Vegetation. [17] A lowered watertable can dry up wetlands, stress or kill mature riparian vegetation, and reduce or eliminate seedling survival.[40]	1) Identify types and areas of wetlands and riparian areas that would be affected by expected lowering of shallow water tables and map locations. 2) Identify mitigation.

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ATTACHMENT 1 - TABLE 1
POTENTIAL EFFECTS OF URBAN TRANSPORTATION DEVELOPMENT ON BUs and RQD ANALYSES

CAUSE	EFFECT	NEEDED ANALYSES
	C. Impaired Beneficial Uses. [18] A lowered watertable can impair water supply and other beneficial uses which use groundwater. Seawater intrusion is possible in coastal areas.[41] Aquifer compaction and subsidence can also occur.[42] Wetland and riparian areas can be dewatered, harming associated vegetation and habitats.[43]	1) Identify affects of expected water table lowering on water supply and other beneficial uses and map locations. 2) Identify mitigation.
11. CHANNEL DESTABILIZATION	**A. Channelization. [3]** Channel erosion can threaten property and structures, leading to placement of riprap or other engineered stabilization of critical sections.[45]	1) Identify stream reaches in which project-induced channel destabilization may require channelization. 2) Identify mitigation.
	B. Change in Groundwater Storage. [10] Channel incision can dewater shallow aquifers adjacent to the channel.[46]	1) Identify and map stream reaches in which project-induced stream incision may dewater shallow aquifers. 2) Identify mitigation.
	C. Increased Pollutant Delivery. [13] Channel erosion can result in increased suspended solids and turbidity in the water column.[47]	1) Identify and map stream reaches subject to project-induced destabilization, quantify changes in channel dimension, and volume of eroded material for each affected basin. 2) Identify mitigation.
	D. Increased Flooding Frequency. [14] Channel aggradation can cause local flooding by diverting flows and decreasing a stream's flow capacity.[48]	1) Identify and map stream reaches in which project-induced channel destabilization may cause aggradation and associated flooding. 2) Identify mitigation.
	E. Change in Water Temperature. [15] Bank erosion and aggradation can increase water temperature by creating a broader channel with shallow flows, increased water surface relative to flow volume, and a smaller proportion of shaded water surface. As a result, summer water temperatures and daily and seasonal temperature fluctuations tend to be greater.[49]	1) Identify and map stream reaches in which project-induced destabilization can increase water temperature. 2) Identify mitigation.
	F. Change in Wetland and Riparian Vegetation. [17] Channel destabilization can encroach on riparian wetlands and undermine streamside vegetation.[50]	1) Identify, characterize, and map wetland and riparian areas subject to encroachment by channel destabilization; . 2) Identify mitigation.
	G. Impaired Beneficial Uses. [18] Channel destabilization can reduce or eliminate habitat, recreation, esthetic values, and other uses by affecting deep pools, pool-riffle ratios, undercut banks, substrate suitability, and other structural features.[51]	1) Identify, characterize, and map stream reaches in which channel destabilization can directly impair beneficial uses. 2) Identify mitigation.

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ATTACHMENT 1 - TABLE 1
POTENTIAL EFFECTS OF URBAN TRANSPORTATION DEVELOPMENT ON BUs and RQD ANALYSES

CAUSE	EFFECT	NEEDED ANALYSES
	H. Increased Maintenance and Property Damage. [19] Channel erosion can undermine streamside buildings, bridges, utility crossings, and other property. Aggradation can bury diversion structures and other infrastructure and may require removal to maintain flow capacity.	1) Identify and map stream reaches in which destabilization may cause increased maintenance and property damage. 2) Identify mitigation.
12. CHANGE IN BASEFLOW	**A. Change in Groundwater Storage. [10]** Reduced stream baseflow can decrease groundwater recharge by reducing wetted area and the amount of water available for recharge in stream channels.[52]	1) Identify and map affected stream reaches. 2) Quantify losses of recharge anc water table response. 3) Identify mitigation.
	B. Change in Water Temperature. [15] Decreased baseflow, typically resulting from change in groundwater storage, can cause elevated and fluctuating stream temperature because groundwater usually enters the stream at cool, stable temperatures.[53]	1) Identify and map affected stream reaches; 2) Quantify temperature effects along stream profile. 3) Identify mitigation.
	C. Change in Wetland and Riparian Vegetation. [17] Decreased stream baseflow can cause riparian vegetation to shift to upland species.[54]	1) Characterize and map affected riparian areas. 2) Identify mitigation.
	D. Impaired Beneficial Uses. [18] 1. Decreases in the amount or duration of baseflow can impair habitat quality by eliminating aquatic and riparian habitat area, reducing flow velocities, and otherwise disrupting the life cycles of plants and animals which are dependent on water.[55] 2. Increases in baseflow resulting from dry weather discharge can impair waterbodies such as seasonal wetlands, vernal pools, and intermittent streams which are naturally defined by seasonal water availability.	1) Identify and map affected waterbody segments. 2) Characterize and quantify changes in baseflow. 3) Identify direct effects on beneficial uses 4) Identify mitigation.
13. INCREASED POLLUTANT DELIVERY	**A. Impaired Beneficial Uses. [18]** Urban pollutants can impair many beneficial uses, e.g., water supply, recreation, fish and wildlife habitat, and shellfish production.[56]	1) Identify direct effects of increased pollutant loadings on beneficial uses in each affected waterbody segment. 2) Identify mitigation.
14. INCREASED FLOODING FREQUENCY	**A. Channelization. [3]** Increased flooding can lead to channelization of the critical section to more efficiently pass flood flows.[57]	1) Identify stream reaches in which project-induced flooding may require channelization. 2) Identify mitigation.
	B. Impaired Beneficial Uses. [18] Increased flooding can impair habitat,[58] water supplies, navigation, and other beneficial uses.	1) Identify stream reaches in which project-induced flooding may impair beneficial uses. 2) Identify mitigation.

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ATTACHMENT 1 - TABLE 1
POTENTIAL EFFECTS OF URBAN TRANSPORTATION DEVELOPMENT ON BUs and RQD ANALYSES

CAUSE	EFFECT	NEEDED ANALYSES
	C. Increased Maintenance and Property Damage. [19] Increased flood frequency can result in more maintenance and flood damage.	1) Identify stream reaches in which project-induced flooding may increase maintenance and property damage. 2) Identify mitigation.
15. INCREASED WATER TEMPERATURE	**A. Impaired Beneficial Uses. [18]** Increased water temperature can directly stress aquatic biota and can also affect other parameters associated with habitat quality, such as dissolved oxygen concentration and rate of chemical reactions.[59]	1) Identify and map affected waterbody segments. 2) Quantify temperature changes. 3) Characterize effects on beneficial uses. 4) Identify mitigation.
16. DECREASED POLLUTANT REMOVAL	**A. Increased Pollutant Delivery. [13]** Less removal of pollutants by natural processes can result in greater concentrations of pollutants in receiving waters.[60]	1) Quantify effects to pollutant loadings for each affected waterbody. 2) Identify mitigation.
17. CHANGE IN WETLAND AND RIPARIAN VEGETATION	**A. Channel Destabilization. [11]** Loss of vegetation and its associated anchoring root masses can destabilize channel banks and other geomorphic features.[61]	1) Characterize and map affected geomorphic features. 2) Identify mitigation.
	B. Change in Water Temperature. [15] Loss of riparian vegetation can increase maximum water temperature by exposing more water surface to the sun. Daily and seasonal temperature fluctuations also tend to be greater.[62]	1) Identify and map stream reaches in which loss of riparian vegetation can increase water temperature. 2) Identify mitigation.
	C. Decreased Pollutant Removal. [16] Removal of vegetation adjacent to a waterbody can reduce removal of pollutants from the waterbody and from the overland flow draining to the waterbody.[63]	1) Describe type, areal extent, and pollutant removal value of affected vegetation and map location. 2) Identify mitigation.
	D. Impaired Beneficial Uses. [18] Loss of vegetation directly impairs the quality of aquatic and riparian habitat by reducing cover, structural diversity, and nutrient sources.[64] Removal of vegetation can also fragment and isolate remaining patches of habitat, resulting in decreased habitat value over large areas.[65]	1) Identify affected waterbody segments. 2) Characterize direct effects of vegetation loss on beneficial uses. 3) Characterize and display at project-area and regional scales existing wildlands, along with riparian corridors and other water features supporting habitat connectivity. 4) Identify effects of vegetation change on terrestrial and aquatic habitat connectivity. 5) Identify mitigation.
18. IMPAIRED BENEFICIAL USES	Figure 1 - End point for water quality impairment.	
19. INCREASED MAINTENANCE AND PROPERTY DAMAGE	Figure 1 - End point for maintenance and property damage effects.	

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STATE WATER RESOURCES CONTROL BOARD
URBAN DEVELOPMENT AND WATER QUALITY PROTECTION

ATTACHMENT 1 - TABLE 1
NOTES

NOTES

[1] Terrene Institute 1994, pp 1, 26.
USEPA 1993b, pp. 15-17.
USEPA 1993a pp. 4-5 – 4-10.

[2] Ca SWRCB 1994a, p. 22.
Terrene Institute, 1994, p. 1.

[3] Knutson 1997, p. 71.
Soulé 1991.
US Fed Interag Str Rest Wk Gp 1998, pp. 2-80 - 2-82.
Soulé 1992.
Noss and Cooperrider 1994, 33-34, 50-54, 59-62, 61-62.
Saunders et al 1991.

[4] Dunne and Leopold 1978, p. 223.
Kondolf and Curry 1986.

[5] Mount 1995, pp. 288, 290.

[6] Dunne and Leopold 1978, pp. 511, 516-17.
USEPA 1993b, p.15-16.

[7] Knutson 1997, p. 70.
USEPA 1993b, p. 15-16.
Mount 1995, p. 288, 290.
Ca SWRCB 1994b, P. 3.
Schueller 1994.
Schueller, 1995.
USEPA 1993a pp. 4-5 – 4-10.

[8] Booth 1990.
Arnold et al. 1882.
Dunne and Leopold 1978, pp. 511, 515-518, 693.
US Fed Interag Str Rest Wk Gp 1998, p. 3-24.
Mount 1995, p. 288.
Kondolf and Keller 1991.
Klein 1979.
Graf 1975.
USEPA 1993a p. 4-5 – 4-10.

[9] Dunne and Leopold 1978, p. 517, 694.
US Fed Interag Str Rest Wk Gp 1998, pp. 1-15, 2-12.
USEPA 1993b, pp. 15, 17, 29.
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Terrene Institute 1994, pp.1, 26.

[10] Ca SWRCB 1994b, p. 3.
Knutson 1997, p.67.
US Fed Interag Str Rest Wk Gp 1998, pp. 1-15, 2-12, 3-15, 3-22, 3-23.
USEPA 1993b, p.3, 15, 29, 30.
Dunne and Leopold 1978, pp. 275, 327, 687, 693, 695.
Klein 1979.
Hollis 1975.
Graf 1975.
Mourit 1995, pp. 287-292.
Kondolf and Keller 1991.
Booth 1990.
Arnold et al 1982.
Schueller 1994.
USEPA 1993a pp. 4-5 – 4-10.

1

[11] Knutson 1997, p. 71.
Soulé 1991.
US Fed Interag Str Rest Wk Gp 1998, pp. 2-80 - 2-82.
Soulé 1992.
Noss and Cooperrider 1994, 33-34, 50-54, 59-62, 61-62.
Saunders et al 1991.

[12] USFWS 1982, p. 34.
Mount 1995, p. 306.
Arnold et al 1982.

[13] USFWS 1982, p. 73.

[14] Dunne and Leopold 1978, p.404.
USFWS 1982, p. 37.
USEPA 1993a pp.6-4 – 6-6

[15] Cal SWRCB 1994a, p. 31.
USFWS 1982, pp.19, 26-28, 34, 39, 100.
Dunne and Leopold 1978, p. 404, 703, 707.
Mount 1995, p. 287, 302, 305.
USEPA 1993b.

[16] Dunne and Leopold 1978, p. 404.
Mount 1995, p. 287.
Kondolf and Keller, 1991.

[17] USFWS 1982, p. 27.
USEPA 1993a pp.6-4 – 6-6

[18] USFWS 1982, pp.32, 39, 46, 47, 54, 73.
USEPA 1993a pp.6-4 – 6-6

[19] Terrene Institute 1994, p.4.
US Fed Interag Str Rest Wk Gp 1998, p.3-8.
USFWS 1982, pp. 26-28, 32, 33, 45-63, 73, 95ff.
Dunne and Leopold 1978, p.707.
Mount 1995, p. 308.
USEPA 1993a pp.6-4 – 6-6

[20] USFWS 1982, p. 97.
USEPA 1993a pp.6-4 – 6-6.
Knutson 1997, p. 71.
Soulé 1991.
US Fed Interag Str Rest Wk Gp 1998, pp. 2-80 - 2-82.
Soulé 1992.
Noss and Cooperrider 1994, 33-34, 50-54, 59-62, 61-62.
Saunders et al 1991.

[21] USFWS 1982, p. 37.
Mount 1995, p. 309.

[22] Mount 1995, p. 306.
Arnold et al 1982.

[23] Kondolf and Curry 1986.

[24] Mount 1995, pp. 290.

[25] Mount 1995, p. 289.

[26] Knutson 1997, p. 70.
Terrene Institute 1994, pp.1-3.
USFWS 1982, p.43.
US Fed Interag Str Rest Wk Gp 1998, p. 3-25.
USEPA 1993(1) pp. 4-5 – 4-10.

[27] Dunne and Leopold 1978, p.687, 697.
Mount 1995, pp.288, 305.
Terrene Institute 1994, p.2.
Graf 1975.

[28] Dunne and Leopold 1978, p.687, 697.
Mount 1995, pp.288, 305.
Terrene Institute 1994, p.2.
US Fed Interag Str Rest Wk Gp 1998, p.3-25.
Arnold et al 1982.

[29] Dunne and Leopold 1978, pp. 511-513.

[30] Ca SWRCB 1994b, p. 2.
US Fed Interag Str Rest Wk Gp 1998, pp. 1-15, 3-24.
USEPA 1993b, pp.3, 17, 29, 30.
Terrene Institute 1994, p.1.
Dunne and Leopold 1978, p. 275, 277
Klein 1979.
USEPA 1993a pp. 4-5 – 4-10.

[31] USEPA 1993b, pp. 3, 30.
Ca SWRCB 1994a, p.31.
Ca SWRCB 1994b, p. 4.
Knutson 1997, pp. 67, 70.
US Fed Interag Str Rest Wk Gp 1998, pp. 3-24, 3-25.
Dunne and Leopold 1978, p. 277, 695, 697, 699.
Mount 1995, pp. 287.
Kondolf and Keller 1991.
Booth 1990.
Arnold et al, 1982.
Klein 1979.
Graf 1975.
Schueller 1994.
USEPA 1993a pp. 4-5 – 4-10.

[32] Booth 1990.
Patton 1981, cited in Arnold et al 1982.

[33] Knutson 1997, p.70.
Terrene Institute, 1994, p.1.
USEPA 1993b, p. 15, 32.

[34] Ca SWRCB 1994a, p.31.
Ca SWRCB 1994b, p. 3.
Dunne and Leopold 1978, pp. 276-77, 695.
USEPA 1993b, p.17.
Mount 1995, p. 290-291.
Booth 1990.
Kondolf and Keller 1991.
Arnold et al 1982.
Klein 1979.
Schueller 1994. USEPA 1993a pp. 4-5 – 4-10.

[35] Ca SWRCB 1994b, p. 4.
Terrene Institute 1994, p.4.
US Fed Interag Str Rest Wk Gp 1998, p.3-27.
Knutson 1997, pp.70, 70-71.
Schueller 1994.
USEPA 1993a pp. 4-5 – 4-10.

[36] Klein 1979,
Borchardt and Statzner 1990.

[37] USEPA 1993b, pp.30, 35-38.

[38] USEPA 1993a pp. 4-5 – 4-10

[39] Ca SWRCB 1994b, p. 3.
USEPA 1993b, pp. 3, 29, 30.
US Fed Interag Str Rest Wk Gp 1998, pp. 1-15, 3-24.
Dunne and Leopold 1978, pp. 225, 277.
USFWS 1982, p.34.
USEPA 1993b, p. 17, 30.
Klein 1979.
USEPA 1993a pp. 4-5 – 4-10.

[40] USFWS 1982, p. 73.
Kondolf and Curry 1986.

[41] Dunne and Leopold 1978, p. 225

[42] Dunne and Leopold 1978, p. 227-229.

[43] USEPA 1993b, p. 30.
USEPA 1993a pp.6-4 – 6-6

[44] Ca SWRCB 1994a, p. 31.
Dunne and Leopold 1978, p. 404.
Mount 1995, p. 305.
USEPA 1993b, p.30.
USFWS 1982, pp.39, 100.
Arnold et al 1982.

[45] Dunne and Leopold 1978, p.703
Mount 1995, p. 287.
USEPA 1993a.pp 4-5 – 4-10.

[46] Ca SWRCB 1994a, p. 31

[47] US Fed Interag Str Rest Wk Gp 1998, pp. 3-24, 3-25.
Dunne and Leopold 1978, pp. 694-695, 697.

[48] Mount 1995, p. 305.

[49] Knutson 1997, p.71.
Klein 1979.

[50] Ca SWRCB 1994b, p. 3.
US Fed Interag Str Rest Wk Gp 1998, p.3-24 – 3-25.
USFWS 1982, p.100.
Knutson 1997, p.70.

[51] Ca SWRCB 1994a, p. 31.
Knutson 1997, p.70.
US Fed Interag Str Rest Wk Gp 1998, p. 3-26.
USEPA 1993b, p.3.
USFWS 1982, p.56-57.
Klein 1979.
Borchardt and Statzner 1990.
Schueller 1994.

[52] USFWS 1982, p.69.

[53] Klein 1979.

[54] USEPA 1993b, p.37.

[55] USEPA 1993b, p.30, 37.
Klein 1979.

[56] Ca SWRCB 1994b, p. 4.
USEPA 1993b, pp.15, 32, 37, 38.
Borchardt and Statzner 1990.
USEPA 1993a pp. 4-5 – 4-10.

[57] Mount 1995, pp.287, 305.

[58] USEPA 1993b, pp.36-38.
Schueller 1994.

[59] Terrene Institute 1994, p.4.
USFWS 1982, pp.39, 56.

[60] Ca SWRCB 1994a. p.22.

[61] Terrene Institute 1994, p.26.
US Fed Interag Str Rest Wk Gp 1998, pp.3-14, 3-16.
USFWS 1982, pp.54, 73.
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Kondolf and Curry 1986.

[62] Terrene Institute 1994, p.26.
USFWS 1982, pp. 39, 54.
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US Fed Interag Str Rest Wk Gp 1998, pp. 3-16, 3-25.
Mount 1995, p.308.
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[63] Ca SWRCB 1994a, p. 22.
Knutson 1997, p.69.
Terrene Institute 1994, p. 26.
US Fed Interag Str Rest Wk Gp 1998, pp. 2-9, 3-27.
USFWS 1982, pp. 54, 62.

[64] Ca SWRCB 1994a, p.22.
Knutson 1997, pp.19-38, 69.
USFWS 1982, p.54.

[65] Burke 1995, pp. 1365-1369
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ATTACHMENT 2

Low-Impact Development References

Low-impact (LID) development generally involves more compact development that:

- minimizes generation of urban pollutants;
- preserves the amenity and other values of natural waters;
- maintains natural waters, drainage paths, landscape features and other water-holding areas to promote stormwater retention and groundwater recharge;
- designs communities and landscaping to minimize stormwater generation, runoff, and concentration; promote groundwater recharge; and reduce water demand;
- promotes water conservation and re-use.

The following documents are among many that provide more specific guidance in LID.

Bay Area Stormwater Management Agencies Association. Start at the Source. 1999. Online: http://www.cleanwaterprogram.org/uploads/SAS-TOC_Howto.pdf

Center for Watershed Protection. Better Site Design: A Handbook for Changing Development Rules in Your Community. August 1998. Online: http://www.cwp.org/.

Local Government Commission. The Ahwahnee Water Principles: A Blueprint for Regional Sustainability. July 2006. Online: http://water.lgc.org/guidebook.

Prince George's County, Maryland, Department of Environmental Protection. Low-Impact Development Design Strategies. January 2000.

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State of California, Governor's Office of Planning and Research. Technical Advisory, CEQA and Low Impact Development Stormwater Design: Preserving Stormwater Quality and Stream Integrity through California Environmental Quality Act (CEQA) Review. August 2010. Online: http://www.opr.ca.gov

United States Environmental Protection Agency. Using Smart Growth Techniques as Stormwater Best Management Practices. EPA 231-B-05-002. December 2005.

United States Environmental Protection Agency. Parking Spaces/Community Places. EPA 231-K-06-001. January 2006.

United States Environmental Protection Agency. Protecting Water Resources with Higher Density Development. EPA 231-R-06-001. January 2006.

United States Environmental Protection Agency. Growing Toward More Efficient Water Use: Linking Development, Infrastructure, and Drinking Water Policies. EPA 230-R-06-001. January 2006.

Further Online References:

Ca. Office of Environmental Health Hazard Assessment: http://www.oehha.ca.gov/ecotox.html
United States Environmental Protection Agency: http://www.epa.gov/smartgrowth/

ATTACHMENT 3

ATTACHMENT 3

State Water Resources Control Board

Terrestrial Habitat Connectivity Related To Wetland, Riparian and Other Aquatic Resources,

ATTACHMENT 3

Terrestrial Habitat Connectivity as Related To Wetland, Riparian, and Other Aquatic Resources

"Habitat connectivity" refers to the need for plant and animal populations to have some mobility over the landscape, i.e., to avoid becoming "isolated" or "disjunct."[1] A large body of research has demonstrated that such "isolated" populations face a high probability of eventual extinction, even if their immediate habitats are spared.[2] In general, the smaller such an isolated population, the more quickly it will die out. Urban development typically fragments habitat by creating artificial landscapes which are movement barriers for most species. Unless mitigation measures are taken, isolated, non-viable populations are created as buildings, roads, and landscaping cut off lines of movement.

In the context of wetlands, "habitat connectivity" refers to three related phenomena:

a. The need of some animals to have access to both wetland and upland habitats at different parts of their life cycle. Some wetland animals, e.g., some amphibians and turtles, require access at different seasons and/or at different life stages to both wetland and to nearby upland. Preserving the wetland but not access to upland habitat will locally exterminate such species.[3]

b. The ecological relationship between separate wetlands. Some wetland communities and their associated species comprise networks of "patches" throughout a landscape. Wetland plants and animals are adapted to the presence of wetland complexes within a watershed and are dependent on moving among the wetlands within the complex, either regularly or in response to environmental stressors such as flood or drought, local food shortage, predator pressure, or influx of pollution. Removing one such water from the complex will reduce the biological quality of the rest, and at some point the simplified wetland complex will be incapable of supporting at least some of the species, even though some wetlands remain.[4]

c. The role wetlands and riparian corridors play in allowing larger-scale movements. Some strategically located wetlands and continuous strips of riparian habitat along streams facilitate connectivity at watershed and regional scales for terrestrial as well as aquatic and amphibious species.

As noted above, habitat connectivity is critical to biodiversity maintenance, and will become more so because of global warming. Significant range shifts and other responses to global warming have already occurred. The ability of biotic populations to move across the landscape may be critical to their survival in coming decades.[5]

ATTACHMENT 3

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[1] Such mobility may occur at the level of the individual organism (e.g., a bird or turtle travelling between separated wetlands) and/or of the population (e.g., a plant species colonizing a new wetland through seed dispersal); and over different time scales.

[2] For the effects of habitat fragmentation and population isolation on the survival of plants and animals, see for example:

K. L. Knutson and V.L. Naef, *Management Recommendations for Washington's Priority Habitats: Riparian*, Washington Dept. of Fish and Wildlife, Olympia, WA, December 1997, p. 71.

R.F Noss and A.Y Cooperrider, *Saving Nature's Legacy; Protecting and Restoring Biodiversity*, Washington, D.C., Island Press, 1994, pp. 33-34, 50-54, 59-62, 61-62.

D.E. Saunders, R.J. Hobbs, and C.R. Margules, "Biological Consequences of Ecosystem Fragmentation: A Review," *Conservation Biology* 5(1), March 1991, pp. 18-32.

Michael E.Soulé, "Land Use Planning and Wildlife Maintenance, Guidelines for Conserving Wildlife in an Urban Landscape," *Journal of the American Planning Association* 57(3), 1991, pp. 313-323.

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United States Federal Interagency Stream Restoration Working Group, *Stream Corridor Restoration: Principles, Practices, and Processes*, October 1998, [Online]. Available from: http://www.usda.gov/stream_restoration. Printed copy available from: National Technical Information Service (NTIS), Springfield, VA, pp. 2-80, 2-82.

[3] Regarding the relationship between wetland/riparian and upland habitats, see for example:

Vincent J. Burke and J. Whitfield Gibbons, "Terrestrial Buffer Zones and Wetland Conservation: A Case Study of Freshwater Turtles in a Carolina Bay," *Conservation Biology* 9(6), 1995, pp. 1365-1369;

C. Kenneth Dodd , Jr. and Brian S. Cade, "Movement Patterns and the Conservation of Amphibians Breeding in Small Temporary Wetlands," *Conservation Biology* 12(2), 1998, pp. 331-339;

Raymond D. Semlitsch, "Biological Delineation of Terrestrial Buffer Zones for Pond Breeding Salamanders," *Conservation Biology* 12(4), 1997, pp. 1113-1119.

Hilty, J. A. and Merenlender, A. M. Use of Riparian Corridors and Vineyards by Mammalian Predators in Northern California. Conservation Biology 18(1) 126-135; 2004 February.

[4] Regarding the ecological relationship between separated wetlands, see for example:

C. Scott Findley and Jeff Houlahan, "Anthropogenic Correlates of Species Richness in Southeastern Ontario Wetlands, *Conservation Biology* 11(4), 1997, pp. 1000-1009;

Lisa A. Joyal, Mark McCollough, and Malcom L. Hunter, Jr., "Landscape Ecology Approaches to Wetland Species Conservation: A Case Study of Two Turtle Species in Southern Maine," *Conservation Biology* 15(6), 2001, pp. 1755-1762;

Raymond D. Semlitsch and J. Russell Bodie, "Are Small, Isolated Wetlands Expendable?" *Conservation Biology 12(5)*, 1998, pp.1129-1133;

National Research Council, *op. cit.*, 2001, p. 42;

Nature Conservancy, *op. cit.*, July 2000, p. 10.

[5] Recent reports comprehensively review observed effects of global change on plant and animal range shifts, advancement of spring events, and other responses. See:

Terry L. Root, Jeff T. Price, Kimberly R. Hall, Stephen H. Schnieder, Cynthia Rosenzweig, and Alan Pounds, "Fingerprints of Global warming on Wild Animals and Plants." *Science* 421:2, January 2003, pp. 57-60.

Camille Parmesan and Gary Yohe, "A Globally Coherent Fingerprint of Climate Change Impacts cross Natural Systems," *Science* 421:2, January 2003, pp. 37-42.

Thomas, et al. "Extinction risk from climate change", *Nature* 427, January 2004, pp. 145-148

Nov-05-2010 15:32 From-DIVISION OF LAND RESOURCE PROTECTION 19163273430 T-415 P.001/007 F-745

NATURAL RESOURCES AGENCY ARNOLD SCHWARZENEGGER, GOVERNOR

DEPARTMENT OF CONSERVATION

Managing California's Working Lands

DIVISION OF LAND RESOURCE PROTECTION

801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEBSITE conservation.ca.gov

November 5, 2010

Ms. Debra Soifer, Acting Chief, Environmental Analysis
California Department of Transportation
Branch A
4050 Taylor Street, MS 242
San Diego, CA 92110

Dear Ms. Soifer:

Subject: State Route (SR) 76 South Mission to Interstate 15 Highway Improvement Project Draft Environmental Impact Report (DEIR) – SCH# 2008091119, San Diego County

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the DEIR for the referenced project. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. We offer the following comments with respect to the project's potential impacts on agricultural land and resources.

Project Description and Location

The proposed project is located in northern San Diego County, on State Route 76 (SR-76) from South Mission Road to just east of the Interstate 15 (I-15) interchange. The proposed project would widen and realign SR-76 and improve the SR-76/I-15 interchange within the communities of Bonsall and Fallbrook. The proposed project covers a distance of approximately 5.2 miles. Within the proposed project limits, SR-76 is currently a conventional highway with two lanes, nonstandard shoulders, and signalized at-grade intersections. The proposed highway improvement project would widen SR-76 from two to four lanes. The project proposes construction of a second Park and Ride facility along SR-76 between Old Highway 395 and the southbound I-15 on-ramp with access from Old Highway 395, within the California Department of Transportation (Caltrans) right of way. Additionally, the project proposes to widen the SR-76/I-15 separation and to upgrade the interchange on and off-ramps with the option of adding inner loops to create a partial cloverleaf configuration. The project area consists of open space; agricultural fields (including ornamental fields); avocado and citrus groves; horse breeding and training facilities; horse pastures; scattered commercial developments; and some residential properties. Agricultural uses in the direct impact area include an orchard located at the

The Department of Conservation's mission is to balance today's needs with tomorrow's challenges and foster intelligent, sustainable, and efficient use of California's energy, land, and mineral resources.

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Ms. Debra Soifer, Acting Chief Environmental Analysis
November 5, 2010
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intersection of SR-76 and Ramona Drive, the Kendall Palm Nursery, and the Vessels Stallion Farm.

Build and No Build Alternatives

In addition to the No Build alternative, two build alternatives are proposed: the Existing Alignment Alternative and the Southern Alignment Alternative. Each would construct SR-76 from South Mission Road to just east of I-15 as a four-lane facility and would have two eastbound lanes and two westbound lanes. Each alternative would require channelization lanes in some locations to improve intersection operations. Signalized intersections would occur at specific locations for local access.

The Existing Alignment Alternative will result in partial acquisition of properties engaged in agricultural cultivation. An orchard located at the intersection of SR-76 and Ramona Road and the Kendall Palm Nursery are also being considered for acquisition. The existing alignment will directly affect 118.3 acres of active farmland. The existing alignment will also directly affect 31.0 acres designated Prime and Unique Farmland and 40.2 acres of land designated as Farmland of Statewide or Local Importance.

The Southern Alignment Alternative would affect 108.7 acres of actively farmed lands and agricultural soils and result in one full property acquisition and multiple partial property acquisitions, displacing the Vessels Stallion Farm, a 2,000-acre property. The new roadway would also convert 63.1 additional acres of land designated Prime and Unique Farmland. Another 19.7 acres of undeveloped land designated Farmland of Statewide or Local Importance will be converted 2 roadway uses. Conversion of farmland and associated land uses within a largely agricultural area would represent a significant impact.

The No Build Alternative would not impact farmland.

Mitigation Measures

1 The DEIR acknowledges the loss of Prime Farmland will occur as a result of the project. Although direct conversion of agricultural land is often an unavoidable impact under California Environmental Quality Act (CEQA) analysis, mitigation measures must be considered. A principal purpose of a CEQA document is to present a discussion of mitigation measures in order to fully inform decision-makers and the public about ways to lessen a project's impacts. In some cases, the argument is made that because of zoning, etc., agricultural land will still be converted by the project, and therefore, mitigation is not required. However, reduction to a level below significance is not a criterion for mitigation. Rather the criterion is feasible mitigation that lessens a project's impacts. Pursuant to CEQA Guideline section 15370, mitigation includes measures that "avoid, minimize, rectify, reduce or eliminate, or compensate" for the impact. For example, mitigation includes "Minimizing impacts by limiting the degree or magnitude of

1 Impacts to farmland are rated by the Natural Resources Conservation Service (NRCS), which determines impacts to farmland based on the presence of soils within the project corridor. Based on this analysis, NRCS concluded that neither build alternatives would result in adverse impacts to farmlands that would exceed the rating threshold of 160. The following paragraph has been added to the mitigation portion of the farmland discussion: The Morrison and Groves mitigation parcels from the SR-76 Melrose to South Mission project, the Vessels, Rincon, Tabata and Lilac Ranch parcels have been purchased for biological mitigation and are proposed for restoration and preservation from future development. The Tabata parcel was previously used as farmland. The Stacco, Time Out Holdings and Jeffries Ranch parcels have been purchased to comply with "net benefit" of the TransNet Ordinance, and would remain undeveloped. Morrison, Groves, Vessels, Rincon and Tabata, which include areas of farmland, are within the outline of the proposed county park and it has been proposed that those parcels become part of the park owned by the County of San Diego. In order to minimize impacts to residential areas along the northern edge of SR-76, some curve corrections have been re-designed to shift south slightly, which would leave portions of the old roadway pavement to be removed and those areas revegetated thereby minimizing the adverse impacts to farmland from the proposed project. During the right-of-way process, efforts would be made to add agricultural easements to the sales of these remnant farmland parcels or excess lands such as may be created at these areas of curve corrections, if any. These efforts may also maintain community character and cohesion since including larger mitigation parcels in areas designated for preservation would prevent future unplanned commercial or other development within the rural area of Bonsall and Fallbrook.

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Ms. Debra Soifer, Acting Chief Environmental Analysis
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1 Cont. the action and its implementation (CEQA Guidelines section 15370(b))" or "Compensating for the impact by replacing or providing substitute resources or environments (CEQA Guidelines section 15370(e))."

Agricultural land is a nonrenewable resource and its loss represents a permanent reduction in the State's agricultural resources for the production of food and fiber. The Department recommends the use of permanent agricultural conservation easements of at least equal quality and size as partial compensation for the direct loss of farmland. The conversion of prime agricultural land should be deemed an impact of at least regional significance, and the search for mitigation measures can be conducted regionally or statewide, and need not be solely limited to the project's surrounding area. The Department recommends that Caltrans include information in the DEIR detailing the mitigation measures it will implement to lessen the affect for future specific plans involving agricultural operations, such as land-use conflicts population increase and traffic. The Department also recommends that Caltrans complete one or more of the following measures at a ratio of 2:1 for converted prime farmland or farmland of

2 statewide importance, as defined by the Department:

1) funding and purchase of an agricultural conservation easement;
2) purchase of credits from an established farmland mitigation bank;
3) contribution of land or funding to an organization that provides for the preservation of farmland in California;
4) participation in any agricultural land mitigation program adopted by a local jurisdiction that provides equal or more effective mitigation than those listed above. Qualifying land can be within the local jurisdiction or outside the local jurisdiction for the same or equivalent crops.

The Department encourages the use of permanent agricultural conservation easements as mitigation for agricultural land conversion. We also recommend that the quality of mitigation farmland be equivalent to that of the land converted (e.g., prime for prime). The Department has available a listing of approximately 30 "conservation tools" that have been used to conserve or mitigate project impacts on agricultural land. This compilation report may be requested from the Division, or by writing to the Division at the address indicated below. General information about agricultural conservation easements, the Williamson Act, and provisions noted above is available on the Department's website http://www.conservation.ca.gov/dlrp/index.htm, or by contacting the Division.

Williamson Act Lands

3 If lands under Williamson Act contract exist near the project area, the Department recommends that the potential impacts of the project on adjacent contracted parcels be addressed.

4 Also, any public agency (as defined by Government Code(GC) section 51291, subd. (a)) considering locating a public improvement on land within an agricultural preserve is

2 During the right-of-way process, areas of curve corrections that may have excess land may add agricultural easements to the sales of these remnant parcels, if any. Potential impacts to agricultural resources that may occur under future specific plans would be evaluated under the environmental documents prepared for those specific plans and mitigation would be developed based on the findings reached in the environmental analysis.

3 The Existing Alignment Alternative (Preferred Alternative) would convert 1.2 acres of Williamson Act contracted farmland as discussed in Section 3.5 of the Final EIR/EIS. The farmland conversion would be longitudinal, a cut slope, and would not preclude agricultural activities from continuing on this parcel.

4 Thank you for the notification information. A letter was sent to the contact listed in the letter on October 13, 2011, regarding the slope to be cut on the Williamson Act parcel near the corner of SR-76 and Ramona Drive.

4 Cont. required to notify the Director of the Department of Conservation, and San Diego County (the agency administering the preserve) of its intentions (GC section 51291, subd.(b)). A summary of the information required to be provided to the Department when a public improvement is contemplated on land within an agricultural preserve is enclosed. The notice to the Department should be sent to the following address:

Derek Chernow, Acting Director
Department of Conservation
c/o Division of Land Resource Protection
801 K Street, MS 18-01
Sacramento, CA 95814

Thank you for the opportunity to comment on this DEIR. If you have questions on our comments or require technical assistance or information on agricultural land conservation, please contact Jacquelyn Ramsey at 801 K Street, MS 18-01, Sacramento, California 95814; or, phone (916) 323-2379.

Sincerely,

Dan Otis
Program Manager
Williamson Act Program

Enclosure

cc: State Clearinghouse

San Diego County Board of Supervisors
1600 Pacific Hwy., Room 335
San Diego, CA 92101

San Diego County Farm Bureau
1670 East Valley Parkway
Escondido, CA 92027

Nov-05-2010 15:33 From-DIVISION OF LAND RESOURCE PROTECTION 19163273430 T-415 P 007/007 F-745

NOTES:

Reliance on, or review of, this document is not a substitute for any public agency's duty to meet and fulfill the obligations of Government Code section 51291 and related statutes.

This document does not address any issues that may arise under local land use laws, the law of eminent domain, or the California Environmental Quality Act with respect to any specific public improvement.

Further information regarding compliance with Government Code section 51291 and related statutes may be obtained by contacting DOC's Williamson Act Program Staff at 916/324-0850.

California Natural Resources Agency
DEPARTMENT OF FISH AND GAME

***ARNOLD SCHWARZENEGGER**, Governor*
***JOHN McCAMMAN**, Director*

South Coast Region
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November 2, 2010

Ms. Sandra Lavender, Acting Chief
Environmental Analysis, Branch A
California Department of Transportation, District 11
4050 Taylor Street, MS 242
San Diego, CA 92110

Subject: Comments on the State Route 76 South Mission Road to Interstate 15 Highway Improvement Project Draft Environmental Impact Report/Environmental Impact Statement (SCH #2008091119, EA 257110)

Dear Ms. Lavender:

The Department of Fish and Game (Department) has reviewed the State Route 76 Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) received on August 30, 2010. The following statements and comments have been prepared pursuant to the Department's authority as a Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Section 15386), and pursuant to our authority as a Responsible Agency (CEQA Section 15381) over those aspects of the proposed project that come under the purview of either the California Endangered Species Act (CESA; Fish and Game Code Section 2050 *et seq.*), or the Streambed Alteration Program (Fish and Game Code Section 1600 *et seq.*). The Department also administers the Natural Community Conservation Planning program.

The proposed project (Project) is located in northern San Diego County, California, on State Route 76 (SR-76) from South Mission Road to just east of the Interstate 15 (I-15) interchange. The project would widen and realign SR-76 and improve the SR-76/I-15 interchange within the communities of Bonsall and Fallbrook and covers a distance of approximately 5.2 miles. The project would widen SR-76 from two to four lanes, construct a second Park and Ride facility along SR-76 between Old Highway 395 and the southbound I-15 on-ramp with access from Old Highway 395 within Caltrans right of way. Additionally, the project proposes to widen the SR-76/I-15 separation and to upgrade the interchange on and off-ramps with the option of adding inner loops to create a partial cloverleaf configuration.

In addition to the No Build alternative, two build alternatives are proposed: the Existing Alignment Alternative and the Southern Alignment Alternative. Each would construct SR-76 from South Mission Road to just east of I-15 as a four-lane facility and would have two eastbound lanes and two westbound lanes. Both alternatives include design improvements to the SR-76/I-15 interchange and the development of a Park and Ride facility immediately southwest of the SR-76/I-15 interchange, bounded by I-15, SR-76, and Old Highway 395, and located approximately 600 feet north of the San Luis Rey River.

The project impacts for the Existing Alignment Alternative include: Wetland and Riparian Habitat: permanent impacts to 0.63 acre of disturbed wetland, 0.06 acre of coastal and valley freshwater marsh, 0.01 acre of open water, 5.36 acres of mulefat scrub, 22.58 acres of southern cottonwood willow scrub, and 2.99 acres of southern willow scrub; and temporary impacts to 0.31 acre of disturbed wetland, 0.05 acre of coastal and valley freshwater marsh, 0.93 acre of

Conserving California's Wildlife Since 1870

Ms. Sandra Lavender, Acting Chief
November 2, 2010
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mulefat scrub, 0.09 acre of open water, 7.73 acres of cottonwood willow riparian forest, and 1.49 acres of southern willow scrub; Upland Habitat: permanent impacts to 1.78 acres of coast live oak woodland, 0.54 acres of Diegan coastal sage scrub, 6.35 acres of disturbed Diegan coastal sage scrub, and 27.14 acres of nonnative grassland; and temporary impacts to 0.31 acre of coast live oak woodland, 1.83 acres of Diegan coastal sage scrub, 1.66 acres of disturbed Diegan coastal sage scrub, and 20.72 acres of nonnative grassland.

The project impacts for the Southern Alignment Alternative include: Wetland and Riparian Habitat: permanent impacts to 0.10 acre of disturbed wetland, 2.29 acres of mulefat scrub, 8.58 acres of southern cottonwood willow scrub, and 1.49 acres of southern willow scrub; and temporary impacts to 0.31 acre of disturbed wetland, 0.55 acre of mulefat scrub, 0.30 acre of open water, 3.11 acres of cottonwood willow riparian forest, and 0.27 acres of southern willow scrub; Upland Habitat: permanent impacts to 1.78 acres of coast live oak woodland, 0.21 acres of Diegan coastal sage scrub, 6.61 acres of disturbed Diegan coastal sage scrub, and 25.13 acres of nonnative grassland, and temporary impacts to 0.36 acre of coast live oak woodland, 1.91 acres of Diegan coastal sage scrub, 1.27 acres of disturbed Diegan coastal sage scrub, and 22.03 acres of nonnative grassland.

Impacts common to both alignments: Indirect impacts to upland habitat functions and values would include edge effects, habitat fragmentation, closer proximity to human habitation, shading of habitats, increased non native species intrusion, erosion, sedimentation, and pollution runoff. Both alignment alternatives would have significant impacts to sensitive habitat and wildlife, including species listed under the CESA and/or the federal Endangered Species Act (ESA), including arroyo toad, coastal California gnatcatcher, least Bell's vireo, and southwestern willow flycatcher. Mitigation is proposed to reduce these impacts.

The Department provides the following specific comments and recommendations to assist in avoiding or minimizing potential impacts to sensitive native plants, wildlife, and vegetation communities identified in the DEIR/EIS:

1 1. As acknowledged in the DEIR/EIS, the project will require notification to the Department pursuant to Fish and Game Code, Section 1602 et seq. Based on this notification and other information, the Department will then determine whether a Lake and Streambed Alteration Agreement (LSA) is required. As a Responsible Agency under CEQA, the Department may consider Caltrans' EIR for the project. To minimize additional requirements by the Department pursuant to Section 1600 et seq. and/or under CEQA, the final EIR should fully identify the potential impacts to the jurisdictional resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the agreement. A notification form may be obtained by writing to the Department of Fish and Game, 4949 Viewridge Avenue, San Diego, California 92123-1662, or by calling (858) 636-3160, or by accessing the Department's web site at www.dfg.ca.gov/1600.

2 2. As acknowledged on page 3-283 of the DEIR/EIS, the project will require an Incidental Take Permit under CESA, as allowed under Fish and Game Code section 2081, for impacts to State listed threatened or endangered species. If the species is also listed as threatened or endangered under the federal ESA, a Fish and Game Code section 2080.1 Consistency Determination may be issued by the Department in lieu of a ITP provided the federal incidental take statement/permit is consistent with the provisions under CESA.

1 Thank you for supplying the notification and CDFG processing information to Caltrans for the 1602 Certification.

2 Thank you for your comment. Caltrans acknowledges these requirements for impacts to threatened or endangered species.

Ms. Sandra Lavender, Acting Chief
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3. Fencing placed along roadways to prevent wildlife from entering the roadway has been designed as part of the project alternatives, however it is not always successful in keeping wildlife from entering traffic lanes as driveways, damage to fencing, or other imperfections create gaps in the fencing. To reduce hazards to wildlife and people, the Department recommends that all fencing be set as far back from the traffic lanes as is feasible to allow wildlife to move out of traffic lanes to the shoulder of the roadway.

3 In addition, design revisions to Figures 3.0-6a and 3.20-6b, identifying locations of proposed features to allow wildlife to escape the roadway were presented at a meeting on October 12, 2010, between Caltrans, the Department, and U.S. Fish and Wildlife Service (FWS). The revised figures identified four escape features that allow wildlife to pass from the roadway into habitat, but are designed to restrict or prevent wildlife access onto the roadway, which should help reduce the incidences of wildlife killed while trying to cross SR-76. The Department recommends that these designs, or subsequent improved versions which may be developed through consultation with the Department and the FWS, be utilized in the final design of the roadway and incorporated into the final EIR/EIS.

4 4. The DEIR/EIS describes instances where street lighting would be required for safety, primarily at signaled intersections. The Department recommends that all lighting be low sodium or other low level illumination light, and that the lights be shielded away from habitat areas to reduce indirect effects from the lighting.

5. The Department considers the Existing Alignment Alternative the environmentally superior alternative to the Southern Alignment Alternative. Although the Existing Alignment Alternative has greater wetland impacts, the Southern Alignment Alternative has much greater impacts to critical habitat for least Bell's vireo and to proposed critical habitat for the southwestern arroyo toad, and a significant increase in impacts to wildlife movement. The increase in impacts to wildlife movement results from the addition of the second roadway (most of the length of the Southern Alignment Alternative) without a corresponding removal of much of the existing SR-76 roadway, which would remain as a local access road. Although the proposed fencing, escape features, and wildlife crossings reduce the impact of the new roadway, the overall Southern Alignment Alternative is likely to constrict wildlife movement significantly more than the proposed Existing Alignment Alternative.

6 6. To avoid, minimize and/or mitigate for impacts for either the Existing Alignment Alternative or the Southern Alignment Alternative, the Department recommends that all proposed measures identified in the DEIR/EIS for that purpose be implemented. The Department considers the ratios identified in Tables 3.20-2 through 3.20-5 adequate to off-set impacts from the project.

3 Thank you for your comment. Caltrans acknowledges your recommendations regarding wildlife fencing and would use these recommendations when finalizing the locations for wildlife fencing. Caltrans also acknowledges your recommendations regarding proposed features that allow wildlife to escape the roadway.

4 Low sodium lighting would be used to minimize impacts to sensitive species. All lighting would be directed at the roadway (or, during construction, at the construction site) and away from sensitive habitats. Street lighting at intersections and at the Park and Ride facility would be the only lighting provided as part of the project.

5 We acknowledge your preference for the Existing Alignment Alternative (Preferred Alternative).

6 Caltrans acknowledges your recommendation regarding mitigation and concurrence with the mitigation measures identified in Tables 3.20-2 through 3.20-5.

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Thank you for the opportunity to comment on the DEIR/EIS. If you have any questions regarding this letter, please contact Mr. Tim Dillingham at (858) 467-4250 or tdilling@dfg.ca.gov.

Sincerely,

Edmund Pert
Regional Manager
South Coast Region

cc: State Clearinghouse, Sacramento
Sally Brown, U.S. Fish and Wildlife Service, Carlsbad
Tim Dillingham, CDFG, San Diego

NATIVE AMERICAN TRIBES

PALA ENVIRONMENTAL PROTECTION AGENCY
12196 Pala Mission Road
Pala, CA 92059
760-891-3510 Office
760-742-3189 Fax

November 2, 2010

Sandra Lavender
Acting Chief Environmental Analysis, Branch A
California Department of Transportation
4050 Taylor Street, MS 242
San Diego, CA 92110

VIA ELECTRONIC MAIL
Sandra.Lavender@dot.ca.gov

RE: COMMENT LETTER ON STATE ROUTE 76 - SOUTH MISSION ROAD TO INTERSTATE 15 - HIGHWAY IMPROVEMENT PROJECT, SAN DIEGO COUNTY, DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT

Dear Ms. Lavender,

The Pala Band of Mission Indians Tribal Historic Preservation Office has received your notification of the project referenced above. This letter constitutes our response on behalf of Robert Smith, Tribal Chairman.

We have consulted our maps and determined that the project as described is not within the boundaries of the recognized Pala Indian Reservation. It is, however, within the boundaries of the territory that the tribe considers its Traditional Use Area (TUA). Of particular importance is
1 the fact that the entire San Luis Rey River corridor, from ocean to mountains, is considered part of the Pala Band's ancestral territory. The project as proposed, no matter which route alternative is selected, will be passing through an area that is rich in cultural and historic resources. This includes not just areas of physical significance such as archaeological sites, but areas of sacred
2 and cultural significance. This is why we are concerned that not enough work has been done to determine the impact that this project will have on these resources, especially in relation to the proposed southern alternative. At this time we request copies of all cultural resource reports that have been generated for the project so that we may provide more in-depth consultation on what mitigation measures need to be implemented for adequate resource protection. At the very least,
3 we believe that archaeological and cultural resource monitors should be present for all phases of the project and within the entire project APE. The purpose of monitoring is not just to protect known and identified resources, but to provide protection for inadvertent discoveries. A project of this nature and magnitude and in this location is most assuredly going to encounter previously unknown sites. Without monitors we can have no guarantee of protection. Again, this is a
4 minimum requirement. We would appreciate the opportunity to work more closely with you to determine the exact nature of the impacts to cultural resources for any of the proposed project alternatives.

1 Thank you, your comment is noted. Our consultation also attempts to identify nonarchaeological cultural sites of concern. No such sites have been specifically identified to us as of the Final EIR/EIS. Caltrans would continue to consult with the tribe.

2 An Archaeological Survey Report (ASR), Historic Properties Survey Report (HPSR), and Historic Resources Evaluation Report (HRER) were prepared for the proposed project and analyzed potential impacts to cultural resources associated with both build alternatives. The analysis within these reports was based on a records search and intensive pedestrian survey of the area of potential effects (APE). A total of 13 potential cultural resources were identified within the study area, three of which were located within the APE. Furthermore, both build alternatives were designed to avoid known cultural resources within the APE. Additionally, a geomorphological assessment of the project footprint was designed to determine the potential for buried cultural resources. Certain areas were identified as having a "high sensitivity" for potential buried deposits. Caltrans would monitor these locations during construction to prevent the accidental destruction of buried cultural deposits. In response to this comment, Caltrans provided copies of all cultural resource documents produced to date, to Shasta Gaughen, Pala Environmental Director, on December 21, 2010.

3 The following language has been added to Section 3.12.4 of the Final EIR/EIS regarding construction monitoring to mitigate impacts to buried cultural resources that may be uncovered during construction:

"The ESA action plan calls for both a "qualified" archaeological monitor and a Native American monitor to be present when ground-disturbing activities occur adjacent to those sites designated as ESAs. The ESA action plan would be modified, per Caltrans policy, to include monitoring in those areas designated as Archaeological Monitoring Areas (AMAs). AMAs are those areas adjacent to all previously recorded archaeological or cultural sites that, during construction and construction-related activities, there is a high probability of finding buried deposits based on the geomorphology of the area. These monitoring areas would be depicted on the design/construction plans, and the archaeologist and Native American monitors would be present at the preconstruction meeting.

Prior to construction, a monitoring plan, ESA action plan/AMA plan, and Post-Review Discovery Plan or combination of these plans would be developed. These plans would outline when and how monitoring would occur, and outline notification, discovery, and treatment of cultural resources procedures, including coordination, timeframes, scheduling, compensation, responsibilities, and treatment of new discoveries. Any newly discovered cultural resource deposits

We appreciate involvement with your initiative and look forward to working with you on future efforts. If you have questions or need additional information, please do not hesitate to contact me by telephone at 760-891-3515 or by e-mail at sgaughen@palatribe.com.

Sincerely,

Shasta C. Gaughen, MA
Environmental Director
Tribal Historic Preservation Officer
Pala Band of Mission Indians

would be subject to an assessment, and procedures in 36 CFR 800 would be followed.

The archaeologist and Native American monitors would work with the Caltrans environmental/construction liaison to accurately delineate and fence, if appropriate, the boundaries of those sites requiring the establishment of ESAs. These sites would be avoided by all construction activities.

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find. If it is not practical to modify the project to avoid destroying or damaging the site, Caltrans would consider other nonavoidance measures such as archaeological data recovery.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to PRC Section 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission who would then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains would contact the District 11 Cultural Branch Chief so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed, as applicable."

4 Caltrans looks forward to working with the Pala Band of Mission Indians.

PECHANGA CULTURAL RESOURCES
Temecula Band of Luiseño Mission Indians

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

Chairperson:
Germaine Arenas

Vice Chairperson:
Mary Bear Magee

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

Director:
Gary DuBois

Coordinator:
Paul Macarro

Cultural Analyst:
Anna Hoover

Monitor Supervisor:
Jim McPherson

November 2, 2010

VIA E-MAIL and USPS

Ms. Debra Soifer
Acting Chief Environmental Analysis, Branch A
California Department of Transportation
4050 Taylor Street, MS 242
San Diego, CA 92110

Re: Pechanga Tribe Comments on the Draft Environmental Impact Report/Environmental Impact Statement for the State Route 76 – South Mission Road to Interstate 15 Highway Improvement Project (EA 257110)

Dear Ms. Soifer:

1 This comment letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally recognized Indian tribe and sovereign government. The Tribe formally requests, pursuant to Public Resources Code §21092.2, to be notified and involved in the entire CEQA environmental review process for the duration of the above referenced project (the "Project"). If you haven't already, please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archeological reports, and all documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project. Please incorporate these comments into the record of approval for this Project as well.

2 The Tribe submits these comments to assist the California Department of Transportation (Caltrans) in avoiding and when necessary preparing appropriate mitigation for the cultural resources that have been identified within the Project APE and for those that may be discovered during development of this Project. The Tribe has received the DEIR/EIS for the Project. The proposed Project and its Alternative is located in a highly sensitive region of Luiseño territory and the Tribe believes that the possibility for recovering subsurface resources during ground-disturbing activities is high. The Tribe has over thirty-five (35) years of experience in working with various types of construction projects throughout its territory. The combination of this knowledge and experience, along with the knowledge of the culturally-sensitive areas and oral tradition, is what the Tribe relies on to make fairly accurate predictions regarding the likelihood of subsurface resources in a particular location.

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1 The Pechanga Band of Luiseño Indians is included on the project distribution list. These comments are incorporated into the project record by being included in and responded to here in Appendix M of the Final EIR/EIS.

2 The following language regarding Native American Consultation has been added to Section 5.4 of the Final EIR/EIS:

"Consultation with NAHC was first initiated in May 2006, and consultation continues with the appropriate tribes and Native American individuals. Native American consultation meetings took place on October 8, 2008, and November 20, 2008, at the Bonsall Community Center. Caltrans met with members of Pala, Pechanga, and San Luis Rey Bands on December 23, 2010, to address their comments and concerns regarding the Draft EIR/EIS. Caltrans held an in-field meeting with members of the San Luis Rey Band in June and July 2011 to confirm the delineation of the ESAs established for this project."

The Historic Properties Survey Report (HPSR) prepared for the proposed project documents the Section 106 and CEQA compliance process. The HPSR also provides the discussion of cultural resources located within the area of potential effects (APE) and its vicinity. The Final EIR/EIS only addresses resources that may be affected by the project. In this case, the resources would be protected by avoidance. The provisions for developing monitoring and post-review discovery procedures are included in the final environmental document. The actual documents would be developed prior to construction in consultation with the tribes. Figures 5.4-14 and 5.4-15 have been added to the Final EIR/EIS to provide documentation of the ongoing SHPO concurrence process.

The following language has been added to Section 3.12.4 of the Final EIR/EIS regarding construction monitoring to mitigate impacts to buried cultural resources that may be uncovered during construction:

"The ESA action plan calls for both a "qualified" archaeological monitor and a Native American monitor to be present when ground-disturbing activities occur adjacent to those sites designated as ESAs. The ESA action plan would be modified, per Caltrans policy, to include monitoring in those areas designated as Archaeological Monitoring Areas (AMAs). AMAs are those areas adjacent to all previously recorded archaeological or cultural sites that, during construction and construction-related activities, there is a high probability of finding buried deposits based on the geomorphology of the area. These monitoring areas would be depicted on the design/construction plans, and the archaeologist and Native American monitors would be present at the preconstruction meeting.

Prior to construction, a monitoring plan, ESA action plan/AMA plan, and Post-Review Discovery Plan or combination of these plans would be developed. These plans would outline when and how monitoring would occur, and outline notification, discovery, and treatment of cultural resources procedures, including coordination, timeframes, scheduling, compensation, responsibilities, and

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Re: Pechanga Tribe Comments on the DEIR/EIS for SR 76 – Mission to I15 Project
November 2, 2010
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The Tribe is highly concerned by Caltrans' failure to properly consult with affected Native American tribes during the preparation of the DEIR/EIS. Caltrans, as delegated by the Federal Highway Administration (FHWA), has not completed appropriate CEQA or Section 106 consultation with Native American Tribes. In fact, the DEIR/EIS does not even mention whether Section 106 was initiated or completed for this project. Further, the Tribe has reviewed the DEIR/EIS and the archaeological study[1] provided by Caltrans; the draft environmental document provides an inadequate representation of the cultural resources located within the boundaries and the vicinity of the APE. It also fails to properly provide appropriate mitigation for existing cultural sites that will be impacted by the Project; for inadvertent finds that will occur during earthmoving; for archaeological and Native American monitoring; for discovery of sacred and ceremonial sites, including human remains; and for the future protection of cultural resources in this area.

2 Cont.

At this time, the Tribe believes that the DEIR/EIS is inadequate and should be updated with a more thorough assessment of the known cultural resources and potential impacts to known and unknown resources located within and near the APE. Once those assessments have been completed, the DEIR/EIS must be recirculated and include appropriate updated language for avoidance and mitigation of impacts to cultural resources. The Tribe believes that in addition to other mitigation measures, a San Diego County qualified archaeologist and monitors from the San Luis Rey Band of Mission Indians should be required for all ground-disturbing activities. Further, a Treatment Agreement with the San Luis Rey Band and the Developer should be required to address all cultural resources and Native American human remains, including inadvertent discoveries, which may be uncovered on the Project property.

PECHANGA CULTURAL AFFILIATION TO PROJECT AREA

The Pechanga Tribe asserts that the Project area is part of Luiseño, and therefore the Tribe's, aboriginal territory as evidenced by the existence of Luiseño place names, *tóota yixélval* (rock art, pictographs, petroglyphs), and an extensive Luiseño artifact record in the vicinity of the Project. The Pechanga Tribe's knowledge of our Luiseño ancestral boundaries is based on reliable information passed down to us from our elders; published academic works in the areas of anthropology, history and ethno-history; and through recorded ethnographic and linguistic accounts. Of the many anthropologists and historians who have presented boundaries of the Luiseño traditional territory, none have excluded the San Luis Rey River area from their descriptions (Sparkman 1908; Kroeber 1925; White 1963; Harvey 1974; Oxendine 1983; Smith and Freers 1994). While historic accounts and anthropological and linguistic theories are important in determining traditional Luiseño territory, the most critical sources of information used to define our traditional territories are our songs, creation accounts, and oral traditions.

3

[1] *Archaeological Survey Report for the State Route 76 Highway Improvement Project South Mission Road to Interstate 15, San Diego County, California.* Prepared for Caltrans District 11 by Matthew Tennyson and Rebecca Apple, EDAW, Inc. June 2010.

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treatment of new discoveries. Any newly discovered cultural resource deposits would be subject to an assessment, and procedures in 36 CFR 800 would be followed.

The archaeologist and Native American monitors would work with the Caltrans environmental/construction liaison to accurately delineate and fence, if appropriate, the boundaries of those sites requiring the establishment of ESAs. These sites would be avoided by all construction activities.

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find. If it is not practical to modify the project to avoid destroying or damaging the site, Caltrans would consider other nonavoidance measures such as archaeological data recovery.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to PRC Section 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission who would then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains would contact the District 11 Cultural Branch Chief so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed, as applicable."

Since the original analysis conducted for the proposed project adequately identified potential resources that could be affected by either build alternative and the revisions described above have been made to the Final EIR/EIS, recirculation of the Draft EIR/EIS is not warranted.

3 Caltrans acknowledges the Pechanga Tribe's long and rich history within the project area and looks forward to working with the Pechanga Tribe as we move forward on this project.

Luiseño history originates with the creation of all things at *'éxva Teméeku*, the present day City of Temecula, and dispersing out to all corners of creation (what is today known as Luiseño territory). It was at Temecula that the Luiseño deity *Wuyóot* lived and taught the people, and here that he became sick, finally expiring at Lake Elsinore. Many of our songs relate the tale of the people taking the dying *Wuyóot* to the many hot springs at Elsinore, where he died (DuBois 1908). He was cremated at *'éxva Teméeku*. It is the Luiseño creation account that connects Elsinore to Temecula. From Elsinore, the people spread out, establishing villages and marking their territories. The first people also became the mountains, plants, animals and heavenly bodies.

Many traditions and stories are passed from generation to generation by songs. One of the Luiseño songs recounts the travels of the people to Elsinore after a great flood (DuBois 1908). From here, they again spread out to the north, south, east and west. Three songs, called *Moníivol*, are songs of the places and landmarks that were destinations of the Luiseño ancestors, several of which are located near the Project area. They describe the exact route of the Temecula (Pechanga) people and the landmarks made by each to claim title to places in their migrations (DuBois 1908:110). Another well known story is that of Nahachish, who traveled from Temecula around the perimeter of Palomar Mountain, naming places as he went. These examples illustrate a direct correlation between the oral tradition and the physical place; proving the importance of songs and stories as a valid source of information outside of the published anthropological data.

3 Cont.

Tóota yixélval (rock art) is also an important element in the determination of Luiseño territorial boundaries. *Tóota yixélval* can consist of petroglyphs (incised) elements, or pictographs (painted) elements. The science of archaeology tells us that places can be described through these elements. Riverside and Northern San Diego Counties are home to red-pigmented pictograph panels. Typically, it would appear that there is at least one pictograph per village site.

> Most pictographs are located some distance from the village site on isolated boulders or rock outcrops. The remainder are at the village sites or occupation areas and in small cave shelters. The association between pictograph sites and known Luiseno village sites is clearly visible by the manner in which these sites fit the ethnological descriptions (True 1954:68-69).

Regarding the style of the pictographs present throughout Luiseno territory, it is quite distinctive and corresponds ethnographically with what has been written regarding Luiseño puberty ceremonies and Luiseno cosmology. Tribal historians and photographs inform us that some design elements are reminiscent of Luiseño ground paintings. A few of these design elements, particularly the flower motifs, the net/chain and zig-zags, were sometimes depicted in Luiseño basket designs and can be observed in remaining baskets and textiles today.

> Such elements as diamonds, chevrons, dots, and simple line forms can be traced in petroglyphs throughout California and the southwest. It is only in the

> characteristic manner of assembly and the circumstances under which they were made that the pictographs of this area become especially distinctive. The distinctive use of the geometric forms and the almost complete absence of many elements common to other petroglyph areas cause the designs of this region to stand out in a comparative study (True 1954:72).

This style of rock art is termed San Luis Rey Style, and is generally associated with late prehistoric and historic Luiseño populations. The type site that is the major locus of the style is on the San Luis Rey River, in San Diego County (Hedges 1990:81). The Rancho Bernardo Style consists of large-scale geometric, rectangular panels painted in red or in petroglyph form, especially maze-like patterns and sometimes contained in rectangular borders. This style (Hedges 1979) overlaps Northern Diegueno and Luiseño territories with extensions eastward into the Cahuilla area.

3 Cont.

An additional type of *tóota yixélval*, identified by archaeologists also as rock art or petroglyphs, are cupules. Throughout Luiseño territory, there are certain types of large boulders, taking the shape of mushrooms or waves, which contain numerous small pecked and ground indentations, or cupules. Many of these cupule boulders have been identified within a few miles of the Project. Additionally, according to historian Constance DuBois:

> When the people scattered from Ekvo Temeko, Temecula, they were very powerful. When they got to a place, they would sing a song to make water come there, and would call that place theirs; or they would scoop out a hollow in a rock with their hands to have that for their mark as a claim upon the land. The different parties of people had their own marks. For instance, Albañas's ancestors had theirs, and Lucario's people had theirs, and their own songs of Munival to tell how they traveled from Temecula, of the spots where they stopped and about the different places they claimed (1908:158).

There are several place names located close to the Project and within the Project APE. The Tribe is also aware that the APE encompasses a portion of an extensive Luiseño Village Complex. The Tribe welcomes the opportunity to meet with the Caltrans to further explain and provide documentation concerning our specific cultural affiliation to lands within your jurisdiction.

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TRIBAL CONSULTATION ON PROJECT HAS BEEN INADEQUATE THUS FAR

A. Caltrans must Consult with all Impacted Tribes regarding the Project

It has been the intent of the Federal Government[2] and the State of California[3] that Indian tribes be consulted with regard to issues which impact cultural and spiritual resources, as well as other governmental concerns. The responsibility to consult with Indian tribes stems from the unique government-to-government relationship between the United States and Indian tribes. The United States has a unique political and legal relationship with Indian tribal governments. In conformance with this unique relationship, the Federal Government recognizes the sovereign status of tribal governments and its obligation to deal with these tribal governments on a ***government-to-government*** basis. President Bush himself reaffirmed this responsibility in both his Executive Order 13336 and his Executive Memorandum of September 23, 2004.

4 The obligation to consult arises when tribal interests are affected by the actions of State governmental agencies and departments, such as approval of General Plans or EIRs. In matters of transportation projects which are funded by Federal highway funds, Section 106 of the National Historic Preservation Act applies. Therefore, in order to comply with CEQA, Section 106, and other applicable Federal and California law, it is imperative that the Caltrans, as the delegate of NHWA, adequately consult with the Tribe in order to guarantee an adequate basis of knowledge for an appropriate evaluation of the effects, as well as generating adequate objectives, policies and potential mitigation measures. In this case, it is undisputed that the Project area lies within Luiseño traditional territory and thus the Tribe should have been consulted with on the Project. To the Pechanga Tribe, this means consultation initiated and conducted by the Lead Agency, on a government-government basis, and not delegated to a third party by the Lead Agency.

B. Section 106 Consultation Requirements

Section 106 of the NHPA clearly requires consultation with Indian tribes, regardless of the location of the project (36 CFR 800.2(c).) The regulations further require that the agency official *shall* ensure that consultation provides an Indian tribe "a reasonable opportunity to
5 identify its concerns about historic properties, advise on the identification and evaluation of historic properties, including those of traditional religious and cultural importance, articulate its views on the undertaking's effects on such properties, and participate in the resolution of adverse effects" (Id) Further, consultation must occur early in the planning process in order to "identify

[2] See Executive Memorandum of April 29, 1994 on Government-to-Government Relations with Native American Tribal Governments; Executive Order 13175 of November 6, 2000 on Consultation and Coordination with Indian Tribal Governments; and Executive Memorandum of September 23, 2004 on Government-to-Government Relationship with Tribal Governments.

[3] See California Public Resource Code §5097.9 et seq. and Cal. Govt. Code §§ 65351, 65352, 65352.3 and 65352.4.

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4 The following language regarding Native American Consultation has been added to Section 5.4 of the Final EIR/EIS:

"Consultation with NAHC was first initiated in May 2006, and consultation continues with the appropriate tribes and Native American individuals. Native American consultation meetings took place on October 8, 2008, and November 20, 2008, at the Bonsall Community Center. Caltrans met with members of Pala, Pechanga, and San Luis Rey Bands on December 23, 2010, to address their comments and concerns regarding the Draft EIR/EIS. Caltrans held an in-field meeting with members of the San Luis Rey Band in June and July 2011 to confirm the delineation of the ESAs established for this project."

5 The HPSR prepared for the proposed project documents the Section 106 and CEQA compliance process. The HPSR also provides the discussion of cultural resources located within the APE and its vicinity. The Final EIR/EIS only addresses resources that may be affected by the project. In this case, the resources would be protected by avoidance. The provisions for developing monitoring and post-review discovery procedures is included in the Final EIR/EIS. The actual documents would be developed prior to construction in consultation. Figures 5.4-14 and 5.4-15 have been added to the Final EIR/EIS to provide documentation of the ongoing SHPO concurrence process.

and discuss relevant preservation issues and resolve concerns about the confidentiality of information on historic properties" (Id)

5 Cont. Delegation of these obligations cannot be made except where there is a clear statutory basis for a Federal agency to delegate its legal responsibility to a non-Federal party (ACHP Guidelines.) Preparing and entering a Programmatic Agreement between the Federal agency and a non-Federal agency with major decision-making responsibilities, such as Caltrans is a common way to ensure that the non-Federal agency complies with the responsibilities imposed by federal law (36 CFR 800.14(b).) Following these Regulations, FHWA, Caltrans, ACHP and the SHPO entered into a Programmatic Agreement in 2003.

C. Caltrans/FHWA Programmatic Agreement Requirements

6 The Programmatic Agreement between Caltrans and the FHWA specifically contains provisions regarding consultation with Indian tribes which echo the mandates of Part 800. Under Provision IV.A.1.b., Caltrans must "ensure that consultation with Indian tribes is initiated early in the project planning process to identify cultural, confidentiality, or other concerns and to allow adequate time for consideration of such concerns." Further, the Programmatic Agreement sets forth the requirements for identification and evaluation of potential historic properties at Provision VIII which requires that identification of such properties be done in accordance with Part 800. (The Agreement requires Caltrans to gather information from any Indian tribe to assist in identifying properties which may be of religious and cultural significance to the tribe (36 CFR 800.4(a).) Similarly, evaluation of properties must be done in accordance with Part 800. (The Agreement also requires that the evaluation be done in consultation with Indian tribes (36 CFR 800.4(c).)

Both the Regulations (36 CFR Part 800) and the Programmatic Agreement are clear in the intent to appropriately carry out the requirements of Section 106 by the Lead Agency providing early and adequate consultation with tribes. As such, Caltrans was required to initiate and complete adequate consultation with the Tribe.

7 Concerning this Project, the Tribe attended the large mass tribal scoping meeting. The Tribe does not consider this to be government-to-government consultation as intended by the law. In fact, the Tribe believes that to be government-to-government, the consultation should be limited to representatives from the Lead Agency and the Tribe, and consultants as necessary and deemed appropriate by the parties. The Tribe did not receive additional consultation requests from Caltrans or any additional information until notice of the availability of the DEIR/EIS. The Tribe has specific information about this area and the cultural resources that will be impacted by this Project; however, we were not provided the opportunity to share this with the FHWA or Caltrans as we were not appropriately notified. Further, the Pechanga Tribe understands that representatives from the San Luis Rey Band of Mission Indians assisted the consulting archaeologist with the archaeological testing. The Tribe fully supports participation by San Luis Rey; however, we would have appreciated notification of the archaeological studies as well so

6 Caltrans has complied with the programmatic agreement. Caltrans acknowledges this agreement in Section 3.12.1 of the Final EIR/EIS by stating the following:

"On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and Caltrans went into effect for Caltrans projects, both state and local, with FHWA involvement. The PA implements the Advisory Council's regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans. The FHWA's responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Pilot Program (23 CFR 327) (July 1, 2007)."

7 The following language regarding Native American Consultation has been added to Section 5.4 of the Final EIR/EIS:

"Consultation with NAHC was first initiated in May 2006, and consultation continues with the appropriate tribes and Native American individuals. Native American consultation meetings took place on October 8, 2008, and November 20, 2008, at the Bonsall Community Center. Caltrans met with members of Pala, Pechanga, and San Luis Rey Bands on December 23, 2010, to address their comments and concerns regarding the Draft EIR/EIS. Caltrans held an in-field meeting with members of the San Luis Rey Band in June and July 2011 to confirm the delineation of the ESAs established for this project."

Caltrans would initiate government-to-government meetings with the Tribe directly and continue to include the Tribe in scoping meetings. Caltrans views their consultants as an extension of staff and would need to rely on them for assistance. Caltrans staff members were present at the consultant-led scoping meetings. Copies of all cultural resources documents prepared were provided to tribal representatives, including the Pechanga Tribe, at a meeting held after the Draft EIR/EIS comment period, on December 21, 2010. The Tribe would also be notified of all future studies.

Additional language regarding cultural resources monitoring during earth-moving activities; the presence of Native American monitors during earth-moving activities; and provisions regarding the discovery of cultural resources, including human remains, has been added to Section 3.12.4 of the Final EIR/EIS.

7 Cont. we could share our information and input. As a result, Pechanga was not aware of the initial archaeological testing nor were we able to provide any additional information to the consultant or Caltrans. This failure to properly notice and consult is not adequate under either federal or state law, and is definitely not evidence of a good faith effort by the Lead Agency to fulfill its tribal consultation requirements.

INADEQUACIES OF THE DEIR/EIS

8 The Tribe has reviewed the DEIR/EIS and the archaeological study[4] provided by Caltrans. The draft document fails to adequately represent the presence of cultural resources within the boundaries and the vicinity of the APE. It also fails to properly provide appropriate mitigation for existing cultural sites that will be impacted by the Project; for inadvertent finds that will occur during earthmoving; for archaeological and Native American monitoring; for discovery of sacred and ceremonial sites, including human remains; and for the future protection of cultural resources in this area.

9 The DEIR/EIS discusses three sites that may be impacted by the Project; however, it makes no mention that there were 13 previously recorded sites located within the study area for both Alternatives and four additional previously unknown resources identified during the current survey. The DEIR/EIS further does not discuss the eight sites that were not identified during the survey. We understand that the possibility of several of these sites being destroyed by development over the years is high, however, there is the possibility that some of the sites may still exist and could have either been mismapped or simply covered with vegetation, or even, as the study notes, covered by fill and other materials over the years. Additionally, the southern Alignment passes through what D. True recorded in the 1960's as portions of a much larger site (CA-SDI-675). These are scattered over a large area and, unfortunately, they were mapped as individual sites even though they were all given one number. The Tribe believes that these actually make up one site, not many, and that the southern Alignment will cut through a large Luiseño Village Complex. The DEIR/EIS fails to adequately address these sites and as such does not meet the legal standards imposed by federal and state law.

10 The DEIR/EIS further does not provide for full-time archaeological or tribal monitoring. Therefore, these sites would not be identified during earthmoving and would be destroyed. This is unacceptable to the Pechanga Tribe who holds the belief that all cultural resources are important and 'significant' as they are remnants of their ancestors. The DEIR/EIS also does not address the new cultural resources that were identified during the survey nor does it provide any analysis of the resources that were identified or the potential for discovery of new resources within the southern Alignment.

[4] *Archaeological Survey Report for the State Route 76 Highway Improvement Project South Mission Road to Interstate 15, San Diego County, California.* Prepared for Caltrans District 11 by Matthew Tennyson and Rebecca Apple, EDAW, Inc. June 2010.

8 An Archaeological Survey Report (ASR), HPSR, and Historic Resources Evaluation Report were prepared for the proposed project, which analyzed potential impacts to cultural resources associated with both build alternatives. The analysis within these reports was based on a records search and intensive pedestrian survey of the APE. A total of 13 potential cultural resources were identified within the study area, three of which were located within the APE. Furthermore, both build alternatives were designed to avoid known cultural resources within the APE. Additionally, a geomorphological assessment of the project footprint was designed to determine the potential for buried cultural resources. Certain areas were identified as having a "high sensitivity" for potential buried deposits. Caltrans would monitor these locations during construction to prevent the accidental destruction of buried cultural deposits. Additional language regarding cultural resources monitoring during earth-moving activities; the presence of Native American monitors during earth-moving activities; and provisions regarding the discovery of cultural resources, including human remains, has been added to Section 3.12.4 of the Final EIR/EIS.

9 The ASR identified all cultural resources located within the study area. Only those sites identified within the APE are included in the EIR/EIS. These would be protected by ESA fencing and monitored by both an archaeologist and a Native American during construction.

CA-SDI-675 is outside the APE for the Existing Alignment Alternative (Preferred Alternative). SDI-776 is within the study corridor, but outside the APE, for the Southern Alignment Alternative.

10 Additional language regarding the presence of Native American monitors during earth-moving activities and provisions regarding the discovery of sacred and ceremonial sites, including human remains, has been added to Section 3.12.4 of the Final EIR/EIS.

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11 Because of the high number of resources already identified within the APE and its vicinity as well as the presence of a known Village Complex, an important water-way and abundant ethnographic resources noting the extensive presence of the Luiseño ancestors in this area, the Tribe knows that additional important resources will be identified during earthmoving activities. Inadvertent discoveries are foreseeable impacts and thus need to be appropriately mitigated for within the confines of the Project. The identification of surface resources during an archaeological survey should not be the sole determining factor in deciding whether mitigation measures for inadvertent discoveries are required. The cultural significance of the area should play a large part in determining whether specifications concerning unanticipated discoveries should be included.

REQUESTED TRIBAL INVOLVEMENT AND MITIGATION

12 The Pechanga Band is not opposed to this Project. The Tribe's primary concerns stem from the Project's proposed impacts on Native American cultural resources. The Tribe is concerned about both the protection of unique and irreplaceable cultural resources, such as Luiseño village sites, sacred sites and archaeological items which would be displaced by ground disturbing work on the Project, and on the proper and lawful treatment of cultural items, Native American human remains and sacred items likely to be discovered in the course of the work.

13 The Tribe requests to be involved and participate with the Caltrans in assuring that adequate monitoring and mitigation plans and measures are provided for the Project. In addition, given the sensitivity of the Project area, it is the position of the Tribe that representatives from the San Luis Rey Band of Mission Indians be required to be present during all ground-disturbing activities conducted in connection with the Project. The CEQA Guidelines state that lead agencies should make provisions for inadvertent discoveries of cultural resources (CEQA Guidelines §15064.5). As such, it is the position of the Pechanga Tribe that an agreement specifying appropriate treatment of inadvertent discoveries of cultural resources be executed between the Caltrans and the San Luis Rey Band, to be compensated by Caltrans.

14 The Tribe believes that adequate cultural resources assessments and management must always include a component which addresses inadvertent discoveries. Every major State and Federal law dealing with cultural resources includes provisions addressing inadvertent discoveries (See e.g.: CEQA (Cal. Pub. Resources Code §21083.2(i); 14 CCR §1506a.5(f)); Section 106 (36 CFR §800.13); NAGPRA (43 CFR §10.4). Moreover, most state and federal agencies have guidelines or provisions for addressing inadvertent discoveries (See e.g.: FHWA, Section 4(f) Regulations - 771.135(g); CALTRANS, Standard Environmental Reference - 5-10.2 and 5-10.3). Because of the extensive presence of the Tribe's ancestors within the Project area, it is not unreasonable to expect to find vestiges of that presence. Such cultural resources and artifacts are significant to the Tribe as they are reminders of their ancestors. Moreover, the Tribe is expected to protect and assure that all cultural sites of its ancestors are appropriately treated in a respectful manner. Therefore, as noted previously, it is crucial to adequately address the potential for inadvertent discoveries.

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11 Caltrans acknowledges the potential for inadvertent discoveries during construction of either build alternative. Additional language regarding cultural resources monitoring during earth-moving activities; the presence of Native American monitors during earth-moving activities; and provisions regarding the discovery of cultural resources, including human remains, has been added to Section 3.12.4 of the Final EIR/EIS.

12 Thank you for stating that the Pechanga Band is not opposed to the proposed project. Caltrans looks forward to working with the Pechanga Band on the proposed project in the future.

13 Caltrans would continue to consult with the tribes, which include Pechanga, Pala, and San Luis Rey, on developing plans for monitoring, mitigation, and inadvertent discoveries. The inadvertent discoveries plan would be consistent with the 106 PA and 36CFR800. Developing these plans would not be compensated, although monitoring would be compensated.

14 Caltrans acknowledges the potential for inadvertent discoveries during construction of either build alternative. Additional language regarding cultural resources monitoring during earth-moving activities; the presence of Native American monitors during earth-moving activities; and provisions regarding the discovery of cultural resources, including human remains, has been added to Section 3.12.4 of the Final EIR/EIS.

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15 Further, the Pechanga Tribe believes that if human remains are discovered, State law would apply and the mitigation measures for the permit must account for this. According to the California Public Resources Code, § 5097.98, if Native American human remains are discovered, the Native American Heritage Commission must name a "most likely descendant," who shall be consulted as to the appropriate disposition of the remains. Given the Project's location in Luiseño territory, the Pechanga Tribe intends to assert its right pursuant to California law with regard to any remains or items discovered in the course of this Project.

PROJECT MITIGATION MEASURES

16 The Tribe believes that the proposed mitigation measure as posed is insufficient given the sensitivity of the area. While the Tribe understands that the Property has been subjected to previous disturbances, as the Project site lies within such a culturally-sensitive area, the Tribe believes that the possibility exists for the recovery of subsurface resources during earthmoving activities as is evidenced by the location during the most recent survey of previously unknown resources in the APE.

The Tribe asks that the Caltrans make the following changes to the mitigation measures in its environmental assessment documents and recirculate the document (strikeouts are deletions and underlines are additions):

3.12.4 Avoidance, Minimization, and/or Mitigation Measures

17 ~~Caltrans would depict CA-SDI-681/CA-SDI-5589 and CA-SDI-5590 as ESAs on all project plans and would restrict entrance into and disturbance of these sites by adhering to an ESA Action Plan. Each of the sites would be avoided by all construction activity.~~

~~Caltrans' geomorphological assessment of the project footprint was designed to determine the potential for buried cultural resources. Certain areas were identified as having a "high sensitivity" for potential buried deposits. Caltrans would monitor these locations during construction to prevent the accidental destruction of buried cultural deposits.~~

MM 1 Prior to beginning project construction, the Caltrans shall retain a San Diego County qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation.

MM 2 At least 30 days prior to beginning project construction, Caltrans shall contact the San Luis Rey Band of Mission Indians to notify them of grading, excavation and the monitoring program, and to coordinate with them to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address

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15 Caltrans complies with PRC 5097.98. Human remains have been found previously on the SR-76 Middle project and the Native American Heritage Commission (NAHC) designated a most likely descendent who Caltrans, by NAHC and Caltrans policies, would continue to consult with for any additional discoveries of human remains and associated grave goods. Upon discovery, Caltrans would stop work in the vicinity and contact the coroner as required by Health and Safety code 7050, and by policy the NAHC, the Pechanga Tribe, Pala Band, and San Luis Rey Band. Once the coroner determines that the remains are not within her/his jurisdiction or are potentially Native American, Caltrans would consult with the most likely descendent. A burial agreement can also be developed prior to construction commencing.

16 The appropriate documents for the mitigation measures proposed by the Tribe are the monitoring plan, ESA action plan and the post-review discovery plan. These plans would be developed in consultation with the Pechanga Band and other Native American tribes prior to construction. Most of the mitigation measures as proposed are standard operating procedures for Caltrans. Differences on a few points would be discussed during consultation. Additional language regarding cultural resources monitoring during earth-moving activities; the presence of Native American monitors during earth-moving activities; and provisions regarding the discovery of cultural resources, including human remains, has been added to Section 3.12.4 of the Final EIR/EIS.

17 Caltrans has retained the two paragraphs that the Pechanga Band suggested deleting in the Final EIR/EIS. Additional language regarding cultural resources monitoring during earth-moving activities; the presence of Native American monitors during earth-moving activities; and provisions regarding the discovery of cultural resources, including human remains, has been added to Section 3.12.4 of the Final EIR/EIS. This additional language would address the concerns the Tribe wants to see addressed in the suggested language provided in the comment.

17 Cont.

the treatment of known cultural resources, the designation, responsibilities, and participation of Native American Tribal monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

MM 3 Prior to beginning project construction, the Project Archaeologist shall file a pre-grading report with Caltrans (if required) to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities, protocol for designation of ESA's and the process for evaluation when cultural resources are identified during earthmoving, in consultation with the San Luis Rey Band. In accordance with the agreement required in MM 2, the archaeological monitor's authority to stop and redirect grading will be exercised in consultation with the San Luis Rey Band in order to evaluate the significance of any archaeological resources discovered on the property. Tribal monitors shall be allowed to monitor all grading, excavation and groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist.

MM 4 If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the San Diego County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the San Diego County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98 and the Treatment Agreement described in MM 2.

MM 5 The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods and all archaeological artifacts that are found on the project area to the appropriate Tribe for proper treatment and disposition. If curation is required, curation shall be at a facility approved in consultation with the San Luis Rey Band of Mission Indians and may include tribally owned facilities if available.

MM 6 All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

MM 7 If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, Caltrans, the project archaeologist, and the San Luis Rey Band shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to Calif. Pub. Res. Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources.

MM 8 Sites CA-SDI-681/CA-SDI-5589 and CA-SDI-5590 shall be depicted as ESA's on all project plans. The Project archaeologist, in consultation with the San Luis Rey Band, shall develop an ESA Action Plan which will outline in detail in part, the areas to be avoided, including a 50 foot buffer around each site. The Project archaeologist and a San Luis Rey Band representative will be present during all fencing of these ESA's and will ensure throughout the development that the areas are restricted to only necessary personnel and that no disturbance occurs to these areas. The Project archaeologist and the San Luis Rey Band representative will also ensure that the fencing is appropriately removed once all grading activities have concluded for the Project.

17 Cont.

MM 9 Prior to commencement of earthmoving activities, Caltrans, the Project archaeologist and the San Luis Rey Band shall develop a Long-Term Preservation mitigation document that outlines protocol for preservation of CA-SDI-681/CA-SDI-5589 and CA-SDI-5590, as well as any other inadvertent find that is determined to be 'significant' during earthmoving activities. This protocol treatment may include, but is not limited to: permanent fencing, capping, native vegetation plantings and/or other options as appropriate. The State DPR forms shall be updated with the final actions and noted that these sites should be protected in perpetuity. The forms shall be filed with the final Mitigation Monitoring report as outlined in MM 10 and shall be filed with Caltrans, the Information Center and the San Luis Rey Band. Caltrans agrees that the Long-Term Preservation plan will include provisions for avoidance of all cultural sites under the plan should future expansions of SR 76 be proposed.

MM 10 The Project Archaeologist shall prepare a monitoring report for this Project documenting the monitoring activities, which shall be submitted to Caltrans, the Information Center and the San Luis Rey Band within 60 days of completion of earthmoving activities. This report shall include, but is not limited to, a description of the monitoring activities which occurred during all ground-disturbing activities; the type of cultural resources recovered; the disposition of such resources; and the preservation methods used for such resources.

17 Cont. The Pechanga Tribe submits these comments concerning the Project's potential impacts to cultural resources in conjunction with the environmental review of the Project. The Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project's impacts to cultural resources and potential mitigation for such impacts. Further, the Tribe reserves the right to participate in the regulatory process and provide comment on issues pertaining to the regulatory process and Project approval.

The Pechanga Tribe looks forward to working together with the Caltrans in protecting the invaluable Luiseno cultural resources found in the Project area. Please contact me at 951-770-8100 X8104 once you have had a chance to review these comments. The Pechanga tribe would like to schedule a face to face meeting with you so that we might address the issues concerning the mitigation language. Thank you.

Sincerely,

Anna Hoover
Cultural Analyst

Cc Pechanga Office of the General Counsel

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November 2, 2010

Ms. Sandra Lavender
Acting Chief Environmental Analysis, Branch A
California Department of Transportation
4050 Taylor Street, MS 242
San Diego, CA 92110

VIA ELECTRONIC MAIL
Sandra.Lavender@dot.ca.gov

RE: COMMENT LETTER ON STATE ROUTE 76 - SOUTH MISSION ROAD TO INTERSTATE 15 - HIGHWAY IMPROVEMENT PROJECT, SAN DIEGO COUNTY, DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT

Dear Ms. Lavender:

Thank you for the opportunity to submit the following comments regarding the final phase of State Route 76 – South Mission Road to Interstate 15 – Highway Improvement Project ("Project"). We, the San Luis Rey Band of Mission Indians ("Tribe"), have long been a partner with CALTRANS throughout the phases of this endeavor and look forward to continuing our relationship through the end of this Project.

As you are already aware, we are a San Diego County tribe whose traditional territory encompasses the cities in which State Route 76 ("SR-76") travels through, namely Oceanside, Vista, and Fallbrook, in addition to Carlsbad and Escondido, among others. As you are also aware, we are resolute in the protection and preservation of our cultural resources. 1

We have reviewed the Project's Draft Environmental Impact Report/Environmental Impact Statement ("DEIR") and find ourselves in the unfortunate position of realizing that after reading the DEIR that we have more questions than answers. Moreover, unlike other DEIR's of similar nature, we were disheartened to find that no where in the Cultural Resources Section of Mitigation Measures was a Native American monitor once mentioned as being necessary. This Project, in its entirety, is vitally important to the Luiseño people and as such, we must continue to be apart of the process on and off the construction site.

It is important for you to realize that the Tribe does not oppose the Project in general, but that we *are* passionately opposed to any plans that may damage or destroy any

1 Thank you for your comments and stating that you are not opposed to the proposed project. Caltrans wishes to continue our working relationship with the San Luis Rey Band of Mission Indians (Tribe). The following language has been added to Section 3.12.4 of the Final EIR/EIS regarding construction monitoring to mitigate impacts to buried cultural resources that may be uncovered during construction:

"The ESA action plan calls for both a "qualified" archaeological monitor and a Native American monitor to be present when ground-disturbing activities occur adjacent to those sites designated as ESAs. The ESA action plan would be modified, per Caltrans policy, to include monitoring in those areas designated as Archaeological Monitoring Areas (AMAs). AMAs are those areas adjacent to all previously recorded archaeological or cultural sites that, during construction and construction-related activities, there is a high probability of finding buried deposits based on the geomorphology of the area. These monitoring areas would be depicted on the design/construction plans, and the archaeologist and Native American monitors would be present at the preconstruction meeting.

Prior to construction, a monitoring plan, ESA action plan/AMA plan, and Post-Review Discovery Plan or combination of these plans would be developed. These plans would outline when and how monitoring would occur, and outline notification, discovery, and treatment of cultural resources procedures, including coordination, timeframes, scheduling, compensation, responsibilities, and treatment of new discoveries. Any newly discovered cultural resource deposits would be subject to an assessment, and procedures in 36 CFR 800 would be followed.

The archaeologist and Native American monitors would work with the Caltrans environmental/construction liaison to accurately delineate and fence, if appropriate, the boundaries of those sites requiring the establishment of ESAs. These sites would be avoided by all construction activities.

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find. If it is not practical to modify the project to avoid destroying or damaging the site, Caltrans would consider other nonavoidance measures such as archaeological data recovery.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to PRC Section 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission who would then

1 Cont. potentially significant cultural or sacred sites and human remains that may be located within the Project's proposed boundaries of either proposed alignments. Both proposed alignments possess significant cultural landscapes that require cultural resource protection. Although the intensive pedestrian surveys for known cultural resources were productive and fruitful, in some cases, not enough follow up surveys were conducted to reassure the Luiseño community that more do not need protection.

I. OUT OF THE TWO ALTERNATIVES PROVIDED BY CALTRANS NEITHER SHOULD BE FINALIZED AND BOTH SHOULD HAVE FURTHER SURVEYS COMPLETED AS THEY PERTAIN TO CULTURAL RESOURCES.

A. Both Alignment Alternatives Proposed by CALTRANS Are Deficient in Regards to Adequate Cultural Resource Protections.

2 As mentioned previously, the Tribe has reviewed the DEIR and has come to the conclusion that both of the two alignment alternatives, the Existing and the Southern, are deficient in their protection and preservation of cultural resources. The Existing Alignment Alternative follows the same rough path of the current SR-76 with a few exceptions, and in doing so, seriously threatens known and potentially unknown cultural resources of the Luiseño people.

In comparison, the Southern Alignment Alternative would no longer place SR-76 in such close proximity to the San Luis Rey River and known "significant" cultural resource sites, but it was also deficient in its protection and preservation of cultural resources by the sheer lack of follow up surveys of the area. The *Archaeological Survey Report for the State Route 76 Highway Improvement Project South Mission Road to Interstate 15 San Diego County, California* (June, 2009) ("Report") appeared at first read to be an all inclusive report. A report that our Tribe's Native American monitors even participated in at particular time junctures. Our main critique of the Report is that it stopped at a records search and intensive pedestrian survey. At no time, as far as we've been made aware, have there been any more in-depth, more appropriate surveys completed. As we mentioned above, the cultural landscape of the area is significant and potentially rich of cultural resources and cultural history and without more information, a preference cannot be made of either alignment alternative.

B. Additional Studies Are Needed To Determine Which Alignment Alternative Would Best Protect and Preserve Sacred Luiseño Cultural Resources.

3 After reviewing the DEIR, the Tribe could not dispel the feeling that more information regarding cultural resources was gathered for the Existing Alignment Alternative than the Southern Alignment Alternative. Fallbrook is rich in cultural resources. We know this because of past projects in the area and the surrounding Bonsall area. Most of the landscape proposed in the Southern Alignment Alternative is

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notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains would contact the District 11 Cultural Branch Chief so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed, as applicable."

2 An Archaeological Survey Report (ASR), Historic Properties Survey Report, and Historic Resources Evaluation Report were prepared for the proposed project which analyzed potential impacts to cultural resources associated with both build alternatives. The analysis within these reports was based on a records search and intensive pedestrian survey of the area of potential effect (APE). A total of 13 potential cultural resources were identified within the study area, three of which were located within the APE. Furthermore, both build alternatives were designed to avoid known cultural resources within the APE. Additionally, a geomorphological assessment of the project footprint was designed to determine the potential for buried cultural resources. Certain areas were identified as having a "high sensitivity" for potential buried deposits. Caltrans would monitor these locations during construction to prevent the accidental destruction of buried cultural deposits.

On December 21, 2010, Caltrans met with members of the Tribe and provided copies of all technical studies done to date, including a geomorphological assessment performed after the archaeological survey and report. It is our wish to keep you fully informed.

3 An equal level of analysis of potential impacts was performed for both build alternatives. Both build alternatives were evaluated with a records search and intensive pedestrian survey. The ASR contains a complete inventory of resources within the project study area, and all known sites are being avoided by this project. Additionally, a geomorphological assessment of the project footprint was designed to determine the potential for buried cultural resources. Certain areas were identified as having a "high sensitivity" for potential buried deposits. Caltrans would monitor these locations during construction to prevent the accidental destruction of buried cultural deposits. Additional language regarding cultural resources monitoring during earth-moving activities; the presence of Native American monitors during earth-moving activities; and provisions regarding the discovery of cultural resources, including human remains, has been added to Section 3.12.4 of the Final EIR/EIS.

Caltrans would meet with the Tribe to discuss additional cultural resources that the Tribe has identified.

3 Cont. undeveloped and/or only been developed for limited agricultural purposes. What exactly was done, as far as geophysical and/or geomorphological research and analysis, in the land encompassing the Southern Alignment Alternative is unclear. And some of the archaeological analysis or classification of certain sites within the Report are in dispute with what the Luiseño people and other Native American experts believe. For instance, there was one site which the Report stated was simply a scattering of mortars, when in fact we believe it to be a communal living area in need of protection[1]. Then there were instances where cultural resource sites were entirely ignored and not included in the Report[2].

4 Moreover, according to the DEIR's Section 3.12.4 *Avoidance, Minimization, and/or Mitigation Measures*, a geomorphological assessment of the Project's footprint showed a "high sensitivity" for potential buried deposits. Yet, no where in the DEIR does it state if this "high sensitivity" was found to be in the Southern Alignment Alternative, or in the Existing Alignment Alternative, or in both alignment alternatives. This was just one more example of where the Tribe was left with more questions than answers.

5 For instance, we are aware that geophysical techniques can provide precise locations for individual graves, but that it depends greatly on the age of the graves, the soils, and the type of graves. We are also aware that not every technique or equipment choice works well for delimiting burial sites. We know that different survey techniques must be utilized in order to get a complete picture, yet we do not know which techniques were used in this last phase of the Project. We know that depending on the time of year or what the weather conditions were when the surveys were conducted can affect the results. And lastly, we know that in areas where the land has disturbed stratigraphy (unnatural layering of soils, such as in a burial) certain geophysical techniques would be better than others in detecting Native American burials. Yet, we don't know what kinds of techniques were performed, when they were performed, where they were performed, or what the results for each Alternative land-base were.

6 We are aware that to date the areas that are "known" to the archaeological and historical communities have been analyzed (most notably for the Existing Alignment Alternative); however, we also know that much of this land is radically changing. The rate of erosion, as documented by the geomorphological studies for the previous two phases of this Project proves that none of us really know what we might find. All we can rely on is our Luiseño history and the fact that during prior developments of the areas in question, there have been cultural finds that were previously "unknown" to the archaeological community. It is these "inadvertent discoveries" that concern the Tribe, as they should CALTRANS.

[1] Specific mention of which site this is will not be discussed in this Comment Letter, but rather in confidential discussions with the Lead Agency.
[2] Specific mention of which site this is will not be discussed in this Comment Letter, but rather in confidential discussions with the Lead Agency.

4 Both the existing and the southern alignment alternatives have the potential to uncover buried subsurface deposits with "high sensitivity" during construction.

5 A copy of the geomorphological assessment was given to San Luis Rey tribal members on December 21, 2010.

6 Caltrans acknowledges the potential for inadvertent discoveries during construction of either build alternative. Additional language regarding cultural resources monitoring during earth-moving activities; the presence of Native American monitors during earth-moving activities; and provisions regarding the discovery of cultural resources, including human remains, has been added to Section 3.12.4 of the Final EIR/EIS.

7 In regards to the Existing Alignment Alternative, the Tribe is weary of such an alternative. To continue along side the existing SR-76 and to follow the San Luis Rey River so closely raises grave concerns for the Tribe. There is a considerable number of cultural resources that follow alongside the current path of SR-76, and therefore the Existing Alignment Alternative. Many of these sites were already known to the authors of the Report, however unsurprising to us, new "inadvertent" or unexpected discoveries were made during their intensive pedestrian survey. These type of discoveries will in all likelihood continue to occur during the final phase of this Project. And only reinforce our belief that our Native American monitors must be present throughout all excavating and grading activities.

8 In regards to the "known" prehistoric archaeological sites, CA-SDI-681 and CA-SDI-5589, both sites are important to the Tribe and we wish for them to remain protected at all costs. Both, according to the DEIR, will be accorded protection during the construction of the Existing Alignment Alternative and that "the project's management and engineers have confirmed that the sites can and would be avoided by all construction activities." (See DEIR Section 3.12.3, page 3-152.) As we have mentioned above, these are only the "known" sites that are mentioned in the DEIR[3]; if such alternative is selected, there could and very likely will be more discovered. That is why it is imperative that we, the Luiseño people, be allowed to monitor the development of the land surrounding the "known" sites as well. This was a much traveled corridor for the Luiseño people and to deny us this, is to deny us our right to protect our cultural resources.

C. Whichever Alignment Alternative is Ultimately Selected, the Government Must Take Into Consideration the High Probability that Transportation Needs Will Undoubtedly Require SR-76 To Grow To A Six Lane Highway, Thereby Continuing To Endanger Luiseño Cultural Resources.

9 SR-76 is a heavily traveled road by commuters and travelers alike. If, in the future, the highway needs to be expanded to a six-lane highway, we'd ask that an analysis of that possibility be conducted as well and that such results be apart of any Revised DEIR or Final EIR/EIS. No such analysis exists as part of the current DEIR. If it was included, then the area researched by the Report would have been greatly expanded beyond the utilized 500 foot buffer zone and we would have a much clearer vantage point as to what may lay in the proposed land areas.

We therefore request that in the Revised DEIR, or Final EIR/EIS, that this probable reality be explored and that the archaeological and geophysical surveys be expanded to include this enlarged land area.

[3] We are aware of the additional cultural resources as stated in the Report. However, in order to keep these sacred sites protected, we will not discuss them by specific name or location in this Comment Letter.

7 Please see Response #6 above.

8 Additional language regarding cultural resources monitoring during earth-moving activities; the presence of Native American monitors during earth-moving activities; and provisions regarding the discovery of cultural resources, including human remains, has been added to Section 3.12.4 of the Final EIR/EIS.

9 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

II. REGARDLESS OF WHICH ALIGNMENT ALTERNATIVE IS INEVITABLY SELECTED, NATIVE AMERICAN MONITORS MUST PLAY A ROLE IN THE ACTIVE PROTECTION OF LUISEÑO CULTURAL RESOURCES AND BE UNMISTAKABLY INCLUDED IN THE FINAL EIR.

A. Before SR-76 Was A Road Traveled By Automobiles, It Was First and Foremost One Of The Main Traveling Corridors For The Luiseño People.

10 State Route 76 is a major roadway in Southern California and is being expanded due to increased congestion and rising population in the area. It is no coincidence that this same expanse of land was also the main traveling corridor taken by our tribal ancestors from the mountains to the ocean. This corridor is a significant part of our history and has been documented throughout many songs and stories handed down through the generations. We know that there will be inadvertent discoveries found during the excavation and grading stages for this Project, whichever alternative is ultimately chosen. Experience has told us that; our history tells us that. Our ancestors were not confined to one area of land; we traveled up and down the San Luis Rey River. It was a road of cleansing, commerce and survival. Moreover, we communed around all the water ways and found our sustenance throughout what is now known as the San Luis Rey Valley. The land in and around, and throughout, both proposed alignment alternatives constitute Luiseño land. We lived there; we died there. We deserve to be present during all excavating and grading activities.

B. When Native American Cultural Resources Are Likely To Be Affected, One Way To Avoid Damaging Them Is To Have A Native American Monitor Present.

11 This Project, without a doubt, will have serious affects on Luiseño cultural resources. According to the Native American Heritage Commission, a California state agency, "[w]hen projects are proposed in areas where Native American cultural features are likely to be affected, one way to avoid damaging them is to have a Native American monitor … present during ground disturbing work. In sensitive areas, it may also be appropriate to have a monitor … on site during construction work.[4]" That, coupled with the fact that Native American monitors have been used throughout the entire Project to date, has the Native American, or more specifically, the Luiseño community left scratching their heads as to why Native American monitors are now completely absent in the DEIR in relation to the protection of cultural resources.

12 We therefore respectfully request that Native American monitors be included in the process of protecting our cultural resources, from this point forward, and that they be accorded the following rights and responsibilities.

[4] *Guidelines for Monitors/Consultants Native American Cultural, Religious, and Burial Sites*. Native American Heritage Commission.

10 Additional language regarding cultural resources monitoring during earth-moving activities; the presence of Native American monitors during earth-moving activities; and provisions regarding the discovery of cultural resources, including human remains, has been added to Section 3.12.4 of the Final EIR/EIS.

11 Please see Response #10 above.

12 Caltrans acknowledges the potential for inadvertent discoveries during construction of either build alternative. The purpose of monitoring on Caltrans projects is to watch for the presence of human remains or indications of the potential of an intact archaeological site. Caltrans makes all efforts, including consultation, to identify cultural sites prior to construction, not during construction. For this project, monitoring is being conducted because Caltrans recognizes that buried deposits are a possibility. Also, refer to Response #10 above.

1. When Determining An Artifacts or Cultural Resources Significance, Both the Archaeologist and Native American Monitor Should Agree.

12 Cont. We believe the two entities, a qualified archaeologist and Native American monitor, should agree on an artifact's significance prior to halting work on a job site or disregarding an artifact because one entity believes it is insignificant and therefore unimportant. For instance, in the case of determining the significance of isotopes we believe adamantly that any determination as to whether the deposits are "non-significant" should be left to the archaeologist and the Native American monitor and that both should agree on the deposits insignificance. We believe the two entities should agree due to the fact that each professional weighs the deposits differently. For instance, the archaeologist looks at the deposits value for research purposes and its scientific worth. Whereas, the Native American monitor looks at the deposits importance as it relates to religious significance and cultural relevance. Each opinion is equally important and both should be taken in equal consideration. When amending the mitigation measures in the Final EIR, it is the Tribe's request that Native American monitors be accorded the same amount of respect for their opinions and training in regards to cultural resources as the contracted archaeologist.

2. Section 3.12.2 of the DEIR Must Be Amended to Provide the Native American Monitor the Power to Divert or Halt Ground Disturbance Operations.

13 Section 3.12.2 under *Discovery* states that, "If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist could assess the nature and significance of the find." The Tribe respectfully requests that the Native American monitor also be given the authority "to divert or temporarily halt ground disturbance operations" in the areas where potentially significant cultural resources are discovered. As mentioned above, Native American Monitors and archaeologist approach culturally sensitive finds very differently. Neither process of evaluation is more significant than the other and each must be given the same amount of respect from the County and State. We therefore ask that Section 3.12.2 be amended and that the following change be reflected in the Final EIR, "If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist *and Native American monitor* can assess the nature and significance of the find."

3. Native American Monitors Should Be Present During the Preparation and Implementation of Barricades and/or Temporary Fencing for ESA's.

14 The DEIR states that CA-SDI-681 and CA-SDI-5589 will be protected by CALTRANS and that all construction activities will avoid those sites. However, the Tribe is left to presume that some type of protective fencing will be erected around the sites, in order for CALTRANS to ensure such protection and avoidance. We also presume that

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13 Only the Construction Resident Engineer can halt construction, but the archaeologist can temporarily divert construction upon approval of the Resident Engineer. The Native American monitor needs to consult with the archaeologist if they see a need for diverting construction. The requested text can be inserted but is not to be interpreted as saying that the Native American monitor is given the authority to divert or temporarily halt ground disturbing operations.

14 The archaeologist and Native American monitors would work with Caltrans Environmental/Construction Liaison to accurately delineate and fence the boundaries of those sites requiring the establishment of ESAs. These sites would be avoided by all construction activity. This language has been added to Section 3.12.4 of the Final EIR/EIS.

such protective fencing and/or barricades will be erected for the other culturally sensitive sites not mentioned in the DEIR, yet included in the archaeology Report. In the event that such fencing is erected, we ask that the Native American Monitor be consulted, along with a qualified archeologist in the preparation of such a fence and or barricade.

14 Cont. The Tribe strongly believes that a Native American monitor's presence is mandatory at the site of such important cultural resources. In the recent past, a situation arose whereby sacred items of our Tribe had been unintentionally destroyed during the installation of fencing around known sacred areas. It is now the Tribe's position that in this Project and all future projects, that whenever a fence is to be implemented and/or erected around a sacred or known culturally sensitive area, that a Native American monitor be present to observe and ensure that no cultural resources be negatively impacted. Therefore, we request that the Final EIR include language requiring a Native American monitor be present during the preparation and implementation of the temporary fencing around any culturally sensitive and/or significant and/or any other ESA (Environmentally Sensitive Area) sites later determined and presented in the Final EIR.

C. Any and All Uncovered Artifacts of Luiseño Cultural Importance Should Be Returned to the Most Likely Descendant And Not Be Curated As Stated In Section 106 of the Programmatic Agreement.

15 According to Section 106 of the Programmatic Agreement, the government has once again taken the position that if any previously unidentified cultural resources are discovered, all material collected shall be processed and curated at an approved facility. This however goes against the Tribes beliefs and wishes. Just as when Native American human remains are uncovered during the course of a Project's progress and those remains are returned to the Native American Tribe of the Most Likely Descendants, we believe that to ensure the proper treatment of any cultural resource, that item or items must be returned to the Native American Tribe of the Most Likely Descendant as well and not curated by the government. Any plans to curate any such items would blatantly disregard the respect due to these cultural resources. Instead of what is promulgated by the government, any such items should be returned to the Most Likely Descendent ("MLD") as determined by the Native American Heritage Commission. This Project is located within the traditional and aboriginal territory of our Tribe and our sister tribes. The Tribe considers all cultural items found in this area to belong to their ancestors, and the ancestors of their sister tribes, rather than to the State and/or County. This request should be included in the Final EIR.

III. Additional Measures Of Mitigation Should Also Be Reflected In The Final EIR Which Include The Use Of Fill Dirt, Off Site Digging Which Pertains To The Project Itself, Construction Staging, The Removal Of Excess Pavement, And The Building Of Utility Facilities.

16 *A. Any Fill Material Utilized During the Project Must Be Documented Fill and Not Fill Material Containing Cultural Resources From Other Sites.*

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15 Caltrans cannot take action independently of the Programmatic Agreement, just as they cannot take action independently of any law or regulations implementing that law. The Programmatic Agreement is consistent with Caltrans' policy, state curation guidelines, and federal regulations. Caltrans expends public funds and has other constituencies that, as a public agency, it needs to be responsive to as well as tribes. In state law, the Native American Heritage Commission designated Most Likely Descendent(s) is to provide recommendations on respectful treatment of human remains and associated grave artifacts. It is the property owner's decision whether to accept the recommendations. It is Caltrans policy to accept recommendations provided by the Most Likely Descendent provided that the recommendations are consistent with state law.

Caltrans would consult with tribes on the identification of sacred objects and objects of cultural patrimony, as identified in the Native American Graves Protection and Repatriation Act.

16 Caltrans policy for borrow sites is that all California environmental laws need to be met for sources both within project limits and from outside sources, and thus knows where the fill comes from. As long as the environmental laws have been met, Caltrans cannot prohibit a contractor from using that fill. It is also the practice to balance the use of cut and fill soils within a project's limits. It would be prohibitively expensive to not do so. Sometimes the fill is from ineligible or mitigated sites. These sites are monitored for unanticipated features or materials, and if there are discoveries, then construction work would be diverted so the finds can be assessed. Caltrans cannot remove all cultural materials from the fill but can document where the fill is placed to maintain a record. Caltrans also establishes Environmentally Sensitive Areas to protect culturally important sites during construction.

California environmental laws must also be complied with for construction staging areas and the building of utility facilities.

16 Cont. According to the DEIR on page 2-3, each alignment alternative proposed by CALTRANS would require a substantial amount of fill material. The attempt to balance each alternative's need for fill (the Existing Alignment Alternative would require approximately 910,000 cubic yards and the Southern Alignment Alternative would require approximately 990,000 cubic yards) with either fill material from outside sources or from mitigated sites raises a growing concern for the Tribe. Where is this fill material coming from? Is it carrying cultural resources within it? And above all, is the fill material documented, meaning is it clean of cultural resources. It has been a practice of many in the construction profession to utilize fill materials that contained cultural resources from other "unknown" areas thereby contaminating the potential cultural landscape of the area being filled. This type of fill material is unacceptable.

Moreover, if the fill material is to be utilized from mitigated sites of the Project, then we ask that that fill be analyzed and confirmed by an archeologist and/or Native American monitor that such fill material does not contain cultural resources. A requirement that fill material be absent of any and all cultural resources should therefore be included as an additional mitigation measure in the Final EIR.

B. Native American Monitors Should Be Present During All Off-Site Digging Which Pertains To The Project Itself.

17 For our purposes, off-site digging refers to and includes all infrastructure developments and/or improvements that pertain to this Project but are physically located outside of the Project's boundaries. It is our collective understanding that such land that would be considered "off-site" for this Project is part of the CALTRANS right of way and as such would require CALTRANS permission to access and expel any earth from the area. We request that any such permission granted by CALTRANS for the purpose of digging into native soil in areas within a one (1) mile radius of any Native American cultural resource, be coupled with a requirement that a Native American monitor be present throughout the proposed digging. We ask that this mitigating factor be added to the Final EIR as an additional measure of protection and preservation of Native American cultural resources.

C. Native American Monitors Should Be Present For Any and All Construction Staging of the Project That May Affect Luiseño Cultural Resources.

18 Construction staging is defined as the steps the contractor will need to take during construction in order to build the road. This includes maintaining traffic within the existing corridor, minimizing disruption to local residents and businesses, and providing a safe and large work zone for construction. It is providing a safe and large work zone for construction that raises concerns for the Tribe. First, if there is to be any "staging" within a one (1) mile radius of any known site, a Native American monitor should be present. We'd also ask that all subcontractors be informed that if during their work an artifact is found, that they contact the Project Manager immediately and that the Project Manager

17 Additional language regarding cultural resources monitoring during earth-moving activities; the presence of Native American monitors during earth-moving activities; and provisions regarding the discovery of cultural resources, including human remains, has been added to Section 3.12.4 of the Final EIR/EIS. However, this monitoring would be limited to excavation occurring on-site.

18 Prior to construction, Caltrans conducts a mandatory Environmental Compliance Training that discusses the sensitive cultural resources located in the project's vicinity as well as protocol if an unanticipated discovery were to be encountered by construction personnel and the laws and regulations that protect these resources.

then immediately contact the contracted archaeologist and the contracted Native American monitor.

This request may seem unwarranted, or even far-fetched, but there has been more than several instances where construction workers have told our tribal members that while they were working their construction vehicles and/or equipment that they found Native American artifacts and chose to destroy and bury those artifacts in order to keep the job moving. We therefore respectfully request that (1) Native American monitors be present for any and all construction staging within a one (1) mile radius of Luiseño cultural resources and (2) that as a condition of all contracts with subcontractors for this Project that the subcontractors be made aware of CALTRANS desires to preserve and protect Native American cultural resources and to follow an acceptable protocol whereby if a Native American artifact is found, that said protocol will be followed and the proper individuals notified.

18 Cont.

D. Native American Monitors Must Be Present During Any Excavation of Existing Paved Roads, Specifically the Portions of SR-76 That Will Be Removed As Excess Pavement.

According to the DEIR, "[i]n some locations on the current SR-76, remainder pavement sections would be removed and those areas would be re-vegetated. . ." SR-76 was constructed back in the 1950's and 1960's and therefore not under any government restraint regarding the protection of Native American cultural resources. What lays underneath such payment is unknown and as such it is our request that we, the Luiseño people should bear witness to whether or not our resources still exist under the proposed excavated pavement after all these years. It is therefore imperative that such a measure and/or condition of mitigation be added to the Final EIR requiring the presence of a Native American Monitor at any and all pavement excavation/removal sites of SR-76.

19

E. Native American Monitors Must Be Present During the Construction of Any and All Utility Facilities Due to the Depth of Their Trenches and Should Be Incorporated As A Condition of Receiving Any Grading Permit By the County and/or Other State Agency.

Whenever a new cell tower is proposed, or a new communications facility is contemplated, Native American tribes are asked to participate in the determination of whether a Native American monitor will be required during the construction and erection of such facilities. This is due to that fact that such utility facilities often need to expel into the ground at least four (4) to six (6) feet, thereby disturbing native soil. If in addition to potentially disturbing native soil, the area is also in close proximity to Native American cultural resources, then a Native American monitor's presence is required. It is the Tribe's position, therefore, that a mitigation measure be added to the Final EIR requiring that Native American monitors must be present during the construction of any and all utility facilities that propose to expel into the earth at a depth that will disturb the native soil and/or is within a one (1) mile radius of a Native American cultural resource.

19 Additional language regarding cultural resources monitoring during earth-moving activities; the presence of Native American monitors during earth-moving activities; and provisions regarding the discovery of cultural resources, including human remains, has been added to Section 3.12.4 of the Final EIR/EIS.

IV. A Pre-Excavation Agreement Must Be Entered Into With The Tribe Prior To Any Further Earth Disturbances And Should Be Included In The Final EIR.

The Tribe requests that CALTRAN'S, and/or the Federal Highway Administration, be required to enter into a pre-excavation agreement with the Tribe prior to obtaining any and all grading permits for the Project and/or any further disturbances of earth. This agreement will contain provisions to address the proper treatment of any cultural resources or Native American human remains inadvertently uncovered during the course of the Project. In many regards this is consistent with Section 106 of the Programmatic Agreement, *Addendum 2007*. However, such agreements are still necessary. 20

Moreover, the agreement will outline the roles and powers of the Native American monitors and the archeologist as it specifically relates to cultural resources and Native American remains and funerary objects. Such an agreement is necessary to guarantee the proper treatment of cultural resources or Native American remains displaced during the Project development.

The Tribe requests that the Pre-Excavation Agreement be added as a requirement to obtain any and all grading permits, in addition to any other existing requirements.

V. Conclusion

The San Luis Rey Band of Mission Indians appreciates this opportunity to provide our comments on the SR-76 – South Mission Road to Interstate 15 – Highway Improvement Project. Due to the incompleteness of the cultural resources research and analysis of the final phase of this Project, we are unable to provide CALTRANS with a preference of one alignment alternative over the other. We respectfully request that a Revised Draft EIR/EIS be completed by the agencies involved and if that is not feasible, then we request a limited Revised Draft EIR/EIS be completed in regards to the Southern Alignment Alternative only. We also insist that Native American monitors be included in the Final EIR/EIS for this Project, as we have in the past two phases of the Project, and that the above-stated mitigation measures be adopted by said Final EIR/EIS. 21

As always, we look forward to working with CALTRANS to guarantee that the requirements of CEQA are rigorously applied to this Project and all projects. We thank you for your continuing assistance in protecting our invaluable Luiseño cultural resources.

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20 Additional language regarding cultural resources monitoring during earth-moving activities; the presence of Native American monitors during earth-moving activities; and provisions regarding the discovery of cultural resources, including human remains, has been added to Section 3.12-4 of the Final EIR/EIS (see Response #1 above). However, this monitoring would be limited to excavation occurring on-site.

It is not Caltrans' policy to enter into pre-excavation agreements such as the one you are requesting. The implementation of the Monitoring Plan, which would be developed in consultation with the Pechanga Tribe and other tribes with interest in the proposed project, would ensure that any cultural resource discovered during construction is given its proper and legal treatment.

Caltrans is unable to condition the other permits required for this project.

21 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. Caltrans looks forward to working with the San Luis Rey Mission Band of Indians in the future on the SR-76 highway improvement project.

Sincerely,

Merri Lopez-Keifer
Tribal Legal Counsel

cc: Mel Vernon, SLR Captain
Carmen Mojado, SLR Secretary of Government Relations

LOCAL AGENCIES

ERIC GIBSON
DIRECTOR

County of San Diego

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November 2, 2010

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Sent Via Email to: debra.soifer@dot.ca.gov

COMMENTS ON THE STATE ROUTE 76, SOUTH MISSION ROAD TO I-15 DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT

The County of San Diego has received and reviewed the Draft Environmental Impact Report /Environmental Impact Statement (EIR/EIS) for the SR76 East Project from South Mission Road to Interstate 15 dated August 2010 and appreciates this opportunity to comment. In response to the document, the County has comments that identify potentially significant environmental issues that may have an effect on the unincorporated lands of San Diego County. In addition, the comments may identify reasonable mitigation measures that the County will like to see explored in the environmental document.

County staff recommends implementation of the Existing Alignment Alternative due to the impacts remaining substantial under the Southern Alignment Alternative and the introduction of a new major facility into rural lands. In addition to the potential impacts outlined, the increased cost of over $100 million for the Southern Alternative Alignment make this alternative less desirable. As noted in the Draft EIR/EIS, the Southern Alignment Alternative would increase access along this new roadway and increase the likelihood that land designated as Pre-Approved Mitigation Area (PAMA) and intended for preservation in the draft North County Multiple Species Conservation Program (NCMSCP) could be developed. The Southern Alignment Alternative may influence growth-related environmental effects by accelerating planned growth faster than mitigation land can be acquired in the draft NCMSCP PAMA. Mitigation for growth related impacts would be infeasible and impacts would be substantial. It should be noted that from a traffic standpoint, both the Existing Alignment and the Southern Alignment Alternatives both accommodate the expected traffic volumes.

SR76 East Project - 2 - November 2, 2010

County Department of Planning and Land Use (DPLU), Department of Parks and Recreation (DPR), and Department of Public Works (DPW) staffs have completed their review and have the following comments regarding the content of the above documents:

GENERAL COMMENTS

1 1. The County of San Diego, Land Use and Environment Group has developed Guidelines for Determining Significance that are used to determine the significance of environmental impacts and mitigation options for addressing potentially significant impacts in the unincorporated portions of the County of San Diego. Project impacts that could have potentially significant adverse effects to the unincorporated County or County facilities should evaluate and mitigate environmental impacts using these guidelines, available online at: http://www.sdcounty.ca.gov/dplu/procguid.html#guide.

2 2. The proposed project will result in direct impacts to and/or take of County parklands within the San Luis Rey River Park (SLRRP). The County requests that the Draft EIR/EIS be revised to include a complete analysis of potential project impacts to SLRRP parklands. This analysis should identify location (APN) and quantity (acreage) of potential SLRRP impacts and propose adequate mitigation for these impacts in accordance with the California Public Park Preservation Act of 1971 (California Public Resources Code Section 5400-5409). The analysis should also include an exhibit identifying the impact areas. Proposed mitigation will need to first be coordinated with DPR to ensure it is acceptable to the County. Please contact Megan Hamilton at (858) 966-1377 or via email at Megan.Hamilton@sdcounty.ca.gov.

3 3. The proposed project will result in direct impacts to a Section 4(f) property as defined by Section 774.17 of Title 23 of the Code of Federal Regulations. As the official with jurisdiction over the Section 4(f) resource, DPR does not concur with the de minimis finding. Adequate mitigation for impacts to planned trails that currently exist on the ground has not been proposed to support a de minimis conclusion.

4 4. The proposed project will affect planned land uses, as identified within the County's Community Trails Master Plan (CTMP) for the Fallbrook and Bonsall communities, which are not addressed within the Draft EIR/EIS. The adopted individual community trails and pathways plans for Fallbrook and Bonsall identify multiple proposed community pathways within the project area, including the Pala Road Pathway along SR-76. In order to avoid inconsistency with the CTMP, the County requests that the proposed project be revised to incorporate the construction of these pathways. Pathway design and improvement requirements should comply with the County's Public Road Standards and Pathway Design Guidelines contained in the CTMP.

1 Caltrans as CEQA lead uses its own guidelines. The Draft EIR/EIS analyzed potential impacts associated with both alternatives in accordance with CEQA, NEPA, and Federal Highway Administration project development regulations regarding alternatives analysis. Please see "Chapter 4.0 California Environmental Quality Act Evaluation" for an analysis of potential impacts per CEQA.

2 Section 3.3 of the Final EIR/EIS addresses the Park Preservation Act. Figure 3.3-2 shows the County owned parcels and documents the potential direct impact to planned trails and land in County ownership associated with SR 76 for both alignments. Neither the Existing Alignment Alternative (Preferred Alternative) nor the Southern Alignment Alternative (1) precludes the planned trails from the river valley; (2) negates the future placement of the trails as envisioned in the CTMP within the general alignment corridors; or (3) adversely affects the activities, features, or attributes of the planned trails. The Existing Alignment Alternative (Preferred Alternative) would impact approximately 10 acres and the Southern Alignment would impact approximately 15 acres of County owned land within the proposed park boundaries. Each alternative would require, in coordination with the County of San Diego, relocation of the trails toward the river or incorporation into the fill slopes, where feasible. Land acquisition consistent with the Park Preservation Act is being coordinated via a Memorandum of Understanding to be executed between Caltrans and San Diego County (County).

3 A fully executed de minimis letter is provided in Appendix L of this Final EIR/EIS. Caltrans and the County are near to agreement on an MOU for the SR-76 South Mission Road to I-15 project regarding park issues, including mitigation for impacts to planned trails.

4 As described in Section 3.3 of the Final EIR/EIS, the proposed project would have the potential to impact planned trails identified in the CTMP. No existing trails would be impacted. However, the CTMP (Section 6, page 58) notes that the "Regional Trails Map in the Public Facilities Element depicts corridors of general alignments," meaning that the proposed trails shown on the trails map are depicted along general alignments. The CTMP defines "general alignment" as the "general location of a future trail within a designated corridor so that the specific alignment can be determined at the time of actual acquisition, implementation, and/or construction. The designated corridor is usually, but not always, considered to be one-quarter-mile wide." The CTMP concludes that a general alignment is useful because it allows the trails to be located so that adjustments can be made regarding extreme topographical or other site-specific constraints. Therefore, the proposed project would not preclude development of the proposed CTMP trails, as adjustments would be made to accommodate the location of the future trails A fully executed de minimis letter is provided in Appendix L. Caltrans and the County are near to agreement on MOU for the SR-76 South Mission Road to I-15 project.

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4 Cont. 5. The proposed project will affect planned land uses, as identified within the SLRRP Master Trails Plan, which are not addressed in the Draft EIR/EIS. In order to avoid inconsistency with the SLRRP Master Plan, the County requests that the proposed project be revised to incorporate the construction of trails that can be accommodated in the right-of-way. Trail design and improvement requirements should comply with Trail Design Guidelines contained in the CTMP.

5 6. The Draft EIR/EIS states: "The proposed project and the River Park are being developed concurrently, and Caltrans and the County of San Diego Department of Parks and Recreation are in close coordination with the development of both projects. This coordination will include finalizing locations for passive and active recreation areas, habitat preserve areas, and the multi-use trail system associated with the San Luis Rey River Park based on the final alignment of the Existing Alignment Alternative, if it is ultimately selected." The County requests that the County and Caltrans develop a *Cooperative Agreement* concerning the widening and realignment of State Route 76 (SR-76) from Melrose Drive in Oceanside to the intersection of SR-76 and Interstate 15. The agreement will outline the parties' roles and responsibilities relating to land acquisitions and transfers, construction of park improvements such as trails and pathways, access and site clean-up and provide a collaborative framework for future project implementation.

SPECIFIC COMMENTS

6 7. **Page S-4, Existing Alignment Alternative and Page S-5, Southern Alignment Alternative** – These sections state that, "A fence between the San Luis Rey River and the Existing Alignment Alternative would be placed along the edge of the right-of-way except where it directs wildlife to under crossings." Please provide additional information regarding fencing including but not necessarily limited to height and materials. The NCMSCP, Section 7.6 – Wildlife Crossings of Roadways, provides guidance for structural improvements recommended to minimize wildlife impacts by facilitating safe passage for various forms of wildlife across roadways. For large mammal crossings, directional fencing should be installed in areas likely to be traveled by these animals in order to minimize crossings over the roadway. Fencing should be a minimum of 8 feet high, depending on surrounding slopes, to be effective at blocking large mammal movement. The fencing should accommodate and be compatible with proposed multi-use trail locations (comment also made below on subsequent pages). That is, fencing should be within the right-of-way and accommodate multi-use trails located along the edge of the right-of-way.

7

8 8. **Page S-5, Existing Alignment and Southern Alignment Alternatives**: It is indicated that underpasses used along the roadway to facilitate drainage would be modified to facilitate wildlife movement. Dimensions of wildlife crossings vary for the various focal species. For larger mammals, a minimum 8 feet by 10 feet underpass ridge or box culvert bridge is the proposed size. The DPR requests

5 Caltrans and the County are coordinating development of an MOU (not a Cooperative Agreement) for the SR-76 South Mission Road to I-15 project. A separate MOU has been prepared for the SR-76 Melrose to South Mission Road project. Recently, the County of San Diego has purchased additional parcels in the San Luis Rey River valley in order to incorporate these new parcels into the River Park. These newly purchased parcels are immediately adjacent to the current SR-76 roadway. Caltrans proposes to incorporate portions of the planned and informal trails into the SR-76 East project fill slopes, where feasible. Additionally, Caltrans has proposed construction of undercrossings sufficient to accommodate equestrian and other trail users, as part of the SR-76 highway project. As noted, it is our understanding that the County would agree that the impacts of the SR-76 project on SLRRP parcels are 4(f) *de minimis* upon Caltrans' signing a Memorandum of Understanding (MOU) that would require Caltrans to construct trails in the SR-76 East project vicinity where the trails can be accommodated. The trail construction would mitigate the SR-76 highway project's impacts so that they would not adversely affect the future features, attributes or activities of the proposed SLRRP. By way of the MOU, Caltrans has agreed to construct trails outside the highway right of way, where feasible in what were previously "temporary project impact" areas of highway construction. Since construction of the trails would change these temporary impacts to permanent impacts, further increasing the highway impact footprint, the County would be responsible for mitigating any permanent impacts from the trails that would cause temporary impact areas to become permanent impact areas and would be responsible for any further consultations with resource agencies. In addition, these permanent trail impacts would reduce replanting efforts proposed by Caltrans in the EIR/EIS, these new permanent impacts would be mitigated by the County through additional environmental review and documentation. The MOU would state that Caltrans, in partnership with the County, would request a revised Biological Opinion from the USFWS to account for additional permanent impacts from the trails construction. The MOU would specify that Caltrans would modify CEQA/NEPA documents as necessary.

6 Wildlife crossing design would provide suitable environmental conditions (soil, vegetation, lighting, and height/width) to encourage use. Such crossings would include directional fencing and be located where natural landscape and habitat indicates directional wildlife movement. Wildlife fencing would be an 8-foot-tall chain-link fence buried 1 foot underground along the length of the project on the northern side of the alignment. South of the alignment, the wildlife fencing would include permanent toad fencing that would have 0.25 inch hardware cloth buried 1 foot underground and extending 2 feet above ground attached to the 8-foot-tall chain link fence, leaving 7 feet of chain-link fence above ground. This fencing would funnel wildlife of all sizes to crossings.

7 Wildlife fencing would be compatible with and accommodate multi-use trails. The trails would not be located within Caltrans right-of-way.

8 Caltrans acknowledges the request for the large culvert at Gird Road to be 10 feet by 12 feet, and take this into consideration when preparing the final design of the culvert.

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8 Cont. that the larger culvert at Gird Road accommodate trail users including equestrians. Dimensions requested for this large culvert is 10 feet by 12 feet.

9 9. **Table S-1, Page S-9 –** It is recommended that a section on Cultural Resources be added to the table and the three prehistoric sites and the bridge listed.

10 10. **Page S-11** – Add Cultural Resources under "Impacts not substantial after mitigation."

11 11. **Page 1-5, Section 1.2 Project Purpose –** DPR requests that the last bullet be revised to read: "Accommodate existing and construct proposed ~~equestrian and hiking~~ multi-purpose trail connections within the right-of-way where feasible and in compliance with federal and state regulations.

12 12. **Page 1-12, Section 1.3.4 Modal Interrelationships –** The last paragraph indicates that proposed Class III bike routes (8 feet wide) along SR-76 would serve as shoulders for the highway and provide shared use with pedestrian and motor vehicle traffic. Providing pedestrian access within this area poses a public safety hazard. Pedestrian travel along SR-76 should be separated from the paved road shoulder and proposed bike route and be accommodated adjacent to the roadway (outside of the shoulder). A separate ten-foot wide decomposed granite non-motorized transportation/recreational facility would be consistent with adopted community trails and pathways plans within the CTMP. The pathway (or trail easement) is to be developed in accordance with County Public Road Standards and CTMP Design and Construction Guidelines.

CHAPTER 2 – PROJECT ALTERNATIVES

13 13. **Page 2-5, Section 2.1.2 Existing Alignment Alternative –** The Draft EIR/EIS states: "Permanent toad and wildlife fencing between the San Luis Rey River and the Existing Alignment Alternative would be placed along the edge of the right-of-way in various locations." This proposed fencing should accommodate planned and existing trails and thus it may be located close to the edge of right-of-way rather than at the edge of the right-of-way.

14 14. **Page 2-6, Section 2.1.2 Existing Alignment Alternative –** Underpasses varying in height are proposed. As stated above, it is requested that one of the underpasses (located at Gird Road) be 12 feet high to accommodate a multi-use trail undercrossing of SR-76.

15 15. **Page 2-8, Section 2.1.3 Southern Alignment Alternative** – Any proposed wildlife or toad fencing should accommodate planned and existing trails and thus it may be located close to the edge of right-of-way rather than at the edge of the right-of-way.

16 16. **Figure 2.1-2d** – DPR requests that the pavement proposed for removal east of Gird Road be retained to allow access to a proposed staging area for SLRRP.

9 The prehistoric resources located within the project area would be avoided and Live Oak Creek bridge was found not to be eligible for listing in the NRHP. Therefore, there are no impacts to cultural resources. See Section 3.12.

10 Thank you for your comments. The change has been made to the Summary in the Final EIR/EIS.

11 Trails and other County park requests would be addressed in the MOU being developed between Caltrans and the County. The trails ultimately would not be in the Caltrans right-of-way.

12 A Class III Bikeway (Bike Route) is proposed that would provide for shared shoulder use with pedestrian, bicycle, and motor vehicle use and that is consistent with the current plan for the SR-76 corridor. Bicycle-friendly design elements would be incorporated into the final design, whenever feasible; these elements would include 10-foot outside shoulders, bicycle-friendly drainage systems, and bike lanes at signalized intersections.

Sidewalks and curb ramps would be designed in compliance with California State Laws and with Federal Regulatory Standards of the ADA. Existing sidewalks would be maintained, upgraded as needed for accessibility, or relocated along the new roadway alignment.

The proposed SR-76 South Mission to Interstate 15 Project is being developed in coordination with the County of San Diego's Department of Parks and Recreation. An MOU would outline the areas of involvement between the County and Caltrans. The County would provide locations within the SR-76 project limits for proposed multi-use trails, staging areas, fencing, and at-grade equestrian crossings that can be constructed during the roadway phase of this project.

Please refer to Chapter 3, Section 3.10.3, Pedestrian and Bike Access, and Appendix B.

13 Proposed wildlife fencing would be compatible with and accommodate trails that are located outside the Caltrans right-of-way.

14 The bridge over Live Oak Creek is proposed to accommodate trail users.

15 As above, proposed wildlife fencing would be compatible with and accommodate trails that are located outside the Caltrans right-of-way.

16 The pavement east of Gird Road in the area surrounding Live Oak Creek would be removed and the area replanted per Caltrans' discussions with the resource agencies. As requested, an area of excess pavement west of Gird Road would remain in place to accommodate trail staging.

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17 17. **Figure 2-1-5** – In order to facilitate the park and ride at I-15 and SR-76 to also act as a staging area for park users, a trail/pathway connection should be incorporated into the direct and temporary road improvements proposed on Old Highway 395 (west side of Old Highway 395).

CHAPTER 3.1 – LAND USE

18 18. The EIS has identified inconsistencies with the Bonsall Community Plan, Fallbrook Community Plan and the Draft San Diego County General Plan. The effect on the subject resources resulting from inconsistencies with a regional or general plan would be considered significant and must be addressed in a comprehensive manner in the appropriate subchapter. The County disagrees that because the project would be consistent with all three circulation plans that the inconsistency with the other elements of the plans such as community character or agricultural would be then deemed consistent. If mitigation is proposed in the resource area affected, then the resulting determination would result in consistency with that plan. However, for resources areas where such effect cannot be mitigated, (e.g. the unmitigated aesthetic/community character impacts due to the Southern Alignment) then the determination of consistency with that particular policy would remain inconsistent.

19 In addition, as discussed further under Chapter 3.10 – Traffic and Circulation, the Draft General Plan Update Mobility Element removes the un-built Dulin Road segment from the circulation network. Therefore, the Southern Alignment would not be consistent with the proposed General Plan Update that is nearing completion.

20 19. **Page 3-6, Table 3.1-2** – Revise Proposed uses for SLRRP Master Plan to read: '…establishment of multi-use ~~pedestrian~~ trails…".

21 20. **Page 3-7, Section 3.1.2 Environmental Consequences, Future Land Use Impacts** – This section should more fully analyze potential impacts to the SLRRP and loss of County parklands through partial property acquisitions, and not just defer to the SLRRP Programmatic EIR. In addition, the Draft EIR/EIS should also identify mitigation for these impacts in accordance with the California Public Park Preservation Act of 1971.

22 21. **Figure 3.1-2, Planned Land Use** – Delineate all SLRRP parcels, and CTMP and SLRRP Master Plan proposed trails and pathways on this figure.

CHAPTER 3.2 – PLAN CONSISTENCY

23 22. **Page 3-16, Section 3.2.1 Affected Environment, San Diego County Community Trails Master Plan** – This section should identify all of the CTMP proposed trails and pathways, as identified in the Fallbrook and Bonsall individual

17 During project refinement and discussions with resource agencies, it was determined that the southern Park and Ride lot expansion would not be constructed at this time. The MOU between Caltrans and the County would discuss park facilities and their locations.

18 Section 3-2, Consistency with State, Regional, and Local Plans and Programs, has been revised in the Final EIR/EIS to state that the Southern Alignment Alternative would be inconsistent with general plans and community plans that have jurisdiction over the project area due to impacts to community character.

19 The County's General Plan has been adopted since submittal of this comment letter in 2010. The Final EIR/EIS evaluates each alignment relative to the plans and policies of the recently adopted plan (Section 3.2).

20 The requested revision has been made to Table 3.1-2.

21 Section 3.3 of the Final EIR/EIS has been revised to address this Act. See Response #3 above.

22 Figure 3.3-2 has been added to Section 3.3 of the Final EIR/EIS to show parcels owned by the County and proposed SLRRP and CTMP proposed trails and pathways.

23 See Response #22 above.

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community trails and pathways plans, which will be potentially impacted by the proposed project including:

23 Cont.

- East Mission Road Pathway (Fallbrook #7)
- South Mission Road Pathway (Fallbrook #7A, Bonsall #20)
- South Old Highway 395 Pathway (Fallbrook #7B)
- San Luis Rey River North Trail (Fallbrook #7C, Bonsall #1)
- San Luis Rey River South Trail (Fallbrook #19, Bonsall #2)
- Via Monserate Pathway (Fallbrook #7D)
- Gird Road Trail (Fallbrook #8D)
- Linda Vista Trail (Fallbrook #10)
- Estate Drive Trail (Fallbrook #10C)
- Pala Road Pathway (Fallbrook #13)
- La Cañada/Hillrise Trail (Fallbrook #10D)
- Aqueduct Trail (Fallbrook #16A)
- West Lilac Road Pathway (Bonsall #12)

24 23. **Page 3-17, Section 3.2.2 Environmental Consequences (Consistency with State, Regional, and Local Plans and Programs)** – This section does not provide a complete analysis of the project's consistency with the CTMP. In order to adequately evaluate the environmental consequences of the project, this section needs to identify potential impacts to each of the CTMP proposed trails and pathways listed above. In addition, Table 3.2-1 should also be revised accordingly.

25 24. **Page 3-25, Table 3.2-1** - A discussion of compatibility within individual trail and pathway plans for Bonsall and Fallbrook should be included in this table.

26 25. **Page 3-27, Table 3.2-1. Consistency with State, Regional, and Local Plans and Programs** – The discussion regarding Alternative Considerations to Create Opportunities for a Multi-Use Trail Network mentions the wildlife crossing for the Existing Alignment alternative. Please include discussion regarding the Southern Alignment alternative.

CHAPTER 3.3 – PARKS AND RECREATION

27 26. **Page 3-36, Section 3.3.1. San Luis Rey River Park –** DPR requests that the following sentenced be revised to read: The San Luis Rey River Park Master Plan intends to develop an eastern and western active recreation node totaling approximately 40 acres. ~~of active recreation areas distributed between four Tier A sites, in addition to numerous smaller passive park nodes.~~

28 27. **Figure 3.3-2, San Luis Rey River Park Publicly Owned Parcels Adjacent to the Proposed Project –** The figure should be revised to show County Bonsall Land Group, Vessels II, Vessels III and Dulin as County of San Diego owned lands (light green).

24 Section 3.3 of the Final EIR/EIS has been revised to include a discussion of potential impacts to planned trails within the project area. The following text that has been added to Section 3.3 of the Final EIR/EIS has been added to the text of Table 3.2-1 of the Final EIR/EIS for the discussion of consistency with the CTMP:

"Approximately 97 linear feet of the planned San Luis Rey River North Trail and 273 linear feet of the planned San Luis Rey River South Trail would be permanently impacted. Approximately 273 linear feet of the planned San Luis Rey River South Trail would be permanently impacted. Because the planned trail locations are not specifically defined, ample area within the planned park exists to accommodate the minor trail alignment shifts caused by either alternative for SR-76. The County has recently concurred on a de minimus finding that confirms potential impacts within the proposed park would not adversely affect the activities, features, and attributes of those areas. Negotiations with the County of San Diego Department of Parks and Recreation are ongoing to develop an MOU coordinating development of the proposed San Luis Rey River Park and SR-76. Impacts to parks and recreational facilities would not be substantial."

Neither the Existing Alignment Alternative (Preferred Alternative) nor the Southern Alignment Alternative (1) precludes the planned trails from the river valley; (2) negates the future placement of the trails as envisioned in the CTMP within the general alignments; or (3) adversely affects the activities, features, or attributes of the planned trails. Each alternative would require, in coordination with the County, relocation of the trails toward the river or incorporation into the fill slopes, where feasible.

25 The trails, as depicted in the CTMP, are conceptual and not location specific. Therefore, a detailed analysis of impacts to each individual trail cannot be completed. However, neither of the proposed build alternatives precludes the future placement of trails within the river valley.

26 The Southern Alignment Alternative would not include a wildlife crossing wide enough for human use. However, the Southern Alignment Alternative would include wildlife crossings, which are discussed in Section 3.20-3.

27 Section 3.3.1 of the Final EIR/EIS has been revised per the comment.

28 Figure 3.3-2 has been revised per the comment.

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29 28. **Page 3-37, Section 3.3.2 Environmental Consequences (Parks and Recreational Facilities), San Luis Rey River Park** – This section should be revised to include a discussion of the partial property acquisitions from SLRRP parcels indicated in Section 3.1. In addition, the Draft EIR/EIS should also identify mitigation for these acquisitions in accordance with the California Public Park Preservation Act.

CHAPTER 3.7 - RELOCATIONS AND REAL PROPERTY ACQUISITIONS

30 29. **Page 3-63, Section 3.7.3 Environmental Consequences (Relocations and Real Property Acquisitions)** – This section should address the partial property acquisitions from SLRRP parcels indicated in Section 3.1. In addition, the location and impact types for these County parcels should be included in Table 3.7-2.

CHAPTER 3.10 – TRAFFIC AND TRANSPORTATION

The DPW Transportation Division has reviewed the following environmental documents related to the SR 76 Highway Improvement project:

- Draft EIR/EIS dated August 2010
- Draft Final Traffic Operations Report (TOR) dated March 25, 2009 and prepared by Linscott, Law & Greenspan

The Draft EIR/EIS and TOR have adequately addressed many of our section's concerns that were noted in our comment letter on the project's NOP. The following are our comments on the Draft EIR/EIS and TOR:

31 30. **Draft EIR/EIS Page 1-7 –** The Draft EIR/EIS notes that there was no appreciable change in predicted traffic volumes for 2030 between the Series 10 projected traffic volumes which were used, and the more recently released Series 11 and Series 12 forecasts. It is unclear if Series 10 projected traffic volumes adequately account for proposed projects within the unincorporated area, particularly those projects east of the I-15/SR-76 interchange (e.g. Palomar Community College, Campus Park, Campus Park West, and Pauma and Pala Tribal Expansion projects). The Draft EIR/EIS should elaborate on the differences between the SANDAG Series forecasts. A table comparing the different forecasted volumes for roadway segments could be provided to clearly demonstrate that any forecast changes are not appreciable and would not alter the traffic analysis results.

32 31. **Draft EIR/EIS, Page 3-94 –** The document states that the greatest amount of out-of-direction travel (1.6 miles) would be for motorists on Monserate Hill Road using the SR-76/Gird Road intersection to make a U-turn. The Draft EIR/EIS

29 Section 3.3 of the Final EIR/EIS has been revised to address the Park Preservation Act as well as document the acreage within County-owned parcels that would be permanently impacted by SR 76. It notes the County/Caltrans MOU process to address land acquisition consistent with the Act.

30 Tables 3.7-1 and 3.7-3 lists all of the parcels that would be impacted by the proposed project, including parcels that would be included in the proposed San Luis Rey River Park. However, we have not added the acreage of impacts for all parcels potentially affected by the proposed project to Tables 3.7-1 and 3.7-3 to the Final EIR/EIS because the acreages may change slightly between the Final EIR/EIS and Final Design. The discussion of impacts to the proposed san Luis Rey River Park has been expanded in section 3.3.

31 Tables 3.10-1 and Figure 3.10-1 in the Final EIR/EIS compare SANDAG's Series 10, 11, and 12 models for the segment between Gird Road and Old Highway 395. As shown, the Series 10 (2030) future traffic volumes for this segment are nearly equal to those forecasted using the Series 12 year 2035 model.

Traffic volumes and projections were based on the most current data available at the time of development. Forecasts of demographics and future development are shown to be increasing over time but at a slower rate compared to the forecasts used for this project, based on the most recent SANDAG projections.

Commercial and industrial projects such as Campus Park, Campus Park West, Meadowood, Palomar College, and Pala Mesa Highlands were incorporated as part of the future land use and travel volumes forecasts.

32 Table 3.10-12 of the Final EIR/EIS shows the out-of-direction travel distance for local street access. The out-of-direction travel was designed to be less than 1 mile, with most distances being closer to 0.5 mile. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

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32 Cont. should note the expected out-of-direction travel for all motorists/locations proposed to have restricted access.

33 Based on a review of the Proposed Existing Alignment maps (Figures 2.1-2a to 2.1-2g), motorists on Calle De La Vuelta would have a total out-of-direction travel of 2.2 miles. The 2.2 miles for Calle De La Vuelta motorists is a result of having to travel approximately 1.1 miles west to S. Mission Road before being able to safely conduct a U-turn where a left-turn pocket is provided for westbound vehicles. There is no left-turn pocket provided for westbound vehicles at the intersection of SR-76 and Sweetgrass Lane.

34 32. **Draft EIR/EIS and TOR –** The Draft EIR/EIS/TOR should verify and state that sight distance requirements are met at all intersections and driveways along either of the proposed SR-76 alternatives. Adequate sight distance is particularly significant at the unsignalized intersections with median openings in the Existing Alignment alternative (i.e. Sweetgrass Lane/County Road Station access, Via Monserate, and Star Track Way).

35 33. **Project Features Map (2.1-2f) –** The map shows a single unsignalized intersection on SR-76 that would serve both Star Track Way and Sage Road, but traffic analysis / volumes figures in both the Draft EIR/EIS and TOR show there to be two separate intersections. The Draft EIR/EIS and TOR should be reviewed to ensure that traffic analyses/results are representative of the latest Project Features.

36 34. **Figures 2.1-3a to 2.1-3g –** The Proposed Southern Alignment Alternative maps in the Draft EIR/EIS show no arterial access along the entire 5.2 mile length, except at the western and eastern intersections with the frontage roads (i.e.-existing SR-76). The proposed Southern Alignment SR-76 would continue to serve as the region's main east-west corridor/roadway. The Draft EIR/EIS should note if the roadway design of the Southern Alignment will preclude future arterial access to SR-76.

37 35. **Draft EIR/EIS, Page 2-7 –** The document states that in the Southern Alignment Alternative the existing SR-76 would be relinquished to the County, in good repair per a revised highway agreement, and as a County road, it would be upgraded and maintained by the County. The Draft EIR/EIS should state in addition, that the existing SR-76 route would need to be improved to County public road standards before the County can accept the SR-76 route into its system of publically maintained roads. Early coordination between Caltrans and the County is encouraged to develop any revised highway agreement.

38 36. **Draft EIR/EIS, Page 3-81 –** The Draft EIR/EIS states that the Traffic and Transportation section is based on three documents: 1) March 2009 Traffic Operations Report; 2) Separate letter dated May 2009; and 3) Interoffice memorandum dated July 29, 2010. The May 2009 letter and the July 29, 2010 memorandum should be included in the appendix of the Draft EIR/EIS or TOR.

33 Median openings were spaced to provide the least interference to through traffic on SR-76 and were also evaluated to minimize out-of-direction travel to those local streets with restricted access. For this project, the out-of-direction travel distance for local street access was designed to be less than 1 mile, with most distances being closer to 0.5 mile (see Table 3.10-12 in Section 3.10).

34 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

35 Star Track Way and Sage Road would have one combined unsignalized access road as shown on revised Figure 2.1-2f.

36 Any future access would be an independent of the project widening and would need it own review. If a public or private entity requested access an environmental review by the public/private entity would need to be conducted and would be processed via the Caltrans Encroachment Permit process.

37 Thank you for your comments. Caltrans would continue to coordinate with the County throughout project development. A MOU between Caltrans and the County is currently being developed.

38 The May 2009 letter and July 2010 memorandum are listed as technical studies for the proposed project in the Table of Contents of the Final EIR/EIS.

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39 37. **TOR –** The TOR (Pg.1) briefly notes that future traffic volumes were developed by using models provided by District 11 staff. The TOR should elaborate on the traffic model used (i.e. SANDAG Series 10) and provide justification for the model used in place of more current models available.

40 38. **TOR –** The TOR should include a description of S. Mission Road in the Existing Conditions section (TIA-Pg.12).

41 39. **TOR –** The TOR statements (Pg.5) that unsignalized minor-street left-turns are assumed prohibited in the Existing Alignment alternative, and TOR Figures that show no left-turn movements at all unsignalized intersections, does not correlate with the Draft EIR/EIS. The Draft EIR/EIS (Pg.2-5) states that left-turn channelization and median openings would be provided at three unsignalized intersections with SR-76 (Sweetgrass Lane, Via Monserate, and Star Track Way). Traffic analysis should be reviewed to ensure consistency between the Draft EIR/EIS and TOR.

42 40. **Draft EIR/EIS and TOR –** The Draft EIR/EIS and TOR should note that the project will require encroachment permits from the County for all work performed within the County's right-of-way.

If you have any questions on the Transportation Division comments above, please contact Robert Goralka at (858) 874-4202 or at Robert.Goralka@sdcounty.ca.gov.

43 41. The County is currently in the process of a comprehensive update of the General Plan. A new Mobility Element is proposed which will include an updated circulation network to correspond to the updated land use patterns. In 2006, the Board of Supervisors endorsed the revised circulation network which included removal of Dulin Road in Bonsall from the regional circulation network. The proposed General Plan Update had the initial hearing for approval in October and will return for additional review on November 10, 2010. A final decision is expected within the next few months. Below is the link for the proposed Mobility Element and Bonsall is on map M-A-2 and Fallbrook is on map M-A-7: http://www.sdcounty.ca.gov/dplu/gpupdate/docs/bos_oct2010/B1_10_app_mobility.pdf

CHAPTER 3.12 – CULTURAL RESOURCES

42. **Pages 149 through 152 –**

44 a. Section 3.12.2, Existing Alignments, Bridges: More information should be added in this section including how and when and the bridge was evaluated how it was determined that the bridge is not a significant resource. Was the historic site recorded (documented)?

39 Tables 3.10-1 and Figure 3.10-1 in the Final EIR/EIS compare SANDAG's Series 10, 11, and 12 models for the segment between Gird Road and Old Highway 395. As shown, the Series 10 (2030) future traffic volumes for this segment are nearly equal to those forecasted using the Series 12 year 2035 model.

40 A description of South Mission Road is included in the Final EIR/EIS.

41 Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access. The proposed project would include left turns at Sweetgrass Lane and at the unsignalized access road for Star Track Way and Sage Road. This information has not been added to the Traffic Operations Report but is included in the May 2009 letter and July 2010 memorandum.

42 Caltrans would coordinate with the County of San Diego for an encroachment permit for work to be accomplished within the County right-of-way or County property. Most of this work may be improvements to local roadway access.

43 The County's Updated General Plan was adopted subsequent to this letter and that updated plan was evaluated in Section 3.2 of the Final EIR/EIS.

44 Live Oak Creek Bridge (BR #57-0070) was constructed in 1948 and was evaluated as a Category 5 bridge, which is not eligible for the NRHP.

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b. Section 3.12.4: The County concurs with the survey and evaluation work summarized in the DEIR for this project relating to cultural resources and is satisfied that the important sites will be avoided by the project. However, County staff recommends that an archaeologist and Native American monitor be on site for all earth-disturbing activities associated with the project, rather that only the "high sensitivity" footprint. While it is true that the State health and Safety Code Section 7050.5 requires action should human remains be uncovered, the area is rich in archaeological deposits and monitoring should be mitigation measure during all grading. 45

CHAPTER 3.13 – HYDROLOGY AND FLOODPLAIN

43. **Section 3.13.1 –** This section specifies State and FHWA floodplain related regulations that pertain to the project. The regulations that more specifically govern the proposed work within the floodplain are contained within: the National Flood Insurance Program (NFIP) regulations located within Title 44, Chapter 1 of the Code of Federal Regulations (44 CFR); and the San Diego County Code of Regulatory Ordinances, specifically the Flood Damage Prevention Ordinance. These regulations should be considered and discussed in the text. 46

44. **Section 3.13.2 –** This section references a "Floodplain Encroachment Report" and a "Location Hydraulic Study Report". These reports are repeatedly referenced within the text. The reports are not contained in the appendices, and were not provided for review. A full review cannot be performed until these reports are submitted, please submit for review. 47

45. The Zone A area of the San Luis Rey River is unlike other Zone A, as BFEs have been determined and are contained in the FEMA Flood Insurance Study (FIS). Copies of the detailed models used to produce the BFEs, as well as maps showing cross section locations are available from the Flood Control Engineering group and the DPW Survey Records Counter respectively. 48

46. **Page 3-156 –** The last bold heading on page 3-156 is titled "Floodplain Boundary and Water Surface Elevation (WSE)". The text should specify the return period of the peak flow used to calculate the water surface elevation (i.e. 100-Year Water Surface Elevation). This qualifying text should be added anytime Water Surface Elevation or WSE is used. The paragraph below then goes on to use WSE and BFE interchangeably which can cause confusion. Please revise. 49

47. **Page 3-156 –** It is stated in the last paragraph on page 3-156 (and again on page 3-157) that an increase of less than a foot is considered "low risk." This statement is not supported and does not appear to be an actual reference. Please revise or provide reference. 50

48. **Page 3-156 –** The last paragraph on page discusses acceptable increases within the floodplain. Please discuss that these increases are arrived at by comparing the results (BFEs) of pre-project and post-project models. This section should 51

45 It is the policy and practice of Caltrans to have Native American monitors in three circumstances: (1) during archaeological excavations; (2) during construction and construction-related activities adjacent to known Native American archaeological or cultural sites, or such sites as identified as Environmentally Sensitive Areas (ESAs); and (3) during construction or related activities in areas where there is a high probability that there may be a buried deposit based on the geomorphology of the area. Additional language regarding cultural resources monitoring during earth-moving activities; the presence of Native American monitors during earth-moving activities; and provisions regarding the discovery of cultural resources, including human remains, has been added to Section 3.12.4 of the Final EIR/EIS.

46 The Scour and Location Hydraulic Study was prepared in accordance with Title 44, CFR, Chapter 1, Subpart B, Part 60: Criteria for Land Management and Use. A reference to the Code of Federal Regulations has been added to Section 3.13.1. In addition, a reference to the San Diego County Code of Regulatory Ordinances, Flood Damage Prevention Ordinance has been added to Section 3.13.1.

47 The Floodplain Encroachment Reports were included in Attachment D of the Scour and Location Hydraulic Study. A CD containing the project technical studies including the LHS was provided to County Staffer Richard Chin in October 2010 for distribution to various County staff.

48 Per the SR-76 Melrose to South Mission Project Location Hydraulic Model, it was determined that, due to inconsistencies in the HEC-2 model, it would not be used for this analysis. As taken from the SR-76 Melrose to South Mission Project Location Hydraulic Study (LHS), the HEC-2 model included two profiles with different resulting water surface elevations. In addition, the model had minimum channel elevations that ranged from 0.2 feet to 8.8 feet higher than the existing minimum channel elevations. According to the SR-76 Melrose to South Mission Project LHS, the County was contacted regarding the discrepancies and no explanations could be given.

49 The following text has been added to the beginning of the Floodplain Boundary and Water Surface Elevation (WSE) discussion in Section 3.13-3 of the Final EIR/EIS:

"The increase in the 100-year floodplain WSE as a result of the proposed improvements was determined by comparing the results of a Pre-Project (Existing) Condition HEC-RAS Model with a Post-Project (Proposed) Condition HEC-RAS Model."

The text that reads "in the WSE" has been changed to "in the WSE of the 100-year floodplain" on page 3-156/157.

50 Title 23, Code of Federal Regulations, Section 650.105 (Title 23 CFR §650.105) requires that the increase to the regulatory floodway water surface elevation not exceed 1 foot.

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51 Cont. also include a reference to the County's Ordinance (Section 86.602.i.a) requiring no more than a 2/10 of a foot increase for the San Luis Rey River.

If you have any questions on the Flood Control Engineering comments above, please contact Jim Zhu at (858) 694-2666 or at Jim.Zhu@sdcounty.ca.gov

CHAPTER 3.14 – WATER QUALITY AND STORM WATER RUNOFF

49. For areas within the Caltrans Right-of-Way, adhere to the recommendations of Section 3.14 "Water Quality and Storm Water Runoff" as this section outlines the steps necessary to meet the requirements of CWA and NPDES permit. For areas outside Caltrans's Right-of-Way, County Standard Urban Stormwater Mitigation Plan (SUSMP) requirements applies and includes mitigation of any adverse impact on water quality and hydromodification by providing construction and post construction site design, source control and treatment control BMP's.

52

a. The County of San Diego's SUSMP document can be found at: http://www.sdcounty.ca.gov/dpw/watersheds/susmp/susmppdf/susmp_manual.pdf

b. To determine whether a project requires a Minor or Major Stormwater Management Plan (SWMP), the Intake form should be completed. The County of San Diego's Intake form can be found at: http://www.sdcounty.ca.gov/dpw/watersheds/susmp/susmppdf/susmp_appendix_b.pdf

c. The Minor Stormwater Management Plan along with the Intake form is found at: http://www.sdcounty.ca.gov/dplu/docs/LUEG-SW.pdf

d. The Major Stormwater Management Plan form can be found at: http://www.sdcounty.ca.gov/dpw/watersheds/susmp/susmppdf/susmp_appendix_c.pdf

e. Additional information including the Hydromodification requirements can be found at: http://www.projectcleanwater.org/html/wg_susmp.html

If you have any questions on the Water Quality comments above, please contact Miles Safa at (858) 495-5368 or at Miles.Safa@sdcounty.ca.gov.

CHAPTER 3.20 TO 3.25 – BIOLOGICAL RESOURCES

50. **Page 3-221, Section 3.20.1 Affected Environment (Natural Communities) –**

53

a. Please indicate which vegetation classification system was used for the Draft EIR/EIS.

51 The following text has been added to the beginning of the Floodplain Boundary and WSE discussion:

"The increase in the 100-year floodplain WSE as a result of the proposed improvements was determined by comparing the results of a Pre-Project (Existing) Condition HEC-RAS Model with a Post-Project (Proposed) Condition HEC-RAS Model."

The County's ordinance requiring less than a 0.2-foot increase to the San Luis Rey River pertains to a designated "floodway" only. Since the San Luis Rey River within the project limits is a Zone A, no floodway has been designated and the Ordinance does not apply.

The following text has been added:

"The County of San Diego Ordinance No. 9830 states the following:

The floodway would include all areas necessary to pass the 100-year flood without increasing the water surface elevation more than 1 foot, or in the case of San Luis Rey River, San Dieguito River, San Diego River, Sweetwater River, and Otay River, upon adoption by the Board of Supervisors of revised floodplain maps that so specify, the increase would be no more than 2/10 of 1 foot.

Since the San Luis Rey River within the project vicinity is classified as a Zone A, no floodway has been designated and a 1-foot increase to the 100-year water surface elevation is acceptable per Title 44, Code of Federal Regulations, Chapter 1, Subpart B, Part 60."

52 Thank you for your comment. All BMPs would be included in final design.

53 The Final EIS/EIR has been revised to state that the document uses the Holland vegetation classification system.

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54 b. For each vegetation community listed as sensitive, the Draft EIR/EIS should indicate the local or regional plans, policies, or State/Federal regulations which identify it as a sensitive community.

51. **Project Alternatives** – The County supports the expansion of the existing alignment versus a new alignment to the south. Constructing two new bridges across the river would result in habitat fragmentation for species that depend on the riparian habitats of the river, such as the least Bell's vireo and the arroyo toad. Creating new east-west highway on the south side of the river would also
55 adversely affect the free movement of wildlife south of the river, when it is already constrained by the existing SR 76 alignment along the north side of the river. Maintaining the continuity of habitat along the river and the uplands to the south is important to successfully establishing the preserve system envisioned by the County's North County Multiple Species Conservation Plan (North County Plan, referred to as NCMSCP in the Draft EIR/EIS).

52. **Figure 3.4-2** – As shown on Figure 3.4-2 of the Draft EIR/EIS, the Southern Alignment Alternative would be located on land designated as Pre-Approved Mitigation Area (PAMA) by the draft North County Plan. The PAMA lands will contribute to the preserve to be established by the North County Plan. As discussed in the Draft EIR/EIS, introduction of the Southern Alignment
56 Alternative would increase access to the area and increase the likelihood that land designated for preservation in the draft North County Plan could be developed. The draft North County Plan would continue to constrain potential future development within this area, but selection of the Southern Alignment Alternative could accelerate development along the alignment and adversely affect buildout of the North County preserve. The County urges adoption of the Existing Alignment Alternative, which would not cause these adverse unmitigable effects to the North County Plan.

53. **North County MSCP** – The County coordinated planning efforts for the proposed project with Caltrans during the preparation of the draft North County Plan. The Draft EIR/EIS states that mitigation for the proposed SR 76 (South
57 Mission to just east of I-15) would be developed using the draft North County Plan as guidance; however Table 3.2-1 states that the SR 76 project would "strive to be consistent with the draft NCMSCP". The Draft EIR/EIS should clarify whether the mitigation will actually be consistent with the North County Plan.

54. **Wildlife Crossings** – The NCMSCP is designed to allow movement of wildlife throughout the preserve created by the plan. Wildlife movement across either alignment is important for the functioning of the preserve. The proposed SR 76 project is about 5.2 miles long and will pose a substantial impediment to wildlife
58 movement. The Draft EIR/EIS should provide evidence to support the sizes of wildlife crossings designed for the project. Culvert Guidelines for Wildlife Crossings are available from the Arizona Game and Fish Department at http://www.azgfd.gov/hgis/pdfs/CulvertGuidelinesforWildlifeCrossings.pdf. These guidelines would be appropriate to use unless Caltrans has more appropriate

54 Section 3.20 of the Final EIR/EIS has been revised to include additional information that addresses sensitive vegetation communities that are subject to regulatory protection by federal, state, or local authorities. General language has been added to note that all wetland and native upland (also includes non-native grasslands) vegetation communities are considered sensitive by multiple regulations and/or policies.

55 Caltrans acknowledges the County's preference for the Existing Alignment Alternative (Preferred Alternative) based on potential impacts to wildlife crossings.

56 Caltrans acknowledges the County's preference for the Existing Alignment Alternative (Preferred Alternative) due to the Southern Alignment Alternative's potential to indirectly result in development of areas designated for preservation in the NCMSCP.

57 The following text has been added to Section 3.2: The draft NCMSCP offers regional guidance on analyzing impacts to natural resources within the vicinity of the BSA. While Caltrans is a cooperating partner in this program, it is not under the authority of the NCMSCP and works directly with the resource agencies (e.g., U.S. Fish and Wildlife Service [USFWS], U.S. Army Corps of Engineers [USACE], and California Department of Fish and Game [CDFG]) for mitigation. The NCMSCP does not include Caltrans right-of-way.

58 Wildlife crossings of various sizes were incorporated into the design of both build alternatives per project specific discussions with the resource agencies. This is more appropriate than reliance upon guidance from the Arizona Game and Fish Department. The size of the wildlife crossings depends on the location of the crossing along the alignment. Wildlife crossings are shown on the project features maps (Figures 2.1-2a and 2.1-3a through g).

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58 Cont. guidelines. Based on the Culvert Guidelines, the 5x5-foot culverts proposed for medium-sized mammals appear to be too small.

59 55. **Table 3.2-1** – This table states that one wildlife crossing included in the biological mitigation proposed for the Existing Alignment Alternative would be large enough for pedestrian and equestrian uses. Such a culvert would need to be very wide and vegetated for wildlife to use it at the same time as pedestrians and horses; otherwise wildlife use of the crossing would be much constrained. The Draft EIR/EIS should provide evidence that the crossing is wide enough for all these uses or explain the constraints on wildlife that would be posed by sharing a crossing with horses and people.

60 56. **Page 3-234, Section 3.20.3 Avoidance, Minimization, and/or Mitigation Measures – Measure #3** – The County requests that any proposed revegetation work within or adjacent to SLRRP parcels be coordinated with the Resource Management Division of the County Department of Parks and Recreation.

61 57. **Page 3-238, Mitigation of Impacts to Local and Regional Wildlife Corridors (Existing Alignment and Southern Alignment Alternatives)** – The Draft EIR/EIS states that the size of proposed crossing structures varies by the relative size of focal species. Please note that at least one wildlife crossing for each alternative should also accommodate for equestrian access. Please see preceding comments on this issue.

62 58. **Page 3-320, Section 3.25.2 Affected Environment (Invasive Species)** – It should be noted that per the County's MSCP, non-native grassland is considered "natural vegetation" as it is a naturalized community that provides habitat for native and sensitive plants and animal species.

CHAPTERS 4 THROUGH 8 – COORDINATION AND DISTRIBUTION

63 59. **Section 4.2/4.3** – This section does not contain any reference to cultural resources. Although the two prehistoric sites resources will be avoided, one has been determined to be significant and avoidance is a mitigation measure.

64 60. **Page 5-7, 5.5 Project Development Team Meetings** – Please revise this section to acknowledge that Project Development Team Meetings with Caltrans and the County are on-going and are intended for these agencies to coordinate on current and future highway and San Luis Rey River Park project plans.

61. **Page 7-5, Distribution List** – Please note the following changes to County contacts for future mailings:

65 a. Please replace Charles Marchesano with Jason Hemmens, Development Division Chief.
b. Please replace Gary Pryor with Eric Gibson, Director, Department of Planning and Land Use.

59 Wildlife would not be likely to use this crossing at the same time as pedestrian/equestrians. Wildlife movement within the study area is largely nocturnal; pedestrian/equestrian use would be during daylight hours.

60 Caltrans and the County of San Diego are developing an MOU to coordinate various Park and roadway elements of the proposed project. An MOU for the Melrose to South Mission project has already been signed and is in effect for that project.

61 One wildlife crossing on the Existing Alignment Alternative (Preferred Alternative), at Gird Road, is designed to accommodate equestrians. The river crossings on the Southern Alignment Alternative would accommodate equestrians.

62 This has been noted in the text of the Final EIR/EIS.

63 Cultural resources are listed in 4.2.2. Impacts to cultural resources would be less than significant with avoidance and minimization measures incorporated.

64 The language has been clarified on Section 5.5 of the Final EIR/EIS. Ongoing coordination between Caltrans and the County would be addressed in the Memorandum of Understanding currently being developed.

65 Thank you for this information. The revised County contacts are included in the Final EIR/EIS.

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65 Cont. c. Please replace Thomas Oberbauer with Bobbie Stephenson, MSCP.

APPENDIX B SECTION 4(F) COMMENTS:

66 62. **Page B-1, Introduction, third paragraph** – The most recent codification of Section 4(f) is contained in 23 CFR 774. Please revise the quoted codification of codified in federal law as 49 U.S.C. 303 accordingly. Additionally, Appendix B should be thoroughly reviewed and revised to reflect the most recent codified 4(f) language.

67 63. **Page B-1, Introduction, last paragraph** – Section 4(f) requires consultation with the official(s) with jurisdiction over the Section 4(f) resource pursuant to Section 774.5. Please add the County of San Diego Department of Parks and Recreation to the last paragraph in the Introduction.

68 64. **Page B-5, III. Section 4(F) Properties Proposed For *De Minimis* Impacts** – Please revise the de minimis definition as follows: *De minimis* impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not adversely affect the ~~activities,~~ features, ~~and~~ attributes, or activities qualifying the property for protection under Section 4(f) ~~of the 4(f) resource~~.

69 65. **Page B-6, San Luis Rey River Park –** It is stated that the current unofficial trail network within the SLRRP is not associated with any planning document. The CTMP and the SLRRP Master Plan are two planning documents that identify these unofficial trails as trail routes. While not all unofficial trails are part of the CTMP or SLRRP Master Plan, many of them are. The SLRRP Master Plan proposes formalization of selected existing unofficial trails to minimize new impacts to sensitive habitat areas and capitalize on time-tested community trail user desire lines.

70 a. Thus, please revise the following paragraph to read: "~~However,~~ Many of these trails are ~~not~~ designated ~~on any~~ as part of a trail network ~~or~~ as identified by the CTMP and SLRRP Master Plan~~any applicable planning document. This unofficial trail is part of a network of unofficial trails located near the existing SR-76 roadway.~~ These unofficial trails are dirt paths that have been created by residents walking through the area and ~~not~~ many are associated with ~~any~~ official trails plans. Many of the larger ~~Larger~~ dirt trails that are used for equestrian, mountain biking, and hiking purposes, ~~and~~ are also ~~not~~ associated with ~~any~~ official trails plans."

71 b. Please note, it is not clear what trail the following sentence refers to. "This unofficial trail is part of a network of unofficial trails located near the existing SR-76 roadway." It has been recommended for deletion above. Otherwise, please revise the sentence to clarify meaning.

66 49 USC 303 discusses " *De minimis* " impacts rather than 4(f).

67 The County provided concurrence on the Section 4(f) evaluation by signing the *De minimis* findings letter on October 4, 2011.

68 The Caltrans definition used is correct.

69 The County provided concurrence on the Section 4(f) evaluation by signing the *De minimis* findings letter on October 4, 2011.

70 The County provided concurrence on the Section 4(f) evaluation by signing the *De minimis* findings letter on October 4, 2011.

71 Caltrans has clarified the statement in the Final EIR/EIS.

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72 66. **Pages B-11 and B-12, Southern and Existing Alignment Alternative, Impacts –** This section shall state that there are impacts to planned trails as identified in the SLRRP Master Plan.

73 67. **Pages B-12 and B-13, Southern and Existing Alignment Alternative, Measures to Minimize Harm –** This section shall propose mitigation measures to minimize impacts to planned trails as identified in the SLRRP Master Plan. These mitigation measures should include the designation (in consultation with DPR) and construction of multi-use trails to maintain existing trail connections along the SR-76 and SLRRP corridor.

74 68. **Pages B-12 and B-13, De Minimis Finding for Southern and Existing Alignment Alternative –** DPR does not concur with this de minimis finding. Pursuant to Section 774.5(b)(2)(ii) official(s) with jurisdiction over the Section 4(f) resource must concur in writing that the project will not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection. The portion of land requiring use by Caltrans does possess features or attributes that, if lost, would impede the ability of the River Park to function in its intended use. These features and attributes are existing trails that are part of the planned SLRRP Master Plan. DPR is currently preparing a biological resource report to evaluate the specific locations of trails in accordance with the certified Draft EIR/EIS mitigation measure. The SLRRP Master Plan anticipates existing trails will be utilized to minimize new biological impacts and to meet the community needs that are already using the network of trails onsite at SLRRP. In order for DPR to support a de minimis finding, mitigation for impacts to trails must be proposed.

The County of San Diego appreciates the opportunity to continue to participate in the environmental review process for this project. We look forward to receiving any future environmental documents related to this project or providing additional assistance at your request. This is a long awaited project to improve regional transportation in northern San Diego County. We would like to continue close communication efforts between Caltrans and the County to ensure coordinated efforts to plan the area not only for transportation but also for community benefit, environmental preservation, and recreational opportunities. If you have any questions regarding these comments, please contact LeAnn Carmichael at (858) 694-3739 or email at leann.carmichael@sdcounty.ca.gov.

Sincerely,

Richard Koac

for ERIC GIBSON, Director
Department of Planning and Land Use

72 The Existing Alignment Alternative (Preferred Alternative) and the Southern Alignment Alternative may impact the planned and informal trails that are proposed in the CTMP and that are incorporated into the proposed San Luis Rey River Park due to the planned widening and realignment of the SR-76 roadway. The CTMP (Section 6, page 58) notes that the "Regional Trails Map in the Public Facilities Element depicts corridors of general alignments," meaning that the proposed trails shown on the trails mapping are depicted along general alignments. The CTMP defines "general alignment" as the "general location of a future trail within a designated corridor so that the specific alignment can be determined at the time of actual acquisition, implementation, and/or construction. The designated corridor is usually, but not always, considered to be one-quarter-mile wide." The CTMP concludes that a general alignment is useful because it allows the trails to be located so that adjustments can be made regarding extreme topographical or other site-specific constraints. The proposed SR-76 South Mission to I-15 highway project constitutes "other site-specific constraints."

Neither the Existing Alignment Alternative (Preferred Alternative) nor the Southern Alignment Alternative would (1) preclude the planned trails from the river valley; (2) negate the future placement of the trails as envisioned in the CTMP within the general alignments; or (3) adversely affect the activities, features, or attributes of the planned trails. Each alternative would require, in coordination with the County, relocation of the trails toward the river, or incorporation into the fill slopes, where feasible.

73 As noted in Response #3 above, a fully executed de minimis letter between the County and Caltrans is provided in Appendix L.

74 A fully executed de minimis letter between the County and Caltrans is provided in Appendix L.

cc: Dustin Steiner, Policy Advisor, Board of Supervisors, District 5, (via email)
Megan Jones, CAO Staff Officer, DCAO, (via email)
Trish Boaz, Chief, County Department of Parks and Recreation, (via email)
Nael Areigat, Project Manager, Department of Public Works, (via email)
Bob Goralka, Department of Public Works, Transportation Division, (via email)
Fallbrook Community Planning Group
Bonsall Community Planning Group
LeAnn Carmichael, Land Use/Environmental Planning Manager, Department of Planning and Land Use (via email)
Priscilla Jaszkowiak, Administrative Secretary, Department of Planning and Land Use, (via email)

NORTH COUNTY FIRE PROTECTION DISTRICT

330 S. Main Avenue • Fallbrook, California 92028-2938 • (760) 723-2005 • Fax (760) 723-2072 • www.ncfireprotectiondistrict.org

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lstephen@ncfire.org

October 25, 2010

Debra Soifer, Acting Chief Environmental Analysis, Branch A
California Department of Transportation
4050 Taylor Street, MS 242
San Diego, CA 92110

Dear Ms. Soifer:

The Board of Directors of the North County Fire Protection District (NCFPD) in Fallbrook, California, has reviewed and discussed the Draft Environmental Impact Report/Environmental Impact Statement for the State Route 76 South Mission Road to Interstate 15 Highway Improvement Project in San Diego County, California. As a result of the review and discussion, the NCFPD Board of Directors voted to submit the following comments to your agency for consideration as this project moves forward.

The NCFPD is the agency responsible for fire protection and emergency medical services for the communities of Fallbrook, Bonsall and Rainbow. We are the primary emergency response agency for the entire area encompassed by this proposed project. Our primary focus is on public safety and the safety of our emergency response personnel.

The NCFPD has not taken a position in support of or opposition to either of the proposed routes. As articulated below, we believe that both routes offer advantages and both routes have factors that cause concern. However, we do not believe it is our role to favor one route over the other. Instead, it is our goal to spell out our issues and concerns on both routes so that they may be addressed by your agency as the project moves forward. In all of our deliberations, our concerns are focused on response time impact, service delivery and safety.

PROUDLY SERVING THE COMMUNITIES OF FALLBROOK, BONSALL AND RAINBOW

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Northern Route (Existing Alignment)

ADVANTAGES/POSITIVE ASPECTS:

- Double the current number of travel lanes, increasing the traffic capacity of the highway
- Provision of a center median which will reduce the possibility of head-on collisions
- Improves road safety by straightening curves and providing adequate pull-offs and shoulders
- Reduced number of intersections and left turns from side streets on the north side of 76 to eastbound 76 will reduce the likelihood of traffic collisions
- Numerous side streets will offer the opportunity for traffic to escape from the highway onto other surface streets in the event of highway gridlock due to traffic collisions or wide area evacuations
- Adds no new highway miles for us to protect

CONCERNS/NEGATIVE ASPECTS:

1 - Our primary response engine for incidents west of Gird Road is from the Bonsall station near Olive Hill Road and 76. The proposed center divider will reduce opportunities to access some of the side streets on the north side of the highway, increasing response time to those streets. We recognize that the design, as described in the DEIR represents a significant improvement over earlier versions. Earlier versions included a center barrier unbroken from South Mission to Gird Road and again from Gird Road to Hwy 395. The current design now provides for left turn lanes from eastbound 76 to northern side streets at Sweetgrass Lane, Via Monserate, and Sage Roads. These left turn opportunities will allow our emergency apparatus to access those specific side streets with no delay. We will also be able to make u-turns to return to incidents in the westbound lanes. However, there will be an increase in response time to emergencies on the streets north of Hwy 76 between South Mission and Gird Road where no break in the center barrier is provided.

Suggestions/Requests (Northern Route/Existing Alignment):

The NCFPD specifically requests that breaks in the center divider (emergency vehicle access only, if necessary) be provided at any point where a side street enters SR 76. This access will eliminate any response time delays as a result of the project. In addition, we request that where such breaks occur, that the design allow for emergency apparatus deceleration and acceleration to safely make the turn or u-turn and join the flow of traffic.

1 Installing emergency vehicle breaks in the median barrier introduces additional openings to a roadway feature that was designed with limited openings to minimize head-on collisions along the SR-76 roadway. With the introduction of more openings, the barrier loses its effectiveness to reduce these types of collisions. Additional openings in the barrier that are not associated with an intersection, as requested by the North County Fire Protection District, would require that the median barrier's exposed ends be protected by terminal systems and crash cushions, which would have to maintained if impacted by an errant vehicle. Unsecured openings may also encourage some drivers to use these openings to cut across the median instead of using the nearest intersection opening. Inclusion of acceleration and deceleration lanes for emergency vehicles for use of these requested emergency barrier breaks would increase the project's footprint and increase impacts to right-of-way, floodplain, and biological resources, including the proposed County of San Diego County Park.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase roadway capacity and increase traveling speeds and would provide additional pavement width for vehicles to move out of the path of an approaching emergency vehicle. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

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Southern Route

ADVANTAGES/POSITIVE ASPECTS:

- Increases the current number of travel lanes by 200%, increasing the traffic capacity of the highway
- Provision of a center median which will reduce the possibility of head-on collisions
- Improves road safety by straightening curves and providing adequate pull-offs and shoulders
- Diverts through traffic onto new highway, limiting high traffic volumes on the old roadway.
- No impact on response time to existing service area

DISADVANTAGES/NEGATIVE ASPECTS:

2
- Adds 4.5 miles of new, limited access, high speed highway for us to protect
- 4.5 miles of highway with no intersections and no escape routes in the event of traffic gridlock
- Adds new service area
- Introduces high-volume, high-speed traffic to a current undisturbed rural area, introducing the possibility of wildland fire ignitions in an area not currently open to the public

SUGGESTIONS/REQUESTS (SOUTHERN ROUTE):

As with the other route alternative, the NCFPD requests that periodic breaks be provided in the center median divider (emergency vehicle access only) that will allow emergency vehicles to cross the center divide and reverse direction in order to more quickly provide assistance to incidents in the opposite lane of travel. These emergency vehicle center divide breaks are a common feature of interstate highway design and allow for reduced response time by emergency vehicles. We would also ask that, where these breaks occur, the design allow for deceleration and acceleration lanes for the emergency apparatus using the crossover.

GENERAL REQUESTS APPLICABLE TO BOTH ROUTES:

3
- NCFPD requests that all traffic signals installed as a component of this project be equipped with traffic pre-emption devices compatible with the system used by NCFPD apparatus (Opticom)

4
- During the construction phase, when "Jersey Barriers" are installed along the highway shoulders to separate construction activity from normal traffic flow, NCFPD requests that sufficient width be maintained to allow for two lanes of traffic and a center travel lane for emergency apparatus. During the construction project currently underway, when

2 The Southern Alignment Alternative would add a roadway to a currently undisturbed rural area and would provide an additional service area within the boundaries of North County Fire Protection District. Additionally, see Response #1 above.

3 The system you are referring to is maintained and operated by the County of San Diego. All signals would be installed to be capable of accepting the additional hardware if the County chooses to install it.

4 Caltrans would continue to work with the North County Fire Protection District and other emergency service providers to ensure that an adequate amount of clearance space exists for traffic to pull over to allow emergency vehicles to pass.

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4 Cont.

traffic flow was constricted under the temporary construction bridge near SR 76 and Via Montellano, there was insufficient width for traffic to pull to the right when confronted with an emergency vehicle and leave room for the emergency vehicle to fit through the remaining space. We had several experiences with gridlock resulting in a significant delay in response by fire engines and ambulances when traffic pulled to the right and did not have enough room to allow the emergency apparatus to proceed. We would hope that this design error would not be repeated in the next phase of the construction.

The undersigned members of the Board of Directors of the North County Fire Protection District appreciate the efforts made by Caltrans to consider emergency response in the planning phase for this project and look forward to continuing to work with Caltrans as the project develops.

Please contact the Fire District through the office of the Fire Chief for any questions or additional information that may be required.

Sincerely,

William R. Metcalf, Fire Chief/CEO

Wayne Hooper, Director

Kathleen A. Thuner, President

Kenneth Munson, Director

Ruth Harris, Vice President

Paul Schaden, Director

San Diego County Archaeological Society, Inc.
Environmental Review Committee

24 October 2010

To: Ms. Sandra Lavender, Acting Chief
Environmental Analysis, Branch A
California Department of Transportation, District 11
4050 Taylor Street, MS 242
San Diego, California 92110

Subject: Draft Environmental Impact Report/Environmental Impact Statement
State Route 76 Highway Improvement Project, South Mission Road to I-15

Dear Ms. Lavender:

I have reviewed the cultural resources aspects of the subject DEIR/DEIS on behalf of this committee of the San Diego County Archaeological Society.

1 Based on the information contained in Section 3.12 of the DEIR/DEIS, we agree that the project should have no significant impacts on cultural resources. Therefore, we also agree that no cultural resources mitigation measures are required. However, we would point out that the collection from the Extended Phase 1 archaeological testing program at SDI-5590 must be curated at an institution meeting the requirements of 36CFR79. Please confirm when that will be accomplished, if it has not already been curated.

SDCAS appreciates being included in the public review of this project's environmental documents.

Sincerely,

James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: SDCAS President
File

P.O. Box 81106 • San Diego, CA 92138-1106 • (858) 538-0935

1 The collection was prepared for curation at the San Diego County Archaeological Center and the collection was curated on April 11, 2011.

ORGANIZATIONS

California Native Plant Society

San Diego Chapter of the California Native Plant Society
P O Box 121390
San Diego CA 92112-1390
info@cnpssd.org | www.cnpssd.org

Sandra Lavender, Acting
Chief Environmental Analysis, Branch A
California Department of Transportation
4050 Taylor Street, MS 242
San Diego, CA 92110
Sandra Lavender@dot.ca.gov

Re: Draft Environmental Impact Report on the State Route 76 South Mission Road to Interstate 15 Highway Improvement Project

Dear Ms. Lavender:

1 We appreciate the opportunity to comment on the Draft Environmental Impact Report on the State Route 76 South Mission Road to Interstate 15 Highway Improvement Project ("Project"). The California Native Plant Society (CNPS) works to protect California's native plant heritage and preserve it for future generations. CNPS promotes sound plant science as the backbone of effective natural areas protection. We work closely with decision-makers, scientists, and local planners to advocate for well informed and environmentally friendly policies, regulations, and land management practices.

We agree with the County's stated objectives to improve environmental quality as well as improve the road. We hope the County succeeds in all these objectives.

Our comments are in regards to the analysis of *Ambrosia pumila* populations within the project area. The problem is that, from this document, we cannot tell how many *Ambrosia* plants will be impacted by the project, whether they will be adequately protected, or whether take will be adequately mitigated.

There are three problems with the treatment of *Ambrosia pumila.*

2 First, the document shows that multiple surveys were done. The relevant text (p. 3-284) states:

> Plant counts for San Diego ambrosia polygons were quite variable across survey years and across different polygons, ranging from low (100s) to very high (100,000s). A summary of the survey results for San Diego ambrosia is presented in Table 3.24-1.

Table 3.24-1 shows three columns: "Polygon number," "Area (acres)," and "Population estimate," but the rows do not match, in that polygon 1 has two rows. Moreover, the number of plants "estimated" and the total do not match. We request that the report show

Dedicated to the preservation of California native flora

1 Thank you for your interest in the SR-76 highway improvement project.

Environmental analysis is a major portion of project development. Caltrans, as a good steward of the environment, strives to avoid and minimize impacts to the maximum extent possible. It is important to protect the river and the species and habitat that it provides, along with the scenic value of the river valley.

2 Revisions and corrections to the discussion of the survey results for Ambrosia pumila, impacts, and plans for mitigation have been made to Section 3.24 of the Final EIR/EIS. . Prior to construction, all ambrosia within the direct impact area would be salvaged and translocated to the Morrison mitigation property, which is near the salvage location. An ambrosia translocation plan would be prepared and provided to the USFWS for review and approval. The translocation would be implemented by a biologist with a history of translocating sensitive plant species. The locations where the ambrosia ramets would be transplanted have been approved by the USFWS. The translocated ambrosia population would be monitored for a minimum of 5 years to document success or failure of the translocation efforts.

the results for all surveys and describe in sufficient detail how the estimate was created. The problem is not the highly variable counts but rather the lack of data from which to determine impacts.

Second, the survey polygons are not shown on a map, and the rest of the document refers to acres of *Ambrosia pumila* that will be impacted (<0.01 direct impact, 1.2 indirect impact). There is a mismatch between survey data and projected impacts. Specifically:

- Only 1.01 acres of *Ambrosia pumila* habitat were surveyed in the study but the direct impact is estimated at about 1.2 acres. Please resolve this discrepancy.
- 0.01 acres of *Ambrosia pumila* are directly impacted. Where are these 0.01 acres located?

Depending on which survey polygon was impacted, there could be a direct take of an estimated 3000-5000 plants. We calculated this number by taking the population estimate, and the polygon acreage, and determining the number of plants in each 0.01 acre in that polygon. Since the survey and impact data suggest that **thousands** of plants will be killed by this project, the EIR should be modified to reflect this. In the current draft there is no discussion of take of *Ambrosia pumila* in the EIR.

Third, there is no plan for mitigating the take of *Ambrosia pumila.* Certainly, fencing any impacted population is an excellent idea, but "transplanting of ambrosia to avoid impacts would require further consultation" (p3-352) is insufficient to deal with a potential take of 3,000-5,000 plants. Consultation after the fact will not result in live plants or successful mitigation.

To remedy these defects, CNPS request that the *Ambrosia pumila* section be revised, as follows:

- The survey data must be properly summarized in table 3.24-1, to show the results of surveys for each year.
- The polygons must be shown on a map that also shows the impacted areas, so that direct impacts can be assessed.
- Based on survey data, minimum and maximum *Ambrosia pumila* impacts must be calculated (this is a straightforward GIS exercise of comparing polygons and calculating densities).
- In consultation with USFWS, CalTrans must create a plan to mitigate any take of *Ambrosia pumila* prior to initiation of construction.

Thank you for consideration of our comments.

Sincerely,

Carrie Schneider, Conservation Chair CNPS-San Diego

2

FALLBROOK COMMUNITY PLANNING GROUP
205 Calle Linda, Fallbrook CA 92028
Jim Russell Chair

September 23, 2010

Ms. Debra Soifer, Acting Chief
Environmental Analysis Branch A
California Department of Transportation, District 11
4050 Taylor Street, M.S. 242
San Diego CA 92110

Re: Draft Environmental Impact Report
State Route 76 Improvements
Mission Road to I-15

Ms. Soifer,

This letter is our response to your Draft Environmental Impact Report currently out for public review for SR76 improvements from Mission Road to I-15. The Fallbrook Community Planning Group met on September 20, 2010, and unanimously approved the attached motion which contains our coments on the SR-76 DEIR.

Thank you for your consideration.

Jim Russell, Chair

1

Fallbrook Community Planning Group - September 20, 2010
Unanimously Approved Motion on State Highway 76 DEIR
South Mission to Interstate 15

The Fallbrook Community Planning Group has long advocated improvements to State Highway 76 that would enable it to serve as a major east-west corridor between Interstate15 and the coast/ Interstate 5. Currently, in traveling north and south on the I-15 and I-215, there is only one east-west link between Ontario, Riverside, and SR-76: the Ortega Highway. Because of the ever-increasing development in Southern Riverside County, along the I-15, and east of the I-15, in addition to the new projects proposed for east of the I-15 and SR-76, the urgency of completing this east-west corridor, in a fashion that will handle the anticipated additional traffic, increases with each passing day.

Because Caltrans has not been willing to consider designing and assessing the environmental impacts of the proposed northern route on SR-76 as six lanes, the Fallbrook Community Planning Group has favored the Southern Alignment Alternative as the only feasible option for creating a road network of six lanes to accommodate the growing volume of traffic. These six lanes would include the current two-lane SR-76 and a new four-lane expressway south of the
1 San Luis Rey River.

In assessing the SR-76 Draft Environmental Report, we find the actual proposal for the Southern Alternative to be an option that we would not willingly endorse. It is a terrible invasion into our neighboring community of Bonsall, it requires the construction of two additional bridges across the San Luis Rey River in vital wetlands and sensitive habitat, and it includes the complete "destruction" of the Vessels Stallion Farm and related properties as well as detracting from the newly created River Park.

We, therefore, believe the SR-76 DEIR is a flawed document which requires an addendum to consider a six-lane Existing Alternative Alignment. Since the two previous segments of the improved SR-76 were bought for six lanes and graded for six lanes, we believe the final segment ought to be at least considered for six lanes. The current proposal for the Existing Alternative only provides for four lanes. A six-lane Existing Alternative would avoid all the negative consequences associated with the southern route.

There is no easy solution to creating an efficient east-west corridor which will simultaneously protect the rural character of both Fallbrook and Bonsall and have minimal impact on the environment.

Therefore, we believe that Caltrans should prepare an addendum to the DEIR to consider the impacts of a six-lane roadway on the Existing Alignment. If the Existing Alignment is selected from the current DEIR, Caltrans would be required to do a new DEIR when that route becomes impacted and needs to be expanded to six lanes. That DEIR work has already been done for
2 the western 2/3 of the roadway and should be done for this final segment as well, **NOW**. However, if Caltrans is unwilling to do that work **NOW,** leaving the Southern Alternative as the only way to achieve six lanes for an effective east-west corridor, then the Fallbrook Community Planning Group, by default, is forced into the position of supporting it.

FCPG Motion on SR-76 DEIR *1* *9/20/10*

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

2 See Response #1 above.

Without a proposal for a six-lane Existing Alternative, and if forced to choose between the two alternatives presented in the SR-76 DEIR, the Fallbrook Community Planning Group endorses the Southern Alignment Alternative for the following reasons:

1) If, as SANDAG, the County, and Caltrans repeatedly emphasize, the Fallbrook-Bonsall area is destined for significant and rapid growth under all possible scenarios, then a major east-west roadway needs to be constructed which can not only handle the increased volumes through 2030 but is capable of being expanded as the inevitable demand further rises in the future.

2) The Southern Alignment can be designed and constructed as a four-lane roadway on a six-lane layout, and thus enable a swift construction response to increased congestion and gridlock
3 as development continues its inevitable progression.

3) Caltrans has long-held the position that Fallbrook doesn't warrant additional traffic lanes because a significant proportion of traffic volumes turn off or onto SR-76 at South Mission. All the recent traffic studies of proposed projects along the eastern terminus of the SR-76 route show significantly reduced percentages of traffic exiting or entering at South Mission, which indicates the vital significance of this east-west expressway as a corridor linking commuters between I-15 and I-5.

4) Given the inevitable need to construct additional lanes in this corridor, the current additional cost of building the Southern Alternative will seem miniscule when compared to the cost of doing the same project several years in the future.

Specific Planning Group Comments and Concerns, section by section, are listed below:

Summary

4 S-1 The Existing Alignment for SR 76 is only proposed to be widened to four (4) lanes from Mission. It should be consistent with the rest of Route 76 from I-5 to Mission. The prior sections have right of way for six (6) lanes. If the six-lane right-of-way were acquired for the proposed Existing Alternative, it would have a significant effect on all properties north of the current road. The EIR does not address this issue.

5 S-3 We would challenge the statement that the majority of the traffic traveling east on Highway 76 accesses the highway from I-15 southbound or northbound off-ramp. Casino traffic coming from Orange County and the Coast is very significant. Has Caltrans allowed for the additional traffic that will be generated by the new casino just announced within the past two weeks? Two hundred (200) room hotel and casino due to be operational in 2014.

6 S-4 The approaches to signalized and unsignalized roads on the Existing Alternative create a hardship on all who must enter the roadway and go east or west. Right-of-way needs to be purchased for six lanes and signals provided at all intersections.

7 S-5 The Southern Alternative lacks access to Lilac Road and no effort is made to accommodate the Sports Park ball fields at the east end of this section. Right-of-way must be purchased for an on- and off-ramp to this area.

8 Cost factors are flawed because Caltrans has only considered a four-lane road and should be looking at six-lane right-of-way. This would increase right-of-way costs for the Existing Alternative by a significant amount.

FCPG Motion on SR-76 DEIR 2 *9/20/10*

3 See Response #1 above.

4 See Response #1 above.

5 The Series 10 traffic model developed by SANDAG that was used in development of the future traffic model is based on land use designations designated by the local jurisdictions and included all proposed development surrounding the SR-76/I-15 interchange.

6 Signalized intersections are provided at those intersections where warrants for signals are met. See Response #1 above.

7 As a conventional highway, overpasses and access ramps are appropriate only when traffic volumes at access points exceed the existing or forecasted volumes along the major route. See Figures 3.10-1 through 3.10-7 for traffic volumes for both alternatives. Construction of overpasses and access ramps would increase the project's cost, footprint, and impacts to the surrounding environment.

8 See Response #1 above.

S-7 We would challenge the summary of impacts:
-New corridor would not conflict with planned land uses.
9 -Only one business would be impacted on the Southern Alternative, and that may be mitigated by altering the southern route.
-Community character will be substantially affected by both Existing and Southern Alignments. Just look at the middle section to see what is happening.

10 S-10 Explain why the Southern Alternative would have impacts to both existing and planned land uses. Why would mitigation for impacts to existing land uses be unfeasible and remain substantial?

11 S-10 &11 Why couldn't the 50 jobs lost on the Vessels Farm if the Southern Alternative were selected be re-located to another part of the 2,000 acres? How many acres would be acquired to build the 93 foot wide road through the Vessel property?

Chapter 1

12 SANDAG 1999 data shows 40% of traffic enters/exits Highway 76 at South Mission
Traffic studies from Meadowood and Campus Park (2009) show a lower %
Is it not possible to use more recent data?

Capacity
13 1-6….mentions the northeast quadrant (related to capacity) of the I-15 interchange but no mention of the large general commercial lot on SE corner of SR76 and I-15 or the general commercial property at the NW corner of SR76 and Old Hwy 395 (both these areas were re-designated as commercial by the Board of Supervisors).
14 No mention is made of the build out of Lake Rancho Viejo or of the Pala Mesa Highlands approved subdivision just north of the intersection of SR76 and Old Highway 395.

15 Population data on page 1-6 is not comparable to that discussed in Chapter 3, pages 4 & 5. Both should use raw numbers plus increases, (not just increases).

16 1-7 What is basis for predicting that truck traffic will remain static at 12-15 percent of the total ADT? There will be a rock quarry and possibly a solid waste land fill coming on line in the near future.
17 1-7 Traffic Volumes and projections need to be based on more current data: 2004 and 2005 volumes are severely misleading due to increased development since then.

18 1-8 (same comment for volumes on page 1-7)
It is unrealistic to think that 2030 volumes east and west of S. Mission on 76 will be the same proportion as they were in 2004. (Multiple and extensive development will drastically alter these numbers. They need to be more realistic.)

19 1-10 "Projects to the east of the project study area"….only include a portion of the projects we know will be proposed. Where are the residential, commercial and industrial projects such as Campus Park, Campus Park West, Meadowood, Palomar College and Pala Mesa Highlands?

20 1-12 Need raw numbers for fatal accidents, not percentages or rates. Is it possible to list by year? (We know there were three accidents involving fatalities from Jan-June of 2009. This seems like a dramatic increase given the scanty data provided here.)

FCPG Motion on SR-76 DEIR *3* *9/20/10*

9 The Southern Alignment Alternative would conflict with planned land uses because it would introduce a new transportation corridor, coupled with two new bridges, guardrails, drainage structures, and other associated construction components, into a largely undeveloped area south of the San Luis Rey River. Introduction of this new transportation corridor could reduce the cost of development along the proposed alignment by giving new access to the undeveloped properties.

The route of the Southern Alignment Alternative was developed based on a combination of environmental and engineering factors, including the location of cultural resources, 100-year floodplain, wetlands, and other biological resources, as well as roadway elevations and curve radii. Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

Section 3.6 of the document analyzes potential impacts to community character associated with both build alternatives, and concludes that both would impact the existing community character. However, community character impacts related to the Existing Alignment Alternative (Preferred Alternative) have been minimized through design and would be further reduced through implementation of mitigation measures. Community character impacts associated with the Southern Alignment Alternative would remain infeasible due to the introduction of a new transportation facility into an undeveloped area.

10 The Southern Alignment Alternative's impacts on the Vessels Stallion Farm would result in land use conversion from farmland to transportation uses on a large tract of currently farmed property. The Southern Alignment Alternative would also affect the rural character of the community by altering the visual landscape. This alternative would introduce a new transportation corridor, coupled with two new bridges, guardrails, drainage structures, and other associated construction components, into a largely undeveloped area south of San Luis Rey River. The Southern Alignment Alternative would be more inconsistent with the goals of the Bonsall and Fallbrook Community Plans and the 2020 General Plan Update. The Southern Alignment Alternative could reduce

the cost of development along the proposed alignment by introducing a new roadway, giving new access to the undeveloped properties.

11 Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

12 In 2007, Caltrans began traffic technical studies for the SR-76 east segment from South Mission to I-15. Those studies were based on SANDAG's Series 10 projected year 2030 traffic volumes and land use. During the course of the project development process, SANDAG released both the Series 11 modeling, with year 2030 forecasts, and the Series 12 modeling, including year 2035 and year 2050 forecasts. Traffic volumes and projections were based on the most current data available at the time of development. The facility is designed to provide for the predicted traffic volumes and not the current traffic volumes. The future traffic volumes include the recent development.

13 See Response #5 above.

14 Information on the Lake Rancho Viejo development is included in Table 3.1-2 and 3.29-1. Information on the Pala Mesa Highlands is included in Cumulative Impact Table 3.29-1.

15 Chapter 1 of the Final EIR/EIS has been revised to include the following text:

Substantial increases in population are anticipated in the next 20 years for the cities and unincorporated northern part of San Diego County, and the cities and unincorporated portion of southwestern Riverside County. Between 2000 and 2030, SANDAG has forecasted that population in the community of Fallbrook would grow by 30,234 people, or by 76 percent. The community of Pala-Pauma is expected to increase by 7,761 people, or by 126 percent, while the community of Valley Center is expected to increase by 25,179 people, or 162 percent.

16 See Response #5 above.

17 As noted above, the proposed facility is designed to accommodate future traffic demand.

18 Traffic volumes and projections were based on the most current data available at the time of development. Forecasts of demographics and future development are

shown to be increasing over time, but at a slower rate compared to the forecasts used for this project and based on the most recent SANDAG projections.

19 Commercial and industrial projects such as Campus Park, Campus Park West, Meadowood, Palomar College, and Pala Mesa Highlands were incorporated as part of the future land use and travel volumes forecasts.

20 Chapter 1 of the Final EIR/EIS has been updated to include accident data for 2002 through 2006. Caltrans provides consistent accident data for capital projects in accordance with Caltrans policy.

Chapter 2

21 2-7 The only lighting for the entire segment is at the intersections and at the Park and Ride?

Chapter 3.1 Land Use

22 3-4 Mention is made of the Mobil gas station and a mobile hamburger stand at the SR-76-Old 395 intersection, but no mention is made of the impacts on these two businesses under any scenario.

23 3-4 "Population growth in Bonsall and Fallbrook is expected to be….83% and 76% respectively" by 2030. This does not jibe with prior data. (1-6 cites 68.6%)

24 3-5 "Population in the CPA is 39,599 in 2000 and 69,833 in 2030 - up 76%"
Same comment as above in 3-4 - this does not jibe with prior data.

25 3-5 The Growth Projections table uses CPA boundaries to describe communities…..which appear to be different measurement standards than those used in other chapters. (Chapter 1-6 cites "community of Fallbrook" and describes different numbers.)

26 3-9 "The Southern Alignment Alternative would introduce a new roadway into an undeveloped area….mitigation would be infeasible and impacts would remain substantial."
If introducing a new roadway into an undeveloped area is so consistently unmitigable, why was the Southern Alternative even considered from the outset? Caltrans has introduced roadways into undeveloped areas before….why can't the same justification and mitigations that were used in those cases, be used in this case?
If this option is infeasible, how can it be considered as an option?
(Also see comments for pages 3-67, 4-4, and 4-5.)

27 Comment: The Southern Alignment Alternative would be taking land from Open Spaces whereas the Existing Alignment Alternative is already densely inhabited.

28 **3.2 Consistency with State, Regional & Local Plans**
3-13 San Diego General Plan - why not mention "provide for growth"?

29 3-14 Fallbrook Community Plan - mention should be made that the Fallbrook Plan has been updated (April 2010 and formal approval by Board of Supervisors is pending).

3.3 Parks

30 Information should be included as to how trails would be connected in the Southern Alignment Alternative.

3.4 Growth

3-45 (Interesting concept - roads should not contribute to growth but be the result of it)

31 How does the Southern Alternative "increase access to the area" when no off/on ramps along the entire span of the roadway have been provided?
(page 3-342 offers explanation that developers could propose and pay for local access…..)

3.5 Farmlands

32 Land acquisition information must be clarified, especially loss of agricultural lands.

FCPG Motion on SR-76 DEIR 4 *9/20/10*

21 Lighting for the project is proposed at intersections along the proposed project alignment consistent with Caltrans policy.

22 Impacts under both build alternatives would be the same. The hamburger stand, currently located within the Caltrans right-of-way and operating under a month-to-month lease with Caltrans, would be displaced. The Mobil gas station would require reconfiguration of the existing driveway, but this reconfiguration would not impact operation of the gas station.

23 See Response #15 above.

24 Chapter 1 has been revised to incorporate the text above.

25 Chapter 1 has been revised to incorporate the text above.

26 The Southern Alignment Alternative was considered because there are various resources, other than community impacts, that need to be avoided and minimized. Some of the resource impacts that could be minimized with the Southern Alignment Alternative are biological and archaeological. Caltrans has been working closely with the resource agencies to determine the Least Environmentally Damaging Practicable Alternative (LEDPA).

27 Implementation of the Existing Alignment Alternative (Preferred Alternative) would not result in any property displacements.

28 The following statement is included in the Final EIR/EIS discussion of the San Diego General Plan:

The stated overall goal in the regional Land Use Element for the San Diego County Draft General Plan is to "accommodate population growth and influence its distribution in order to protect and use scarce resources wisely."

29 The following text has been added to Section 3.2.1, under Fallbrook Community Plan:

The Fallbrook Plan has been updated (April 2010) and formal approval by the Board of Supervisors is pending.

30 A Memorandum of Understanding between Caltrans and the County of San Diego outlines the proposed River Park features that Caltrans would implement during the final design and construction phase of the SR-76 South Mission to Interstate 15 roadway project. Along the SR-76 project corridor, these River Park features include the construction of staging areas, at predetermined and agreed upon locations, with trail access; construction of at-grade equestrian crossings, where feasible, with signal actuators, at equestrian level, at specified intersections; installation of fencing; and construction of a multi-use trail along the southern boundary of the SR-76 roadway. Caltrans would accommodate trails

inside the highway right-of-way where feasible. These areas would be relinquished to the County of San Diego for operations and maintenance.

Please see Sections 3.3.1 and 3.3.2 and Appendix B.

31 The Southern Alignment Alternative would introduce a roadway into a largely undeveloped area south of the existing SR-76 roadway, it is reasonably foreseeable that selection of the Southern Alignment Alternative could improve access and reduce the cost of development within this area. It could potentially alter planned land uses, allowing for further development south of the San Luis Rey River. See Southern Alignment Alternative – Future Land Use Impacts, found in Chapter 3, Section 3.1.2.

32 Impacts to farmland are rated by the Natural Resources Conservation Service (NRCS), which determines impacts to farmland based on the presence of soils within the project corridor. Based on this analysis, NRCS concluded that neither build alternatives would result in adverse impacts to farmlands that would exceed the rating threshold of 160. These effects are described in Section 3.5. Caltrans would provide compensation to all property owners affected by partial or full property acquisitions, including those who own properties with farmland. This compensation would be negotiated after project approval.

3.6 Community Character

33 3-60 "displacement of the Vessels Farm may affect future development along the southern edge of the SLR River Valley by creating new access to land that is currently occupied by the farm."
Vessels has no plans to ever develop this land?

3-61 - "no mitigation is feasible for the impacts associated with introducing a new transportation corridor ….."

34 Dulin Road (which bisects the Vessels property) has been on the County CE maps for years, long before the establishment of the Stallion Farm….so this does not seem like a valid conclusion. Shouldn't the Vessels Farm have known when they constructed their barns that the property was bisected by a County Circulation Element road?

3.7 Relocation and Real property acquisitions

35 This section of the DEIR describes the "Existing Alternative" as not affecting displacement because the operations can be relocated to another part of the same property in multiple cases. Is consideration given to whether or not the operations will be the same?

36 3-64 Table listing partial property acquisitions.
Is it possible to describe what the specific impact, including acreage, is to these parcels?

37 3-65 "…all facilities associated with the Vessels Stallion Farm would have to be relocated, reconstructed, or recultivated on one similarly large continuous property…." Why couldn't the operation still function as a single unit, even if multiple elements were located in different places? Don't many large operations such as this have multiple locations and still function as a single unit? Why couldn't the 50 jobs lost on the Vessels Farm, if the Southern Alternative were selected, be re- located to another part of the 2,000 acres?

38 3-67 "Therefore, relocation impacts associated with the Southern Alignment Alternative would remain unmitigable."
Doesn't this conclusion disqualify the Southern Alternative from consideration as a viable alternative?

39 **3.8 Environmental Justice**
Both alternatives similar

3.9 Utilities

40 3-75 & -76 Utilities "could" or "may" be relocated and/or placed underground….on the shoulder…."
Even though Caltrans will not be responsible for relocating/undergrounding utilities, shouldn't those costs be factored in for residents to evaluate?

41 3-78 Utility poles "pose a danger" to vehicles…but Caltrans has no responsibility for them or where they are located. Can't some alternative proposals be included?

3.10 Traffic & Transportation

42 3-81 States that this section is based on March 2009 Traffic Operations Report. If 2009 data is available, can't updated figures be added to Chapter 1?

43 3-84 Existing SR-76 Peak Hour Segment Operations data is from 2005.
A realistic assessment needs to include more recent data.

FCPG Motion on SR-76 DEIR *5* *9/20/10*

33 This statement in the Final EIR/EIS is referring to potential impacts associated with implementation of the Southern Alignment Alternative. Implementation of the Southern Alignment Alternative, and the displacement of the Vessels Stallion Farm that would result, would introduce a new transportation corridor into a largely undeveloped area south of San Luis Rey River that could reduce the cost of development along the proposed alignment by giving new access to the undeveloped properties.

34 The proposed Dulin Road alignment is a separate roadway. Impacts associated with that project would be analyzed separately. Similarly, impacts associated with the Southern Alignment Alternative are totally independent of the proposed Dulin Road alignment. The path of the Southern Alignment Alternative represents an entirely new roadway alignment that had not been planned previously, and impacts associated with this alternative must be analyzed as such.

35 Caltrans conducted a right-of-way analysis to determine whether the affected business can remain viable by simply relocating its facilities onto the remainder of the parcel, or if a full acquisition would be required. Based on this analysis, Caltrans concluded that the business that would be impacted by partial property acquisition could continue to operate on the remainder parcel.

The extent of an impact to a specific property would be determined once the project is approved and highway design is finalized. Caltrans would negotiate compensation with affected property owners at that time.

36 The extent of an impact to a specific property would be determined once the project is approved and highway design is finalized. Caltrans would negotiate compensation with affected property owners at that time.

37 See Response #11 above.

38 This conclusion does not "disqualify" the Southern Alignment Alternative from consideration. It is not preferable for environmental and cost reasons disclosed in the Final EIR/EIS.

39 Comment noted.

40 Caltrans has developed utility cost estimates for each build alternative that have been included in the overall cost estimates for each build alternative. Caltrans would coordinate with all utility companies that need to relocate their facilities as a result of the proposed project, and Caltrans would pay all costs it is responsible for related to the relocation of existing utilities.

41 Caltrans is committed to working with the utility owner(s) to minimize impacts and to reach workable solutions for those facilities that are impacted.

42 The Traffic Operations data report was based on the most current traffic projections then available, which were SANDAG's Series 10 project traffic

volumes for year 2030. During the course of the project development process, SANDAG released both the Series 11 and Series 12 forecasts and model (with year 2035 forecasts), neither of which identified an appreciable change in predicted traffic volumes. Tables 3.10-1 and Figure 3.10-1 in the Final EIR/EIS compare SANDAG's Series 10, 11, and 12 models for the segment between Gird Road and Old Highway 395. As shown, the Series 10 (2030) future traffic volumes for this segment are nearly equal to those forecasted using the Series 12 year 2035 model.

43 Traffic volumes and projections were based on the most current data available at the time the Notice of Preparation was issued.

44 3-85 Accidents and Safety
Why no mention of fatalities in the last paragraph which cites number of accidents?

45 3-86 Why not use raw numbers rather than rates rates/million miles?
Is it possible to list accidents/fatalities by year? (We know there were three accidents involving fatalities from Jan-June of 2009 - this seems like a dramatic increase given the scanty data provided here. Same comment as listed in 1-12.)

46 3-88 In Table 3.10.9, can an explanation be give as to why the intersection LOS are so different between Northbound and Southbound ramps, regardless of the configuration chosen?

47 3-89 Why would the DEIR "assume" that the intersections at both the western and eastern points of the Southern Alignment Alternative would operate at LOS C in both the AM and PM peaks in the opening year? What basis was used for this assumption?

48 3-90 The LOS for the Peak Hour Segment Operations for 2030 do not look significantly improved from the Existing Operations (2005) shown on page 3-84. Is there an explanation for this?

49 3-91 Can you explain what happened to cause the dramatic increase in delay for the Northbound Ramp between 2015 and 2030? (The 2015 delay is listed as 16.9 seconds and the 2030 delay is 41.2. None of the other delays increase anywhere near that dramatically.)

50 3-92 What basis is used to "assume" that the western intersection of the Southern Alignment Alternative would operate at LOS D in both the AM and PM peaks in 2030? Also for the eastern intersection, what is the basis for assuming it will operate at LOS C in AM peak and LOS D in PM peak in 2030?

51 3-93 Why would the Projected Travel time for the Southern Alignment Alternative for Off-peak be 6-7 minutes (when there are no signals/intersections) and the time for the Existing Alternative for Off-peak be 5-6 minutes (when there are multiple signals and intersections)?

52 Comment: There is no question SR76 must be improved to move traffic freely and safely. The traffic and transportation study for the Existing Alignment assumes three signalized intersections between South Mission and Hwy 395, the same as today. A Caltrans 2005 traffic study shows the Pala Road section between So Mission and Hwy 395 has 21000 Average Daily Trips, a 2015 study shows 26,500 ADT and a 2030 study shows 46,000.

The Caltrans Traffic and Transportation study does show the addition of another four lanes, close to the existing Pala Road, will reduce local traffic 60%.

Table 3.10-8 clearly does not address several private roads along the Existing alignment, five roads will have "restricted access" (right turns in and out) and three roads will have unrestricted access. Consider crossing TWO lanes of traffic traveling 60mph or 88 ft/sec; The average driver will require 4-5 seconds to cross two lanes from a stop sign and that is only safe if the opposite travel lanes are empty. Caltrans unprotected intersections are unsafe for residential traffic and accidents will happen.

53 Both Existing and Southern Alignment Alternatives meet Caltrans goal of moving traffic faster and safer than current Hwy 76 up to the horizon year. Caltrans forecasts that by 2030 the traffic more than DOUBLES the present ADT and will operate equal to or worse than the present road conditions. Retaining Pala as a local road and building a new four-lane road North or South of the San Luis Rey River will provide an additional 24,400 ADT at LOS D.

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44 Caltrans provides consistent accident data for capital projects in accordance with Caltrans policy.

45 Accident rates allow a comparison of safety between facilities that have different traffic volumes that would not be possible using raw numbers. Accidents and safety are discussed in Section 3.10-2 of the Final EIR/EIS.

46 The LOS for the intersections are different due to the traffic volumes for specific turning or through movements, and the geometry of the intersections. This can be influenced by the origin and destination of the traffic using the intersection, especially if the destination to the north and south are out of balance.

47 LOS projections are based on the results of the traffic modeling study using the predicted volumes and proposed geometry.

48 Continued growth in northern San Diego County along with substantial growth in southwestern Riverside County would cause an average annual increase in traffic on SR-76 between South Mission Road and I-15. According to the SANDAG Regional Transportation Model, the average weekday daily traffic would increase from 24,300 in 2006 to 38,400 in 2030 from South Mission Road to I-15.

49 Ramp operations are dependent on freeway mainline operations and ramp capacity. The percentage of heavy vehicles in the area is relatively high (approximately 13%), and would be expected to remain high with the quarry and landfill operations located east of the interchange on SR-76. Additional factors include freeway mainline capacity which is required on I-15 to accommodate future forecasted traffic volumes, either with or without the proposed SR-76 improvements. The future failing mainline operations have a detrimental impact on the ramp merge and diverge sections.

50 LOS projections are based on the results of the traffic modeling study using the predicted volumes and proposed geometry.

51 The Southern Alignment Alternative is slightly longer than the Existing Alignment Alternative (Preferred Alternative). There are just as many signalized intersections along the Southern Alignment Alternative as the Existing Alignment Alternative (Preferred Alternative). Furthermore, along the Existing Alignment Alternative, cross-traffic volumes at the signalized intersections between South Mission and Old Highway 395 are light relative to the traffic volumes on SR-76. Most of the east/west trips along the Existing Alignment Alternative (Preferred Alternative) would not have to stop at the signalized intersections.

Additionally, the western end of the Southern Alignment Alternative would have several signals in a series with short amounts of spacing that could add to delay.

52 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn

access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes, along with turn pockets, would be further studied and incorporated, whenever practical, during final design.

53 While traffic does increase, the volumes would not double by the year 2030. A four-lane Southern Alignment provides acceptable LOS both on the new SR-76 as well as on the relinquished roadway alignment. In the current conditions the frontage road connectors (Pala Road east and west) do not exist. During opening year 2015, Pala Road would terminate at the west end (just east of South Mission into the shopping center) and east end (just east of Sage Road) with a signalized connector road to the SR-76 Southern Alignment. Under the current 2005 conditions, the segment of SR-76 between South Mission and Sweetgrass Lane has an ADT of 21,000. In 2030, the same segment would increase to 28,800. Under the current 2005 conditions, the segment of SR-76 between Old Highway 395 to the I-15 northbound on-ramp is 30,500 and in the 2030 conditions would be 30,600.

54 Comment: In discussing the traffic impacts of the Existing Alternative Alignment, the DEIR does not adequately evaluate the extreme danger that motorists will face when entering SR 76 and turning east from the three un-signalized, full-access intersections.

55 It also does not provide adequate data on the impacts of the huge increase in traffic on local roads and/or in residential neighborhoods that will become thoroughfares used by motorists as alternate routes to access signalized intersections for SR 76. Closing off roads that now have access to SR 76 will cause unexpected and unplanned impacts to residents who live on the roads that will become "permanent" detours to access SR 76. The huge increases in traffic will cause noise, pollution and other safety issues.

These concerns need to be addressed based on current and future population growth and traffic counts.

3.11 Visual/Aesthetics

56 3-119 Southern Alignment would "require major grading operations resulting in landform alterations that harshly contrast with the existing visual environment."

How would the Southern Alignment be significantly different than what Caltrans is currently doing along most of the Middle Section of SR-76?

57 How will SR-76's status as a Scenic Highway be impacted by both Alternatives?

58 3-122 Bridges can be stunning works of art. Why not design two new bridges as aesthetically pleasing as your own Lilac Road Bridge, built in 1978, and designed by Caltrans architect William Wells!

3.12 Cultural Resources

Both the Southern and Existing alignments satisfy CEQA.

59 The coexistence of Historic sites in the proximity of the new four-lane conventional highway suggests expanding the new highway to six lanes will create severe problems when the traffic doubles.

3.13 Hydrology

60 3-159 How is encroachment #2 connected to the Riverview Church? The encroachment is shown on the map by Via Monserate, not Sweetgrass where the Church is located.

61 3-160 Why is it not known exactly what amount of existing soil needs to be removed from the flood plain? Would it not be possible to include an estimate?

3.14 Water Quality

Both alternatives similar.

3.15 Geology and Soils

Due to potential for seismic-induced problems with the two bridges in the Southern Alternative, the Northern Alternative would be best from a geology and soils standpoint.

62 **3.16 Paleontology**

Caltrans has established a mitigation plan if fossils are uncovered for the common elements. The Existing Alignment route contains more geologic units.

3.17 Hazards And Hazardous Materials

Meets Caltrans objectives.

3.18 Air Quality

Both alternatives similar

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54 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes, along with turn pockets, would be further studied and incorporated, whenever practical, during final design.

55 The preliminary intersection configuration design of the proposed project is based on a combination of various studies.

56 The Southern Alignment Alternative would introduce a new transportation corridor, coupled with new bridges, guardrails, drainage structures, and other associated construction components, into a largely undeveloped area south of the San Luis Rey River.

57 SR-76 is eligible for designation as a Scenic Highway. If development along SR-76 is inconsistent with the criteria for Scenic Highway designation, SR-76 status could be threatened.

58 Thank you for your compliments on the Lilac Road Bridge over I-15. Bridge design is based on function, budget, schedule, and community input.

59 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane in each direction at the intersection) at South Mission, Old Highway 395, and the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

60 Encroachment #2 is not connected to the Riverview Church and could be avoided without impacts to the Riverview Church property. The discussion regarding Encroachment 2 in Section 3.13 has been revised to the following:

"Avoidance of the encroachment in this area would require the alignment to be moved to the north, which would adversely impact the community by potentially displacing four single-family residences."

61 The design for the Vessels and Tabata mitigation sites has not yet been completed and, therefore, the excavation quantities are not yet known.

62 Comment noted.

3.19 Noise
62 Cont. Northern Alignment would produce less impact on single family dwellings and commercial businesses

3.20 Natural Communities
63 Northern Alignment would require the least amount of mitigation although it is not clear what the difference would be for the mitigation of riparian and upland vegetation.

3.21 Jurisdictional Wetlands And Other Waters
Southern Alignment has less temporary and permanent impact on the jurisdictional waters. Caltrans should be commended for the 3:1 ratio of mitigation proposals for both possible routes.

64 **3.22 Plant Species**
Little or no impacts are anticipated on currently identified species; however; presently undetected species could be impacted though it is not thought to substantially reduce their numbers.

3.23 Animal Species
3.24 Threatened and Endangered Species
It is encouraging to see high standards applied with regard to mitigation possibly as a result of many studies, done in conformity with the MSCP and San Luis Rey River Masterplan.

3.25 Invasive Species
65 3-322 The Table of Invasive Species Control Measures for 16 species lists effective control measures for only four of those species. Is this suggesting that 12 of the invasive plants cannot be controlled?

3.26 Energy
Both alternatives similar.

66 **3.27 Short Term Uses of the Human Environment**
Both alternatives similar.

3.28 Irreversible & Irretrievable Commitments of Resources
Both alternatives similar.

3.29 Cumulative Impacts
67 3-335 #11 Campus Park (an "EIR" is cited, but it was a *draft* EIR)
68 3-336 #14 San Luis Rey Wastewater Treatment Plant - hasn't this project been abandoned?
(Also, if it hasn't, it should be - 33 acres of percolation ponds in the base floodplain?)

69 3-341 "…substantial future cumulative land use changes would occur regardless of the proposed project….most intense east of I-15." Doesn't this minimize the argument against the Southern Alignment….if development will occur regardless?

70 3-342 "Although the Southern Alignment proposes no intersections for local access… developers could propose them and pay their fair share to construct them."
(This should be included in other sections of the DEIR where mention is made of the Southern Alignment contributing to development.)

71 3-342 "Forecasted growth for Bonsall and Fallbrook would likely result in the conversion of productive farmland in the area to urban uses.

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63 The amount of mitigation required for each alternative is based on the amount of impacts that would result from each alternative. The Existing Alignment Alternative (Preferred Alternative) would require mitigation for 32.65 acres of permanent impacts to riparian and wetland areas, 10.6 acres of temporary impacts, and 11.96 acres of indirect impacts. It would require mitigation for permanent impacts to 35.81 acres of uplands, 24.52 acres of temporary impacts, and 28.67 acres of indirect impacts.

The Southern Alignment Alternative would require mitigation for 15.37 acres of permanent impacts to riparian and wetland areas, 4.54 acres of temporary impacts, and 54.9 acres of indirect impacts. It would require mitigation for permanent impacts to 33.28 acres of uplands, 25.57 acres of temporary impacts, and 75.6 acres of indirect impacts.

64 Botany surveys were conducted for the entire project area; however, it is possible that some species went undetected. Mitigation for impacts to the various vegetation types where undetected species are impacted would be implemented for those species as well.

65 This table has been modified to include control measures for all species mentioned.

66 Construction of the two bridges required under the Southern Alignment Alternative would use more energy when you factor in the energy to create the concrete than the Existing Alignment Alternative (Preferred Alternative). As noted in Section 3.26, overall operational energy use would be similar for the two alternatives.

67 Thank you for this information. "Draft" has been added to the table for #11, Campus Park.

68 Table 3.29-1 states that the Final EIR for the San Luis Rey Wastewater Treatment Plant was certified in August 2007, but has subsequently been decertified. This project is considered in the cumulative analysis because even though the EIR has been decertified, the potential exists that it may be developed in the future if efforts are restarted to develop the project.

69 Development would occur in the future as approved by the County of San Diego under current land use patterns. However, the Southern Alignment Alternative, by displacing the Vessels Stallion Farm, would encourage greater urban types of developments in portions of the community that have remained rural. This could negatively impact the rural community character of the area south of the San Luis Rey River.

70 Discussions of potential growth associated with implementation of the Southern Alignment Alternative in other sections of the document adequately address the issue of future development by stating that implementation of the Southern

71 Cont. Existing Alignment would impact 118.2 acres
Southern Alignment would impact 108.7 acres"
This data seems contradictory to Caltrans' conclusions about the impact of the Southern Alignment, first of all because the Southern route involves less acreage than the Existing and secondly because forecasted growth will, by itself, be a cause of converting farmland.

72 3-349 It's hard to follow the logic that "…mitigation for… the Southern Alignment Alternative… would involve constructing a wider, realigned roadway"….but that's "infeasible" (3-350) because it would cause an "unmitigable change to the rural character." (*In other words, the mitigation is unmitigable?*)

Chapter 4-CEQA Evaluation

73 4-3 Land Use: argument that conversion of agricultural and undeveloped land to roadway uses represents significant change to the existing land use pattern. Why isn't this same argument a prominent part of the discussions about development east of I-15? If a significant change to the existing land use pattern can occur elsewhere in Fallbrook, why not here?

74 4-4 "Relocation impacts…would remain unmitigable." Doesn't this eliminate the Southern Alternative as a viable alternative under CEQA guidelines?

75 4-4 Why is Growth cited as an Unavoidable Impact when this section admits that "Growth within the project area would most likely occur without the proposed project or either project alternative?"

76 4-4 The DEIR argues that "the Southern Alignment….would increase access to the area" but the proposed roadway has no access points other than at its eastern and western termini. (The possibility that developers could pay for access should be included here.)

77 4-5 "Mitigation for visual impacts….would be infeasible…" Again, if this is infeasible, how can it be a viable alternative?

78 4-9 According to Table 4.7-1 Average Difference in Regional CO_2 Emissions, the Southern Alternative is significantly better in its effect on climate change. What role did this play in Caltrans conclusions?

79 4-10 If the Southern Alternative did so much better with emissions, why did the DEIR conclude that "it is too speculative to make a significance determination regarding the project's direct impact and its contribution on the cumulative scale to climate change?"

80 Comment: Construction of the Existing Alignment Alternative could seriously impose on people's health, welfare, safety and enjoyment of property rights.

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Alignment Alternative, and the displacement of the Vessels Stallion Farm that would result, would introduce a new transportation corridor into a largely undeveloped area south of the San Luis Rey River that could reduce the cost of development along the proposed alignment by giving new access to the undeveloped properties.

71 Impacts to farmland are rated by the Natural Resources Conservation Service (NRCS), which determines impacts to farmland based on the presence of soils within the project corridor. Based on this analysis, NRCS concluded that neither build alternatives would result in adverse impacts to farmlands that would exceed the rating threshold of 160. These effects are described in Section 3.5. Caltrans would provide compensation to all property owners affected by partial or full property acquisitions, including those who own properties with farmland. This compensation would be negotiated after project approval.

72 This section is describing the cumulative impacts the Southern Alignment Alternative would have on land use and new patterns of future development. These types of cumulative impacts would be more difficult to fully mitigate because those predicted changes in land use could permanently change the community's character.

73 This discussion refers to direct impacts to farmland associated with implementation of the Southern Alignment Alternative. Other proposed developments east of I-15 may impact farmland, but these impacts would not result from the implementation of the proposed project and would need to be analyzed, permitted, and approved as a separate project by the local agency with jurisdiction over each project. The Draft EIR/EIS includes conversion of agricultural land associated with future projects in the cumulative analysis of farmland impacts presented in Section 3.29.

74 This conclusion does not "disqualify" the Southern Alignment Alternative from consideration. It is not preferable for environmental and cost reasons disclosed in the Final EIR/EIS.

75 Although growth would occur without the proposed project, implementation of the Southern Alignment Alternative would introduce a new transportation corridor, coupled with two new bridges, guardrails, drainage structures, and other associated construction components, into a largely undeveloped area south of the San Luis Rey River. Introduction of this new transportation corridor could reduce the cost of development along the proposed alignment by giving new access to the undeveloped properties. Therefore, implementation of the Southern Alignment Alternative would have the potential to result in additional growth beyond what may occur without the proposed project.

76 Under the Southern Alignment Alternative, future developments could pay for additional traffic signals and new development connections to SR-76. This section adequately addresses the potential for the Southern Alignment

Alternative to influence growth. A full discussion of growth-related impacts is provided in Section 3.4 of the document.

77 This conclusion does not "disqualify" the Southern Alignment Alternative from consideration. It is not preferable for environmental and cost reasons disclosed in the Final EIR/EIS.

78 Caltrans considers potential project impacts to each resource area in the selection process for the preferred alternative, including emissions and project effects on climate change.

79 According to Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate change in CEQA Documents (March 5, 2007), an individual project does not generate enough GHG emissions to substantially influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may participate in a potential impact through its incremental contribution combined with the contributions of all other sources of GHG. In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable." See CEQA Guidelines sections 15064(i)(1) and 15130. To make this determination, the incremental impacts of the project must be compared to the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult task.

It is Caltrans' determination that, in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct impact and its contribution on the cumulative scale to climate change.

80 Because of the limitations in the methodologies for forecasting health impacts described in Section 3.18, specifically "Information that Is Unavailable or Incomplete," any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities, plus improving access for emergency response, that are better suited for quantitative analysis.

SR76 Action Committee
5256 S. Mission Road, PMB 703-018
Bonsall, California 92003

October 28, 2010

Debra Soifer
CALTRANS District 11
4050 Taylor St. MS242
San Diego, Ca. 92110

1 Enclosed are 66 additional petition signatures representing residents in favor of SR76 Southern Alignment Alternative construction.

We respectfully request that CALTRANS add these to the petitions already submitted.

Donna Kerwin

For SR76 Action Committee

1 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. The petitions, as well as those received from other people, have been received and are included in the project files. One petition has been specifically responded to below, and all persons submitting comments have been added to the project distribution list.

The names of those who signed the petition are listed below:

Carl Sanford
Gary Gebhart
Gregg Shift
Rachel Shift
Carl C. Heras
Mario Gonsales
Gail Connor
Jim Connor
Wayne Warwick
Martha Allerman
Isabel Perlinski
Steve Perlinski
Beth Becker
William Becker
Valerie Tate
Judith C. Wray
Anna McCann
Sigornie Goodwin
Janet Christiano
James J. Christiano
Karen DuVall
Brent Westcott
Cameron Westcott
Rick Westcott
John Wickstrom
David Barrick
Jason Barrick
Gemma Bannon
Joe McCann
Efrain Cazales
Stephen O'Sullivan
Leslie Sinagub
Helen Kirkpatrick
Jane Schuler
Pedro Perez

_____ACTION 76_____

home, pg 2 DEIR, pg 3 FCPG Motion pg 4 Opinions pg 5 send Caltrans comments

JOIN THOUSANDS OF OTHERS AND TELL CALTRANS TO KEEP PALA A LOCAL ROAD.

Check one or more of the statements below and

Submit this form supporting the Southern Alignment Alternative to:

Ms Debra Soifer
California Dept of Transportation
4050 taylor St. MS242
San Diego, CA 92110

A southern route is preferred because;

- [x] Is expandable to 6 lanes
- [x] Allows emergency vehicles easy access to Fallbrook and Bonsall homes.
- [x] Is not obsolete in 15 years!
- [x] Retains Community character and cohesion!
- [x] Reduces vehicular pollution with "friction free" traffic flow!
- [x] Reduces 3-4 years of construction delays!
- [x] Is the safest route safety trumps cost!
- [x] Creates 4 new lanes and keeps a 2 lane road for local traffic
- [ ] is the preferred route as it will clearly move more traffic, safer, and over a longer period of time than the existing route!

NAME: Katherine Blaskiewicz
ADDRESS: [illegible]
CIITY, STATE, ZIP [illegible]
EMAIL: [illegible]

Action76 will collect and send completed forms to Caltrans or you can print this form and mail it to the address above.

Reset To print this form RIGHT click and select PRINT or go to file and select print. Submit

2 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

COMMUNITY EMAIL PETITION
REGARDING WIDENING OF STATE ROUTE 76
(South Mission Road to Interstate 15)

WHEREAS, Caltrans and SANDAG intend to widen and develop a five-mile stretch of SR76 from South Mission Road to Interstate 15 (hereinafter referred to as **"SR76"**); and

WHEREAS, SR76 will be developed as a four-lane conventional highway, with a concrete wall dividing opposing traffic; and

WHEREAS, the development of SR76 is necessary to accommodate thousands of commuters making daily trips on SR76, and to accommodate estimated traffic increases from new residential and commercial developments; and

WHEREAS, two different alternative plans are being considered to accomplish the future development of SR76: *Plan 1* – widening SR76 along its existing route (hereinafter referred to as the **"Existing Alignment Alternative"**); and *Plan 2* – constructing a new highway to the south side of the San Luis Rey River (hereinafter referred to as the **"Southern Alignment Alternative"**), turning over the existing route to the County for possible use as a frontage road;

WHEREAS, on October 30, 2008, the *Village News* reported that Caltrans project manager, Mark Phelan, stated that there has been no large opposition to either of the two alternative plans, and that most residents seem to prefer that Caltrans simply just widen SR76 along its existing route;

WHEREAS, the Existing Alignment Alternative will (1) increase traffic noise for residents, (2) disrupt neighborhoods adjacent to or near SR76 ; (3) change the rural character of the Fallbrook-Bonsall community adjacent to or near SR76, (4) create negative visual impacts due to cuts, fills and structures, (5) impact local traffic flow; and (6) pose safety concerns; and

WHEREAS, the Southern Alignment Alternative offers numerous present and future benefits to local residents and commuters;

PETITION

NOW THEREFORE, the undersigned hereby opposes the Existing Alignment Alternative and requests that the development and widening of SR76 be done in accordance with the Southern Alignment Alternative proposed by Caltrans.

I hereby certify that I am a resident of the State of California, and that I am over the age of 18.

Print Name: GARY BRYSON **Signature:**
Address: 3608 ALTA VISTA DR. FALLBROOK 92028

Please return petition to:

Hand Delivery
Bonsall Postal & Imaging Center (River Village)
5256 S. Mission Rd.
Bonsall, CA 92003

Mail
SR76 Action Committee
5256 S. Mission Rd. PMB 703-013
Bonsall, CA 92003

COMMUNITY PETITION RE WIDENING OF SR76

3 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. The Community Email Petitions have been received and are all included in the project files. One petition has been specifically responded to below, and all persons signing the petition have been added to the project distribution list.

Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, and comments from the public, Native American tribes, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

SR76 Action Committee
5256 S. Mission Road, PMB 703-018
Bonsall, California 92003

October 30, 2010

Debra Soifer
CALTRANS District 11
4050 Taylor St. MS242
San Diego, Ca. 92110

1 Enclosed are 47 additional petition pages with signatures representing residents in favor of SR76 Southern Alignment Alternative over the Existing Alignment.

We respectfully request that CALTRANS add these to the petitions that have already been submitted.

Donna Kerwin

For SR76 Action Committee

1 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. The petitions, as well as those received from other people, have been received and are included in the project files. One petition has been specifically responded to below, and all persons submitting comments have been added to the project distribution list.

The names of those who signed the petition are listed below:

Annie Kaptur
Beverly Snider
Ester Kroofle
Lauren Mastro
Teresa J. Frost
Rowena A. Pool
David Miller
Andrea G. Mendez
Enrique H. Mendez
Morie S. Rogel
Perla Gonzalez
Robert W. Varrington
Allison Rush
Jim Rush
David Warren
Craig Campbell
Ronda S. Huber
Rafael Nieto
Abdul Adnaj
Edwin Cerritero
Fred Reid
John P. Adams
Wanda Savage
Marisol Gonzales
Mike Hostler
Kathleen Fransway
Corina Dominguez
Elias Salinas
Michael Kepler
Carla J. Strickforth
Jessica Van Eik
Jason Van Eik
Michael McCoy
Janie Pettric
Herb Taylor
Harold Fritz Muller
Cindy Gibson Floyd
Steve Dousin
Arlene Ruthersoff
James C Pickel
Brenda J. Pickel
Peter Deir
Sally Broff
Robert Groh
Steve & Vicki Dodson
CC Willis
Camilla Willis

COMMUNITY EMAIL PETITION
REGARDING WIDENING OF STATE ROUTE 76
(South Mission Road to Interstate 15)

WHEREAS, Caltrans and SANDAG intend to widen and develop a five-mile stretch of SR76 from South Mission Road to Interstate 15 (hereinafter referred to as **"SR76"**); and

WHEREAS, SR76 will be developed as a four-lane conventional highway, with a concrete wall dividing opposing traffic; and

WHEREAS, the development of SR76 is necessary to accommodate thousands of commuters making daily trips on SR76, and to accommodate estimated traffic increases from new residential and commercial developments; and

2 WHEREAS, two different alternative plans are being considered to accomplish the future development of SR76: *Plan 1* – widening SR76 along its existing route (hereinafter referred to as the **"Existing Alignment Alternative"**); and *Plan 2* – constructing a new highway to the south side of the San Luis Rey River (hereinafter referred to as the **"Southern Alignment Alternative"**), turning over the existing route to the County for possible use as a frontage road;

WHEREAS, on October 30, 2008, the *Village News* reported that Caltrans project manager, Mark Phelan, stated that there has been no large opposition to either of the two alternative plans, and that most residents seem to prefer that Caltrans simply just widen SR76 along its existing route;

WHEREAS, the Existing Alignment Alternative will (1) increase traffic noise for residents; (2) disrupt neighborhoods adjacent to or near SR76 ; (3) change the rural character of the Fallbrook/Bonsall community adjacent to or near SR76; (4) create negative visual impacts due to cuts, fills and structures; (5) impact local traffic flow; and (6) pose safety concerns; and

WHEREAS, the Southern Alignment Alternative offers numerous present and future benefits to local residents and commuters;

PETITION

NOW THEREFORE, the undersigned hereby opposes the Existing Alignment Alternative, and requests that the development and widening of SR76 be done in accordance with the Southern Alignment Alternative proposed by Caltrans.

I hereby certify that I am a resident of the State of California, and that I am over the age of 18.

Print Name: ANNIE KAPTUR **Signature:** Annie Kaptur
Address: 1058 EMELITA

Please return petition to:

Hand Delivery
Bonsall Postal & Imaging Center (River Village)
5256 S. Mission Rd.
Bonsall, CA 92003

Mail
SR76 Action Committee
5256 S. Mission Rd., PMB 703-018
Bonsall, CA 92003

COMMUNITY PETITION RE WIDENING OF SR76

2 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. The Community Email Petitions have been received and are all included in the project files. One petition has been specifically responded to below, and all persons signing the petition have been added to the project distribution list.

Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, and comments from the public, Native American tribes, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

DuMonte & Joan Voigt
3688 Lancewood Way
Fallbrook, CA 92028

email: cad4775@sbcglobal.net telephone: (760) 731-2820

Ms Debra Soifer
California Department of Transportation, District 11
4050 Taylor St. MS 242
San Diego, CA 92110

Date: October 29, 2010

Ms. Soifer,

I managed the Website, keepfallbrooksafe.com, for 76ACTION which provided among other things an online questioner on the Southern Alignment Alternative. This questioner could be copied and sent direct to Caltrans, a Postal Mail box, or forwarded by link to 76ACTION. The check box questioner deals with the need for 6 East/West lanes and the Southern alignment would result in Keeping Pala a LOCAL Road. Also the questioner contains the name, address, and a optional email address of the person responding to the questioner.

1

I am enclosing a printed copy of the 76ACTION website questioner and 22 completed questioners with 26 names to add to the long list of people who prefer the Caltrans Southern alignment Alternative. Please include these questioners in the 76 public comment file.

Also, enclosed are 7 additional signed petitions supporting the Southerna Alignment alternative recently received through the 76ACTION website.

Fix 76 and Keep Pala a Local Road!

Sincerely;

Monte Voigt

1 Thank you for your comments and your support of the Southern Alignment Alternative. The petitions have been received and are included in the project files.

One petition has been specifically responded to below, and all people who signed the petition have been added to the project distribution list.

76 ACTION (ALL) 76 ACTION - ALL http://us.mg204.mail.yahoo.com/d...

From: Intuit Websites (formsubmission@homesteadsupport.com)
To: Action76@sbcglobal.net;
Date: Mon, October 18, 2010 5:37:25 PM
Cc:
Subject: Your Web Site Received a Form Submission

A visitor to your Web site has filled out the form located at:
http://www.keepfallbrooksafe.com/Send-Comments.html

Checkbox 1 Is expandable to 6 lanes
Checkbox 2 Allows emergency vehicles easy access to Fallbrook and Bonsall homes.
Checkbox 3 Is not obsolete in 15 years!
Checkbox 4 Retains Community character and cohesion!
Checkbox 5 Reduces vehicular pollution with "friction free" traffic flow!
Checkbox 6 Reduces 3-4 years of construction delays!
2 Checkbox 7 Is the safest route safety trumps cost!
Checkbox 8 Creates 4 new lanes and keeps a 2 lane road for local traffic
One Line Textbox 5 NAME:Ayn Bryant, First Vice President Fallbrook Woman's club
One Line Textbox 6 ADDRESS:329 Greenview Lane
One Line Textbox 7 CIITY, STATE, ZIPFallbrook, CA 92018
One Line Textbox 8 EMAIL:aynbryant@yahoo.com
Checkbox 9 is the preferred route as it will clearly move more traffic, safer, and over a longer period of time than the existing route!

Regards,
The Intuit Team

1 of 1 10/19/2010 9:59 AM

2 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, and comments from the public, Native Americans, and the resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

76 Action
5256 Mission Road, Suite 703
Bonsall, CA 92003

October 19, 2010

Ms. Cindy McKim
Director, Caltrans
1120 N Street
Sacramento, CA 94274

Dear Ms. McKim:

Enclosed is a copy of the "Open Letter" published in the North County Times Thursday, October 14, 2010 regarding the SR76 expansion.

A copy of the article as well as this letter is being mailed to the following persons:

1

The Honorable Darrell Issa	Ms. Debbie Soifer
The Honorable Dennis Hollingsworth	Mr. Charles Stoll
The Honorable Kevin Jeffries	Mr. James Earp
Mr, Bill Horn	Mr. John Chalker
Ms. Ann Fox	Mr. Joseph Tavaglione

We ask that you, and the respective recipients, review the article and inform the Action 76 Committee of your position.

Thank you.

Very truly yours,

76 Action

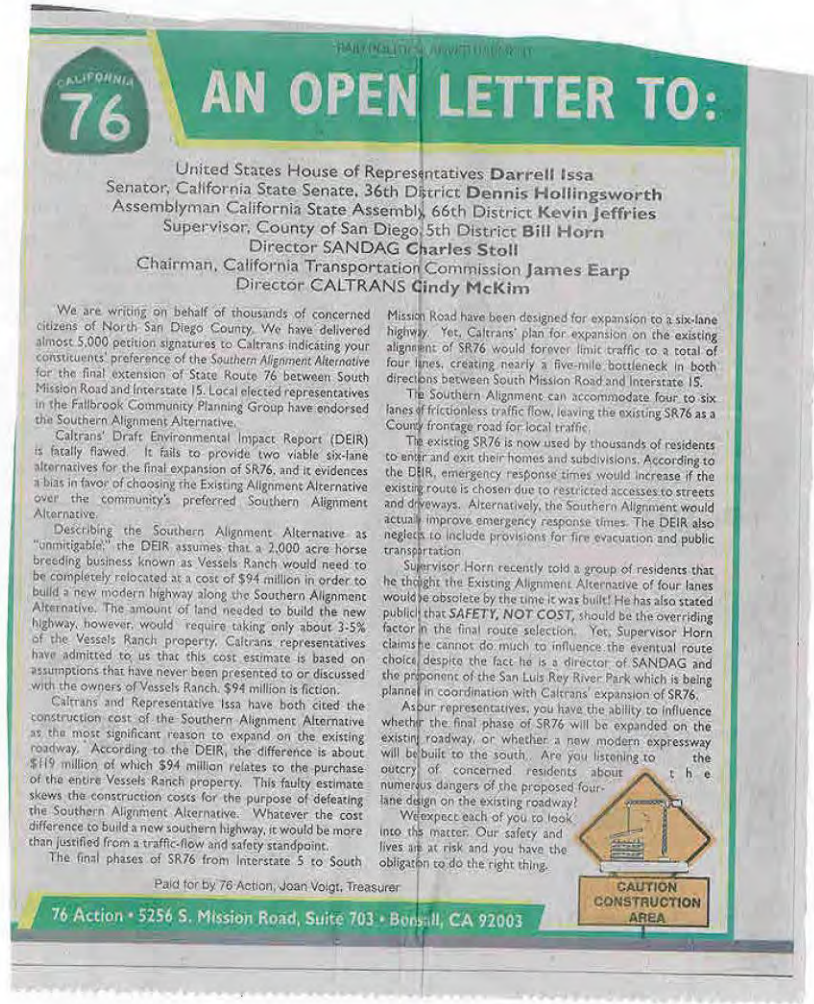
enc.

1 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. We have received and read your letter. Our responses to the issues raised in the letter are included below.

Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes, along with turn pockets, would be further studied and incorporated, whenever practical, during final design.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall County response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.



CALIFORNIA 76

AN OPEN LETTER TO:

United States House of Representatives **Darrell Issa**
Senator, California State Senate, 36th District **Dennis Hollingsworth**
Assemblyman California State Assembly, 66th District **Kevin Jeffries**
Supervisor, County of San Diego, 5th District **Bill Horn**
Director SANDAG **Charles Stoll**
Chairman, California Transportation Commission **James Earp**
Director CALTRANS **Cindy McKim**

We are writing on behalf of thousands of concerned citizens of North San Diego County. We have delivered almost 5,000 petition signatures to Caltrans indicating your constituents' preference of the *Southern Alignment Alternative* for the final extension of State Route 76 between South Mission Road and Interstate 15. Local elected representatives in the Fallbrook Community Planning Group have endorsed the Southern Alignment Alternative.

Caltrans' Draft Environmental Impact Report (DEIR) is fatally flawed. It fails to provide two viable six-lane alternatives for the final expansion of SR76, and it evidences a bias in favor of choosing the Existing Alignment Alternative over the community's preferred Southern Alignment Alternative.

Describing the Southern Alignment Alternative as "unmitigable," the DEIR assumes that a 2,000 acre horse breeding business known as Vessels Ranch would need to be completely relocated at a cost of $94 million in order to build a new modern highway along the Southern Alignment Alternative. The amount of land needed to build the new highway, however, would require taking only about 3-5% of the Vessels Ranch property. Caltrans representatives have admitted to us that this cost estimate is based on assumptions that have never been presented to or discussed with the owners of Vessels Ranch. $94 million is fiction.

Caltrans' and Representative Issa have both cited the construction cost of the Southern Alignment Alternative as the most significant reason to expand on the existing roadway. According to the DEIR, the difference is about $119 million of which $94 million relates to the purchase of the entire Vessels Ranch property. This faulty estimate skews the construction costs for the purpose of defeating the Southern Alignment Alternative. Whatever the cost difference to build a new southern highway, it would be more than justified from a traffic-flow and safety standpoint.

The final phases of SR76 from Interstate 5 to South Mission Road have been designed for expansion to a six-lane highway. Yet, Caltrans' plan for expansion on the existing alignment of SR76 would forever limit traffic to a total of four lanes, creating nearly a five-mile bottleneck in both directions between South Mission Road and Interstate 15.

The Southern Alignment can accommodate four to six lanes of frictionless traffic flow, leaving the existing SR76 as a County frontage road for local traffic.

The existing SR76 is now used by thousands of residents to enter and exit their homes and subdivisions. According to the DEIR, emergency response times would increase if the existing route is chosen due to restricted accesses to streets and driveways. Alternatively, the Southern Alignment would actually improve emergency response times. The DEIR also neglects to include provisions for fire evacuation and public transportation.

Supervisor Horn recently told a group of residents that he thought the Existing Alignment Alternative of four lanes would be obsolete by the time it was built! He has also stated publicly that ***SAFETY, NOT COST,*** should be the overriding factor in the final route selection. Yet, Supervisor Horn claims he cannot do much to influence the eventual route choice despite the fact he is a director of SANDAG and the proponent of the San Luis Rey River Park which is being planned in coordination with Caltrans' expansion of SR76.

As our representatives, you have the ability to influence whether the final phase of SR76 will be expanded on the existing roadway, or whether a new modern expressway will be built to the south. Are you listening to the outcry of concerned residents about the numerous dangers of the proposed four-lane design on the existing roadway?

We expect each of you to look into this matter. Our safety and lives are at risk and you have the obligation to do the right thing.

CAUTION CONSTRUCTION AREA

Paid for by 76 Action, Joan Voigt, Treasurer

76 Action • 5256 S. Mission Road, Suite 703 • Bonsall, CA 92003

In 2007, Caltrans began traffic technical studies for the SR-76 east segment from South Mission to I-15. Those studies were based on SANDAG's Series 10 projected year 2030 traffic volumes and land use. During the course of the project development process, SANDAG released both the Series 11 modeling, with year 2030 forecasts, and the Series 12 modeling, including year 2035 and year 2050 forecasts. The table and chart added to Section 3.10 of the Final EIR/EIS shows that the Series 10 (2030) future traffic volumes used for the current project's traffic studies fall in-between the Series 12 year 2035 and year 2050 traffic volumes.

A four-lane conventional highway is typically warranted when traffic volumes on the roadway are between 20,000 and 60,000 ADT. The traffic data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs. Upon review of these different data sets, the project team determined that the initial 2030 traffic volumes that were used for the basis of the traffic studies were indicative of year 2035–2040 volumes of the latest Series 12 forecasts. Updating the project's Series 10 traffic studies to the most recent Series 12 traffic volumes would not substantially alter the resulting volumes used for determination of the roadway width and other project features. Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

For the Southern Alignment Alternative, the existing SR-76 roadway would be relinquished to the County, and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3 – Southern Alignment Alternative.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

Traffic modeling indicated that the Southern Alignment Alternative would have a lower ADT when compared to the Existing Alignment Alternative (Preferred Alternative), since local traffic would use the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity of signalized intersections within and adjacent to the project limits would affect the flow characteristics of the roadway alternatives. Each roadway alternative has six signalized intersections within the project limits. (See Tables 3.10-11 and 3.10-13 for a detailed listing of intersections.)

SR76 ACTION COMMITTEE

5256 South Mission Road, Suite 703
Bonsall, California 92003

March 13, 2011

RECEIVED
MAR 18 2011
DIRECTOR'S OFFICE

CALTRANS
Attn: Cindy McKim, Director
1120 N Street, MS-52
Sacramento, CA 95814

Dear Ms. McKim,

The purpose of this letter is to bring your attention to several material flaws contained in the Draft Environmental Impact Report ("DEIR") for the final section of State Route 76 from South Mission Road to Interstate 15. Caltrans has proposed two alternative routes: construction of a new highway ("Southern Alignment"), and widening of the existing roadway ("Existing Alignment.")

We strongly urge that all agencies and commissioners working on behalf of Caltrans thoroughly review, without bias, the facts herein.

COST ANALYSIS

It is crucial that an accurate cost analysis be done before a route is chosen.

The most glaring flaw in the DEIR is the analysis of the construction costs associated with each route (DEIR S-5 and S-6.)

- In consideration of the Southern Alignment, the DEIR has made an inaccurate assumption that Caltrans would have to purchase and relocate the *entire* Vessels Stallion Farm, consisting of approximately 2,000 acres (DEIR 3-59). 1
- In *reality*, only about 108.7 acres is needed for the new road (DEIR S-9).

This erroneously adds $94 million to the estimated costs of the Southern Alignment, contrasting directly with the following:

DEIR Page 3-53, Paragraph 1 under Southern Alignment, states: "The Southern Alignment would result in conversion of farmland on Vessel's Stallion Farm and Kendall Palm Nursery. However, *conversions of portions of these active farmlands would not preclude these farms from continuing agricultural production on the remainder of their properties, as there would be sufficient land to continue farming and continued access to the parcel."*

Caltrans' assumption also conflicts with other information in the DEIR, which provides access for Vessels Stallion Farm to continue operation of business after completion of the Southern Alignment.

Page S-6 Paragraph 2: "One of the proposed *underpasses would accommodate pedestrians* and *would allow the private owner of the property to access both sides of the parcel."*

1 Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. As discussed in Section 3.7.3, Environmental Consequences, a number of existing facilities associated with the Vessels Stallion Farm would be impacted by the Southern Alignment Alternative based on the proposed right-of-way. Facilities affected may be able to be relocated to another portion of the property, but the ability to maintain the functions of those facilities and the overall farm operation is unknown at this time. In addition, access under the roadway may be required with implementation of the Southern Alignment Alternative, which would traverse the property. The ability to maintain the current use of the property under this alternative is unknown at this time and would be determined as part of the right-of-way acquisition process if the Southern Alignment Alternative were to be implemented. Because of the uncertainty of the ability of the farm to continue to operate if under the Southern Alignment Alternative is implemented, the possibility of relocating the facility was evaluated. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

While the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Although the remainder of the ranch property could remain in agricultural production, introduction of the Southern Alignment Alternative may preclude the Vessels Stallion Farm from continuing to operate as a horse breeding facility.

Figure 2.1-3c shows the underpass for complete access. Figure 2.1-3d shows the *few buildings affected by the Southern Alignment.* The majority of the 108.7 acres needed are currently pasture land. There is room on the remaining 1891 acres to relocate the few buildings (horse shelters) impacted. See Figures 2.1-3a, b, c, d, e and f for the complete Southern Alignment.

1 Cont. • The DEIR does not reflect the revenue that would be received from selling the remaining 1,892 acres *if* the entirety of Vessels Stallion Farm was purchased and used.

Page 3-53 Paragraph 4 states, "As shown in Table 3.5-1, a *total of 108.7 acres of farmland would be directly converted to transportation uses through implementation of this [Southern Alignment] alternative…"*

However, *per the DEIR, Vessels Stallion Farm consists of approximately 2000 acres.* The 108.7 acres needed for the Southern Alignment represents only 5.4% of Vessels Stallion Farm.

LESSER FUEL CONSUMPTION AND GREENHOUSE EMISSIONS

From an environmental health and safety standpoint, the residents of this area have deep concerns regarding the *significant carbon footprint* that would be created with the *Existing Alignment.*

2 Air quality for over 50,000 citizens of Bonsall, Fallbrook, and the surrounding unincorporated/rural areas would be worse if the Existing Alignment is chosen, due to hazardous emissions from cars waiting to make u-turns.

The Southern Alignment would have free flowing traffic with no intersections, creating a safer carbon footprint by reducing fuel consumption and emissions (Table 4.7-1)

FUTURE EXPANSION

3 With the growth projections in the DEIR (DEIR 1-6), the Existing Alignment with four lanes would be obsolete by 2030. Future expansion would be difficult, if not impossible. With Southern Alignment, future expansion would not be necessary because the Existing Alignment would be intact as a frontage road, thereby creating a total of six lanes.

RESIDENTIAL DISPLACEMENT

4 The summary at the beginning of the DEIR makes no mention of the Existing Alignment displacing a residence. On page S-7 of the Summary, the table says "*No Impact*" under "Homes/Businesses Displaced by the Existing Alignment." However, the body of the DEIR contradicts this on page 3-6, which states that a single-family residence *will* be displaced.

Although a minor point in and of itself, this discrepancy, as well as the others mentioned in this document, may indicate that the DEIR Summary is biased in order to make the Existing Alignment the preferred choice.

Thank you for your attention.

Sincerely,

June E. Shoup

June E. Shoup, Ph.D.
On behalf of the SR76 ACTION COMMITTEE

JS / cm

cc: Bimla Rhinehart, Susan Bransen, Gary Gallegos

2 Future local emissions for both build alternatives were analyzed in the Hot Spot analysis described in Section 3.18 of the Final EIR/EIS. The Hot Spot analysis includes Carbon Monoxide (CO), Particulate Matter (PM 10 and PM 2.5) and Mobile Source Air Toxics (MSAT). The proposed project only warranted a qualitative analysis for each build alternative and both were determined not to result in adverse air quality impacts.

3 A four-lane conventional highway is typically warranted when traffic volumes on the roadway are between 20,000 and 60,000 ADT. The traffic data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs. Upon review of these different data sets, the project team determined that the initial 2030 traffic volumes that were used for the basis of the traffic studies were indicative of year 2035–2040 volumes of the latest Series 12 forecasts. Updating the project's Series 10 traffic studies to the most recent Series 12 traffic volumes would not substantially alter the resulting volumes used for determination of the roadway width and other project features. Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through-lanes, with six signalized intersections and channelization (an additional lane in each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

4 The Existing Alignment Alternative (Preferred Alternative) would not displace any residential units or other property types. The reference to displacement of a single-family resident has been deleted from the Final EIR/EIS.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Christine Moosa Date: 9/23/10
(Print Clearly)
Address: 3337 ALTA VISTA DRIVE
(Print Clearly)
Contact Phone: (760) 728-9422
Email (Optional): christinemoosa@att.net

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

(1) The Fallbrook Planning group UNANIMOUSLY voted for the Southern Route –
(2) There are over 4,800 Signatures from Fallbrook
1 residents requesting the Southern Route
(3) The Northern Route can only accomodate 4 Lanes - whereas the Southern Route can accomodate 6 or more lanes.
2 (4) Who is the Final decision maker? Are they elected?

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

PUBLIC HEARING COMMENTS

1 Thank you for your comments and your support of the Southern Alignment Alternative. The petitions have been received and are included in the project files. Traffic forecasts predict that a six-lane facility is not warranted; therefore, the project proposes construction of a four-lane highway. Future expansion of the facility would not be precluded by either build alternative, however.

2 After Caltrans has received and reviewed comments from the public, regulatory agencies, local agencies, the Caltrans District Director, with assistance from an interdisciplinary team of Caltrans specialists, selects the alternative that would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip

Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Jim + Barbara Scarsa Date: 9-23-10
(Print Clearly)
Address: 3625 ROSEWOOD PL FALLBROOK
(Print Clearly)
Contact Phone: 760 731-6117
Email (Optional): Jsbls@aol.com

Do you wish to be added to the mailing list? [X] Yes [ ] No

I would like the following comments included in the public record for this project:

1 Safest route
Least amount of impact on homes nearby.
Plan for future additional traffic
Southern route is safest!

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the Existing Alignment Alternative (Preferred Alternative), please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Judy deNooy Date: 9-23-2010
(Print Clearly)
Address: 3651 Genista Place Fallbrook, CA 92028
(Print Clearly)
Contact Phone:

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☐ No

I would like the following comments included in the public record for this project:

1 I am opposed to the plan to simply widen the existing highway and to put a cement barrier down the middle. This will endanger the lives of those of us who live north of Highway 76 as it will impede emergency vehicles from reaching our neighborhoods in a timely fashion. SAFETY FIRST! The barrier will also cause the traffic volume in our neighborhoods
2 to increase as people will come through to get to the light, again endangering residents as there are no sidewalks on Knottwood on which to walk. Use the Southern route!

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

It just makes sense!

Caltrans SANDAG TransNet State Route 76 Corridor

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

2 The preliminary intersection configuration design of the proposed project is based on a combination of various studies.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: PATRICIA STANLEY Date: 9-23-10
(Print Clearly)
Address: 4650 DULIN RD
(Print Clearly)
Contact Phone: 760-451-9810

Email (Optional): —

Do you wish to be added to the mailing list? ☑ Yes ☐ No

I would like the following comments included in the public record for this project:

1 The northern alternative route is (1) dangerous and (2) constricted. It may cost less now but it will cost more because it will have to be redone sooner rather than later.

2 The Southern Route is free of obstructions, can be expanded when required and is much less disruptive to residents & business.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

The traffic data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs. Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

2 Traffic modeling indicated that the Southern Alternative would have a lower Average Daily Traffic (ADT) when compared to the Existing Alignment Alternative (Preferred Alternative) since local traffic would utilize the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity, within and adjacent to the project limits, of signalized intersections would affect the flow characteristics of the roadway alternatives. Each roadway alternative has a total of six signalized intersections within the project limits.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip

Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: FRANK KING Date: 09-23-10
(Print Clearly)
Address: 4650 DULIN Rd # 107
(Print Clearly)
Contact Phone: 1-760-723-2970

Email (Optional):

Do you wish to be added to the mailing list? [X] Yes [ ] No

I would like the following comments included in the public record for this project:

I LIVE IN RANCHO MONSERATE MOBIL HOME PARK.
PLEASE DO NOT USE DULIN Rd TO ACCESS THE SPORTS PARK
1 YOU NEED TO CONSIDER A SEPARATE EXCESS ROAD-OFF OF
THE 76 ROUTE - TO ACCESS THE SPORTS PARK AND THE
CURRENT USE OF VESSEL'S (FORMER PROPERTY)

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Future access points and/or multimodal connections between state and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region. Additionally, Dulin Road is under the jurisdiction of the County of San Diego.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip

Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: GREGORY LAWRANCE Date: 9/23/10
(Print Clearly)

Address: 3103 CAMINITA CORTINA, FALLBROOK, CA 92028
(Print Clearly)

Contact Phone: 760.451.9522

Email (Optional):

Do you wish to be added to the mailing list? ☑ Yes ☐ No

I would like the following comments included in the public record for this project:

1 I STRONGLY URGE CALTRANS TO USE THE SOUTHERN ROUTE OPTION OR ALTERNATIVE.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip

Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Winfield Wood Date: 9-23-10
(Print Clearly)
Address: 3177 Camino Portofino, Fallbrook CA 92028
(Print Clearly)
Contact Phone:

Email (Optional): winwood@roadrunner.com

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

1 I don't want to lose my ability to turn west onto SR 76 from Ramona or Via Monserate. Please leave the existing SR 76 as a frontage road.

2 Also, has a study been done yet to compare costs of expanding the new segments to 6 lanes? (Northern vs. Southern Alternative)

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Subsequent to the SR-76 South Mission to I-15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

2 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip

Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: HAROLD STANLEY Date: 9/23/10
(Print Clearly)

Address: 4650 DUNN RD #147 FALLBROOK, CA 92028
(Print Clearly)

Contact Phone: (760) 451-9810

Email (Optional):

Do you wish to be added to the mailing list? [X] Yes [ ] No

I would like the following comments included in the public record for this project:

1 I WANT THE SOUTHERN ROUTE.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Susan Bruns Date: 9/23/10
(Print Clearly)
Address: 3986 Flowerwood Lane, Fallbrook, CA 92028
(Print Clearly)
Contact Phone: (760) 731-9576

Email (Optional):

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

1 I am for the Southern route for many reasons such as fire safety, emergency aide not being considered on the existing (Northern) Route. Having to make U-turns certainly does not speed traffic along,
2 if you must go in the wrong direction to make a U & go the way to need to go. What about firemen, police, medical etc. Is that the best path for them.
3 There was a motorcross event last (over)

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

2 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. Median openings were spaced to provide the least interference to through traffic on SR-76 and were also evaluated to minimize out-of-direction travel to those local streets with restricted access; for this project, the out-of-direction travel distance for local street access was designed to be under 1 mile, with most distances being closer to 0.5 mile (see Table 3.10-10 in Section 3.10). To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

A discussion related to emergency travel time has been included in Section 3.9 of the Final EIR/EIS. While short-term effects to emergency access would occur along SR-76 during construction, emergency vehicles would maintain access on detour routes.

and the 76 was backed up. It took some people over an hour to get from Mission in Bonsall to the Rt. 15. What if there had been an ~~emergency~~ emer. such as a fire. If that traffic had been on the Southern route, local traffic would not have been affected.

3 Cont.

3 The County of San Diego OES coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip

Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: JANET WALKER Date: 9/23/10
(Print Clearly)

Address: 3679 Lancewood Fallbrook Ca 92028
(Print Clearly)

Contact Phone: 817-917-1312

Email (Optional): janet.lynnwalker@sbcglobal.net

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

1 Please keep 76 a local road. Keep our neighborhood quiet, safe & a lovely place for us all to enjoy.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip

Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: BEN ALOE Date: 10-23-10
(Print Clearly)
Address: 4074 LINDA VISTA
(Print Clearly)
Contact Phone: 7285116

Email (Optional):

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

I PREFER THE SOUTHERN RT. IF NOT -
WE WILL NOT BE ABLE TO GET OUT
1 OF VIA MONSERATE IN CASE OF
AN EMERGENCY - FIRE EVACUATION
ETC

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Subsequent to circulation of the Draft EIR/EIS, supplemental traffic studies were completed at Via Monserate and determined that a signal is warranted at the Via Monserate intersection with SR-76. Please refer to Section 3.10.

The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

Future evacuation situations would benefit from additional capacity on SR-76. Caltrans would coordinate with emergency responders in an emergency situation.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Judith L. Sisel Date: 9-23-'10
(Print Clearly)
Address: 3028 Skycrest Dr. Fallbrook CA 92028
(Print Clearly)
Contact Phone: 760-728-5160
Email (Optional): jsisel@hotmail.com

Do you wish to be added to the mailing list? ☑ Yes ☐ No

I would like the following comments included in the public record for this project:

Please listen to the Fallbrook/Bonsall residents who are very concerned about the impact the Northern Route SR76 would make on our community. The Southern route would enable Fallbrook/Bonsall residents to exit on Pala Rd safely in both directions and will provide additional safe routes for more people in event of fire evacuation. Be aware that the cost of the new highway will not be a savings if the event of a fire evacuation results in bodily injury to people trying to exit our towns in a hurry. The shadow of litigation will eventually cost the government much more than building a road in the Southern plan which will be allowed for 6 Lanes instead of 4 lanes.

1

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: JOE WALKER Date: 23 Sep 10
(Print Clearly)
Address: 3679 LANGEWOOD WAY, FALLBROOK, SYCAMORE RANCH
(Print Clearly)
Contact Phone: 661-342-8740
Email (Optional): JMWALKER@SBCGLOBAL.NET

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

– NORTHERN ALIGNMENT IS NARROW, BOTH IN THINKING BUT IN ACTUALITY. MORE ROOM IS NEEDED NOW AND FOR FUTURE GROWTH.

1 – SEEMS PRETTY APPARENT THAT THE PUBLIC WANTS THE SOUTHERN ROUTE. AND THE PUBLIC SHOULD PREVAIL.

GO SOUTH!

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

Thank you for your support of the Southern Alignment Alternative.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Charlotte & Ric McGraw Date: 9/23/10
(Print Clearly)
Address: 2667 Daisy Lane Fallbrook
(Print Clearly)
Contact Phone: 760 731 0035 / 760 685 5202
Email (Optional): Charmcg@msn.com

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

1 We are very concerned that using route would cause delays in Emergency evacuations. We strongly recommend that the Southern route be used.

2 Also, SDG & E should be included in the plans for any high power above ground electric lines, so not to put these across residential property. All other lines not along 76 should be under ground.

Charlotte McGraw

Comments must be received by November 23, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and your participation in the environmental process regarding the SR-76 highway improvement project. The County of San Diego Office of Emergency Services (OES) coordinates the overall County response to disasters. OES is responsible for alerting and notifying appropriate agencies. Caltrans would assist and coordinate with OES and other responding agencies. Under the Southern Alignment Alternative, the current SR-76 roadway would remain a two-lane road and evacuation situations would not benefit from additional capacity of the Existing Alignment Alternative.

2 Caltrans has developed utility cost estimates for each build alternative that have been included in the overall cost estimates for each build alternative. Caltrans would coordinate with all utility companies that need to relocate their facilities as a result of the proposed project and Caltrans would pay all costs it is responsible for related to the relocation of existing utilities.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Geeri Ankerman Date: 9/23/10
(Print Clearly)
Address: 3512 Alta Vista Dr
(Print Clearly)
Contact Phone: Geeri

Email (Optional):

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

1 Would like to see access going to Temecula (a left hand turn) at either Ramona or Via Monserate. It is not sensible to put a turn about at Sweetwater, 1 they only have about ¼ mile to make a "U" turn 1 the traffic out of Sweetwater is very light. Ramona or Via Monserate would make much more sence with the amont of cars exiting to turn left.

2 Also what about keeping the existing Frontage Road + making 4 more lanes?

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

2 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Alonzo & Mona Castro Date: 9/23/10
(Print Clearly)
Address: 4029 Alta Vista Dr. Fallbrook 92028
(Print Clearly)
Contact Phone: 760 451-1468

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☑ No

I would like the following comments included in the public record for this project:

For over 20yrs a ½ penny tax has been Charged, we have been waiting for so long - why can't this Road be built properly? Why is a turnaround going to be put at Sweetwater rather and Ramona or Via Monserate? Because "county" cars are parked
1 there. Only a dozen homes feed into that street vs. hundreds at Ramona + Via Monserate. How many of our teenagers / or anyone are going to loose their lives before lights will be installed? Its all about getting the (15) commuters to the (5) with no regard to the res. of Fallbrook + Bonsall

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 The SR-76 South Mission to I-15 highway improvement project contains funding from the TransNet sales tax.

Subsequent to circulation of the Draft EIR/EIS, supplemental traffic studies were completed at Via Monserate and determined that a signal is warranted at the Via Monserate intersection with SR-76. Please refer to Section 3.10.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip

Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Ronald J. Sisel MD Date: 9/23/10
(Print Clearly)
Address: 3028 Skycrest DR, Fallbrook CA 92028
(Print Clearly)
Contact Phone: 760 728 5760
Email (Optional): rjsisel@gmail.com

Do you wish to be added to the mailing list? ☑ Yes ☐ No

I would like the following comments included in the public record for this project:

The Southern route is much preferred for Fallbrook residents for these reasons

1 — more evacuation exits for Fb residents in case of fire

— easier access go E or W to Fb residents living near Hwy 76

— as area population continues to increase (inevitable), easier to convert Southern route to 6 lanes

Ronald J. Sisel MD

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: PHILLIP JOHNSON Date: 9/23/10
(Print Clearly)
Address: 2911 NUESTRA LN., FALLBROOK, CA. 92028
(Print Clearly)
Contact Phone: (760) 723-3437
Email (Optional): phillclj@yahoo.com

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

(1) I AM AGAINST THE SOUTHERN ROUTE
(2) WHY CHANGE ALL OF #76 FOR THE LAST 5 MILES.
(3) 4 NEW BRIDGES WOULD HAVE TO BE BUILT IF THE SAME BRIDGE SETUP IS FOLLOWED AS THE OTHER BRIDGE (TWO BRIDGES EACH WAY
1 (4) WHY DENY PEOPLE IN SOUTH FALLBROOK ACCESS TO THE #76?
(5) ACCORDING TO THE PAPER SOUTHERN ROUTE $320,000,000
(6) " " " " NORTHERN " $200,000,000

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Bernie Burke Date: 9/23/10
(Print Clearly)
Address: 38 Shady Hill Lane Fallbrook 92028
(Print Clearly)
Contact Phone: 760-723-0972
Email (Optional): bernieburke@roadrunner.com

Do you wish to be added to the mailing list? ☑ Yes ☐ No

I would like the following comments included in the public record for this project:

1 1. Please, please, require that utility lines be put underground. Clearly this is the path our whole society is going toward for many reasons, and it will never be cheaper or less disruptive than now.

2 2. I hesitate to endorse the southern route because of the high cost increase. Not all residents support the southern route

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Caltrans has developed utility cost estimates for each build alternative that have been included in the overall cost estimates for each build alternative. Caltrans would coordinate with all utility companies that need to relocate their facilities as a result of the proposed project and Caltrans would pay all costs it is responsible for related to the relocation of existing utilities.

2 Thank you for your comment. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Judy Sterling Date: 9/23/10
(Print Clearly)
Address: 3662 Kate Sendre Dr, Fallbrook
(Print Clearly)
Contact Phone: 760-728-4444
Email (Optional): jsterl132@yahoo.com
Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

1 I support the southern route because it will not have as much of an impact of heavy traffic near the home I purchased just one year ago to get away from congestion, and evacuation in case of fire.
Please consider the impact the northern route would have on the Fallbrook community.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for expressing your preference for the Southern Alignment Alternative. Potential impacts associated with both build alternatives have been analyzed throughout Chapter 3 of the EIR/EIS.

The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

Keep San Diego Moving
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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: DEAN WHITE Date: 9-23-10
(Print Clearly)
Address: 4650 DULIX RD. #81
(Print Clearly)
Contact Phone: 760-723-7336

Email (Optional):

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

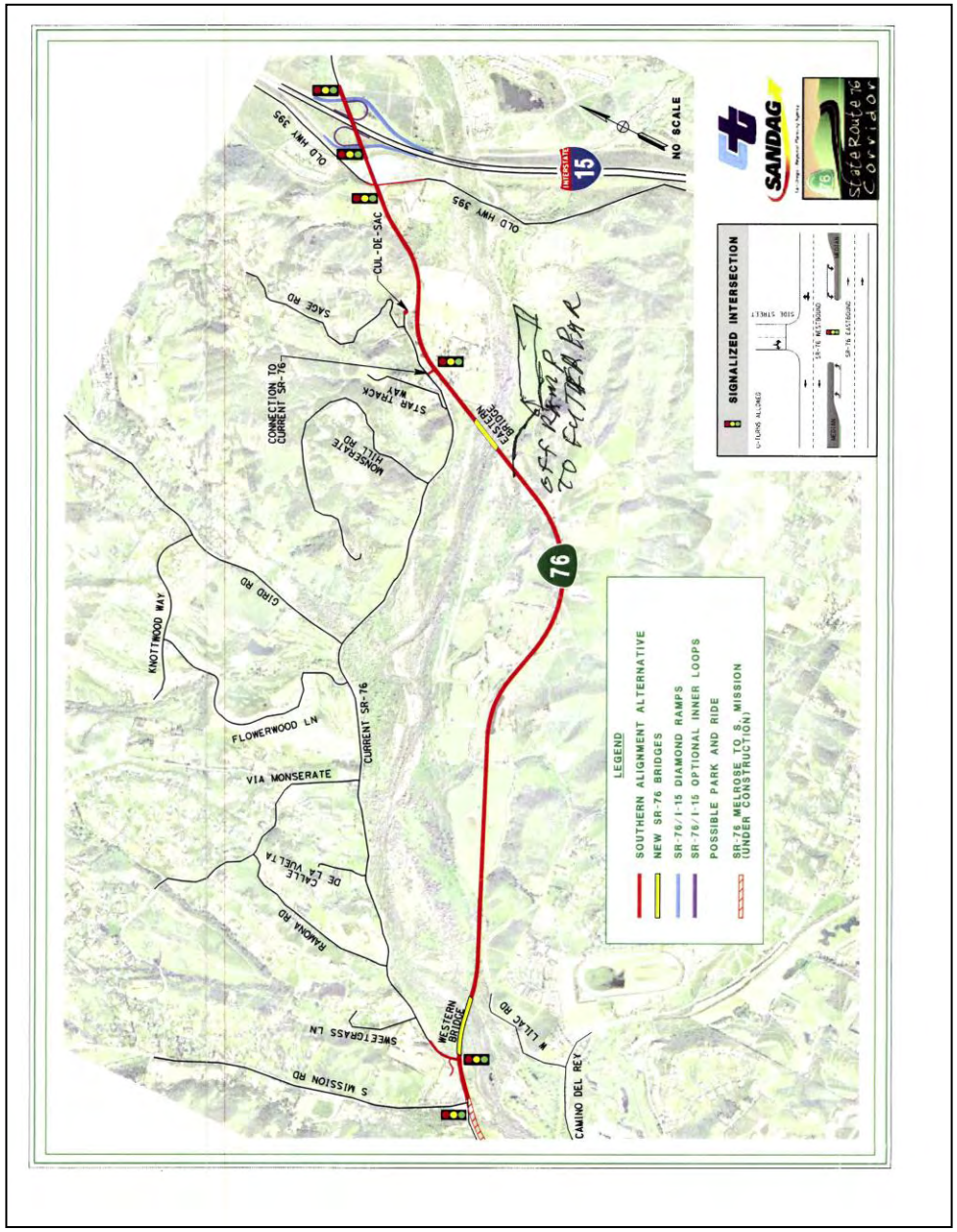
1 SOUTHERN RT. WOULD BE SAFER. LESS INTER-
SECTIONS. LESS ACCIDENTS. OFF RAMP TO
THE PARK

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Each build alternative would have six intersections. Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Future access points and/or multimodal connections between state and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region.


LEGEND
SOUTHERN ALIGNMENT ALTERNATIVE
NEW SR-76 BRIDGES
SR-76/I-15 DIAMOND RAMPS
SR-76/I-15 OPTIONAL INNER LOOPS
POSSIBLE PARK AND RIDE
SR-76 MELROSE TO S. MISSION (UNDER CONSTRUCTION)
SIGNALIZED INTERSECTION
SANDAG
NO SCALE
76
15
CAMINO DEL REY
W LILAC RD
WESTERN BRIDGE
EASTERN BRIDGE
S MISSION RD
SWEETGRASS LN
RAMONA RD
DE LA CALLE VUELTA
VIA MONSERATE
FLOWERWOOD LN
CURRENT SR-76
KNOTTWOOD WAY
GIRO RD
MONSERATE HILL RD
STAR TRACK WAY
CONNECTION TO CURRENT SR-76
SAGE RD
CUL-DE-SAC
OLD HWY 395
OFF RAMP TO CUTTER PAR

Keep San Diego Moving
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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Jim Sadler Date: 9-23-10
(Print Clearly)
Address: 2132 Vista Valle Verde Fallbrook CA 92028
(Print Clearly)
Contact Phone: 760 723 8135
Email (Optional): jmsadler@jascopacific.com

Do you wish to be added to the mailing list? X Yes ☐ No

I would like the following comments included in the public record for this project:

1 Please be sure in the cost benifit analysis you consider the value of the existing road that will be destroyed.
If instead of a existing road it was a building the state would need to compensate the owner of the building for demolishing its

Thank for the opportunity to express this
Jim Sadler

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for providing your thoughts on the project. For the Southern Alternative, the existing SR-76 roadway would be relinquished to the County of San Diego in good repair and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3—Southern Alignment Alternative.

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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Robert S. Harris Date: 9/23/10
(Print Clearly)
Address: 3426 Sarah Ann Dr
(Print Clearly)
Contact Phone: 1-760-645-3763

Email (Optional):

Do you wish to be added to the mailing list? [X] Yes [ ] No

I would like the following comments included in the public record for this project:

1 a traffic light needs to be installed at the entrance to Faubus Farms, whichever route is selected without a signal light it would be extremely dangerous for people leaving the Farm, particularly when pulling a trailer.

2 With the southern route will it be possible to build a new riding trail under the bridge to access the existing riding trails going west?

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Forecasted traffic volumes do not warrant a traffic signal at the driveway to Faubus Farms. A traffic signal at this location would interrupt traffic flow. An opening in the barrier would allow left turns into and out of the driveway. Without a traffic signal, adequate stopping sight distance is provided for vehicles entering or exiting this property.

A left turn pocket in the eastbound direction is proposed for vehicles entering the Faubus Farms property. SR-76 from South Mission Road to Interstate 15 is part of the California Legal Truck Network. As described in the Highway Design Manual, California Legal Design Vehicles are a truck tractor-semitrailer with a maximum overall length of 65 feet and maximum width of 8.5 feet. Preliminary design studies have determined that this design vehicle can complete the turn movements expected at this location. Turn pocket storage lengths would be further studied in final design.

2 A Memorandum of Understanding between Caltrans and the County of San Diego outlines the proposed River Park features that Caltrans would implement during the final design and construction phase of the SR-76 South Mission to Interstate 15 roadway project. Along the SR-76 project corridor, these River Park features include the construction of staging areas, at predetermined and agreed upon locations, with trail access; construction of at-grade equestrian crossings, where feasible, with signal actuators, at equestrian level, at specified intersections; installation of fencing; and construction of a multi-use trail along the southern boundary of the SR-76 roadway. Caltrans would accommodate trails inside the highway right-of-way where feasible. These areas would be relinquished to the County of San Diego for operations and maintenance. No equestrian undercrossings are proposed along the Southern Alignment Alternative, but equestrians access would be provided over the proposed bridges.

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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: KATHY Sulak Date: 9/23/10
(Print Clearly)
Address: 2506 Dos Lomas, Fallbrook, CA
(Print Clearly)
Contact Phone: 760 723-1191

Email (Optional):

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

1 Have you considered public transportation and park access if you expand the existing Pala Road

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Public transportation would benefit from the additional capacity on SR-76 in the post-project conditions. A BREEZE Route 388 bus stop was recently identified along SR-76 within the project limits west of the SR-76/I-15 NB on-ramp. Bus stops exist north of SR-76 on both South Mission Road and Old Highway 395. Proposed expansion of the northern Park and Ride facility would include improvements to the current bus stop.

Future access points and/or multimodal connections between state and local facilities would not be precluded. These requirements would be reviewed and/or approved on an individual basis. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region.

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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Judith A. Nelson Date: 9/23/10
(Print Clearly)
Address: 3628 Genista Place Fallbrook, CA 92028
(Print Clearly)
Contact Phone: 760-728-8448

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☒ No

I would like the following comments included in the public record for this project:

1 Please give us a southern route that will provide safety, fire protection, easy on + off, and large enough to accommodate all the traffic that will come this way when the road is finished! Traffic stays away now if they can because of the crowded road - imagine when it finally opens all the cars will finally say "Oh Goodey, we can go to 76 now! Four lanes on northern route just won't do it!

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 The traffic data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs. Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, six signalized intersections and turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Lisa McCann Date: 9/23/10
(Print Clearly)
Address: 2484 Palo Vista Road Fallbrook 92028
(Print Clearly)
Contact Phone: 760-728-1897
Email (Optional): weldonedo@verizon.net

Do you wish to be added to the mailing list? ☑ Yes ☐ No

I would like the following comments included in the public record for this project:

1 The DEIR does not address the impact of widening the eastern segment of SR 76 to 6 lane. I understand the 6 lane expansion was considered for the other segments. Why ~~we~~ wasn't it studied for the eastern segment.
IF CALTRANS is considering 2 routes for the eastern segment as noted in the DEIR why has construction begun from Mission Road to Sweetgrass Road?

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 A four-lane conventional highway is typically warranted when traffic volumes on the roadway are between 20,000-60,000 ADT. The data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs. Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Construction on the proposed project has not begun. There was a project by the County of San Diego near their road station between Mission Road and Sweetgrass. Additionally, construction has begun for widening of SR-76 between Melrose Drive and South Mission Road, which overlaps with the proposed project from South Mission Road to Sweetgrass Lane.

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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Fred McCutcheon Date: 9/23/10
(Print Clearly)
Address: 4715 Calle de la Vuelta, Fallbrook, CA 92028
(Print Clearly)
Contact Phone: 760-505-3893

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☐ No

I would like the following comments included in the public record for this project:

One benefit of the Southern alternative that does not seem to be addressed anywhere is the improvement to the residents along Pala Road arising from the greatly reduced traffic flow.

1 – noise levels will decline from those of today

– the present hazards of joining the traffic on 76 will be reduced

– access to the river will be easier with less traffic

I suggest that these and any other that I have missed be incorporated into the benefits of the Southern alternative

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

As described in Section 3.19.4, noise abatement was found to be infeasible at four locations under the Southern Alignment Alternative, compared to three locations under the Existing Alignment Alternative. Therefore, impacts related to noise under the Southern Alignment Alternative would not be fewer compared to the Existing Alignment Alternative.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Future access points and/or multimodal connections between State and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region. Please contact the County of San Diego about your specific concerns.

Traffic modeling indicated that the Southern Alternative would have a lower Average Daily Traffic (ADT) when compared to the Existing Alternative since local traffic would utilize the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity, within and adjacent to the project limits, of signalized intersections would affect the flow characteristics of the roadway alternatives. Each roadway alternative has a total of six signalized intersections within the project limits. (See Tables 3.10-11 and 3.10-13 for a detailed listing of intersections.)

Keep San Diego Moving
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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Richard Conan (Print Clearly) Date: 9/23/10

Address: 4650 Dulin Rd # 231 (Print Clearly)

Contact Phone: Cell ph: 949-677-2220

Email (Optional): theconans@roadrunner.com

Do you wish to be added to the mailing list? ☑ Yes ☐ No

I would like the following comments included in the public record for this project:

1 SAN DIEGO County is considering making public access to their planned recreational park directly through our Senior Community - Rancho Monserate - on Dulin Rd at Old 395. There are 400 older citizens in that community - most of whom drive golf carts to access the clubhouse, tennis courts, golf course, and the homes of other residents. The County's consideration to send 500 to 1,000 cars per day down Dulin Rd would create an enormous safety hazard as well as cripple if not destroy our pursuit of happiness and independence. PLEASE, PLEASE help the County find another access route. (Over)

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Dulin Road is a County operated and maintained roadway, therefore, consideration of an access route alternate to Dulin Road is not a part of this project. Such a consideration may be made in the future and would undergo environmental review at that time as another, separate project.

Future access points and/or multimodal connections between state and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region. Please contact the County of San Diego about your specific concerns.

There is, I believe, another safety question - that being ingress and egress on Old 395. With traffic coming down a very steep hill Northbound, cars coming out of Dulin Rd onto 395 are
2 in jepardy of a crash because of high speed coming down the hill and poor visibility exiting Dulin Rd.

PLEASE, PLEASE find an alternate solution to the Dulin Rd access.

Thank You

2 See Response #1 above.

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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Cathy Monroe (Print Clearly) Date: 9-23-10

Address: 1991 Tracy Ct. Fallbrook CA 92028 (Print Clearly)

Contact Phone: 760.723.8141

Email (Optional): cat@interplace.net

Do you wish to be added to the mailing list? [X] Yes [ ] No

I would like the following comments included in the public record for this project:

1 The Southern Route will be much safer and allow for future growth. Fallbrook residents need a frontage road for fire evacuations and local trips. Don't let Bill Horn's relationship with Vessels cloud the facts.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Both build alternatives have been designed to meet Caltrans safety standards. Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

A four-lane conventional highway is typically warranted when traffic volumes on the roadway are between 20,000-60,000 ADT. The data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs. Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Traffic modeling indicated that the Southern Alternative would have a lower Average Daily Traffic (ADT) when compared to the Existing Alternative since local traffic would utilize the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity, within and adjacent to the project limits, of signalized intersections would affect the flow characteristics of the roadway alternatives. Each roadway alternative has a total of six signalized intersections within the project limits. (See Tables 3.10-8 and 3.10-9 for a detailed listing of intersections.)

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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Fred McCutchon (Print Clearly) Date: 9/23/10

Address: 4715 Calle de la Vuelta, Fallbrook, 92028 (Print Clearly)

Contact Phone: 760-505-3893

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☐ No

I would like the following comments included in the public record for this project:

1 I believe that the acquisition costs and the employment impacts of the Southern alternative are substantially overstated and are tending towards a decision in favor of the Existing alternative. The recent death of Scoop Vessels will have a significant adverse effect on the Vessels Ranch House business. This is the kind of business that can thrive in the hands of an entrepreneur, as it did under Scoop's management, but will inevitably decline, and rapidly, in his absence. The jobs will go whether or not

(over)

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 In accordance with CEQA, NEPA, and FHWA project development regulations regarding alternative analysis, the Existing Alignment Alternative and Southern Alignment Alternative, were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs.

Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

the Southern alternative is implemented.

1 cont. I strongly suggest that the project management take a hard look at the assumptions concerning the Vessels Ranch property.

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TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Connie Jordan Date: 9-23-10
(Print Clearly)
Address: 3121 Old Post Rd., Fallbrook, CA 92028
(Print Clearly)
Contact Phone: 760-728-5056
Email (Optional): Conniejordan1@gmail.com (one)

Do you wish to be added to the mailing list? X Yes ☐ No

I would like the following comments included in the public record for this project:

1 ① The Via Monserate intersection is much too dangerous, with cars trying to cross to go East. It is extremely dangerous now & the problem will exacerbate w/higher speeds & volume w/the Existing Option.

2 ② Many Fallbrook residents will be impacted by the Existing Route Option. Only one family will be significantly impacted by the Southern route, albiet, a large tract. How much of their acreage will actually be impacted? (over)

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

2 Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

3. The ~~Fire Chief~~
Public Info Officer for Oceanside
Fire Dept. feels the existing route
would become gridlocked & it would
be safer to have both the existing
2-lane + the Southern 4-lane.
Where is ~~any fire data at this~~
~~meeting?~~ the County Evacuation
Plan in all of this? Rachel Vidal
3 indicated that the projections
she showed is all they have regarding
Evacuation data. This is a critical
piece of information that is not
complete enough & the source of
much angst for citizens of Fallbrook
Please consider the Southern route,
despite the required 2 bridges.

3 The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: TOM KEEGAN Date: 9/23/10
(Print Clearly)
Address: 718 WEST WINTERHAVEN RD FALBROOK CA 92028
(Print Clearly)
Contact Phone: 760 / 803 9909

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☑ No

I would like the following comments included in the public record for this project:

1 (1) BARRIERS ARE NEEDED TO PROTECT BICYCLISTS RIDING ON THE SHOULDER BIKE "PATH" ON THE NEW RT 76

2 (2) BIKE PATH WOULD BE A LARGE ADDED VALUE IF IT WERE ADDED ALONG ~~THE~~ MISSION RD S FROM 76 TO THE FLBK HIGH SCHOOL ALONG THE STREAM TO THE WEST OF SOUTH MISSION RD

3 (3) LONG MID TERM PLAN NEED TO ELIMINATE TRAFFIC LIGHTS ON 76 - SAME AS RT 78 etc

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 A Class III Bikeway (Bike Route) is proposed that would provide for shared shoulder use with pedestrian, bicycle, or motor vehicle use and that is consistent with the current plan for the SR-76 corridor. Bicycle friendly design elements would be incorporated into the final design, whenever feasible; these elements would include 8-10 ft outside shoulders, bicycle-friendly drainage system planning and bike lanes at signalized intersections. In addition to the roadway plan, the SANDAG 2050 San Diego Regional Bicycle Plan proposes a Class I Bike Path within the project corridor, including the San Luis Rey River Trail, which would provide bicycle access from Interstate 5 to Interstate 15. Please refer to Chapter 3, Section 3.10.3, Pedestrian and Bike Access, and to Appendix B.

2 Future access points and/or multimodal connections between State and local facilities, including bicycle access and connectivity, are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region.

3 Either build alternative would include six signalized intersections, as discussed in Section 3.10.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: MARILYN LAREZ Date: SEPT 23, 2010
(Print Clearly)
Address: 2080 HILLRISE RD FALLBROOK
(Print Clearly)
Contact Phone: 760 917 5050

Email (Optional):

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

DUE TO INTELLIGENT TRAFFIC PLANNING & COMMON
SENSE SAFETY THE SOUTHERN ROUTE MAKE $ SENSE
FOR NOW & THE FUTURE. LONG TERM PLANNING
1 WILL REQUIRE MORE LANES! IF 4 LANES ARE PUT
ON THE SOUTHSIDE BENEFITS INCLUDE: "IMMEDIATE 6
LANES OF TRAVEL" WITH THE 2 LANES OF EXSISTING HWY 76; THE
ABILITY TO EXPAND THE SOUTHERN ROUTE TO ADDITIONAL LANES;
THE FREE FLOW OF TRAFFIC FROM LOCAL NEIGHBORHOODS WITH
2 ACCESS BOTH EAST & WEST WITHOUT HAVING TO BE ROUTED THROUGH
NEIGHBORHOODS ON ROADS NOT BUILT FOR THAT KIND OF TRAFFIC.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

2 Traffic modeling indicated that the Southern Alternative would have a lower Average Daily Traffic (ADT) when compared to the Existing Alternative since local traffic would utilize the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity, within and adjacent to the project limits, of signalized intersections would affect the flow characteristics of the roadway alternatives. Each roadway alternative has a total of six signalized intersections within the project limits. (See Tables 3.10-8 and 3.10-9 for a detailed listing of intersections.)

3 THE SAFETY OF TRAVEL GOING BOTH DIRECTIONS IN THE EVENT OF SMALL OR LARGE EMERGENCIES FROM PARAMEDICS & FIRE TRUCKS & POLICE RESPONDING EFFECTIVELY & TIMELY TO MAJOR EVACUATIONS.

IT IS NOT APPROPRIATE TO BLOCK WHOLE NEIGHBOR-HOODS FROM NATURAL & NORMAL TRAFFIC.

CONGESTION, JAMS, NOISE WILL BE THE RESULT OF FORCING PEOPLE TO TAKE ALTERNATE NEIGHBORHOOD ROADS. ACCIDENT & DEATH RATES WILL BE ELEVATED AS PEOPLE WILL BE TRAVELING TOO FAST ON CURVY ROADS, TRYING TO MAKE UP TIME. PEOPLE DRIVE TOO FAST NOW

4 ON HWY 76 & THAT SPEED WILL ONLY INCREASE IF THE NORTHERN ROUTE IS TAKEN MAKING ANY ACCESS RIGHT TURN ONLY OR RT & LT TURNS A FATAL ACCIDENT WAITING TO HAPPEN.

PLACING THE ROUTE TO THE SOUTH SIDE THROUGH LESS DENSLY POPULATED AREA MEANS GREATER SAFETY FOR ALL! THE INCREASE IN TRAFFIC NEEDS TO BE CHANNELLED AWAY FROM RESIDENTIAL NEIGHBORHOODS.

5 MOVE THAT HWY 76 TO THE SOUTHERN ROUTE. IT ONLY MAKES SENSE FOR SAFETY, FUTURE EXPANSION & THE BEST FLOW OF TRAFFIC.

THANK YOU!
Marilyn Rae

3 As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

4 The geometrics proposed for the SR-76 South Mission to Interstate 15 project include features characteristic of a typical conventional highway facility. To improve roadway operation and safety, roadway features, such as flatter curve radii, tangent sections, standard shoulder widths, wide medians, and clear recovery zones, were proposed for both alternatives while making every effort to minimize the impacts to property, existing terrain, and environmentally sensitive areas within the project limits.

Intersection configurations and local street access were also analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, is proposed to minimize head-on collisions along the SR-76 roadway. Median openings were evaluated and spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

5 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Belinda Segura Date: 9/23/10
(Print Clearly)
Address: 4041 Flowerwood Lane
(Print Clearly)
Contact Phone: 760-723-9592

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☐ No

I would like the following comments included in the public record for this project:

1 My concern is regarding our exit
from Flowerwood Ln. that will not be
accessible and we need to go out at
Gird. I am in favor of the southern
route since that would leave the old
2 76 as a frontage. Now just to get to
School (BES) we need to leave more
than thirty minutes prior to school
starting.
Go with southern route !!

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

2 For the Southern Alternative, the existing SR-76 roadway would be relinquished to the County of San Diego in good repair and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3—Southern Alignment Alternative. Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: ROBERT KERN Date: 9-23-10
(Print Clearly)
Address: 4650 DULIN RD #189 MOBIL-PARK MONSERATE
(Print Clearly)
Contact Phone: 1-760-728-8825

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☐ No

I would like the following comments included in the public record for this project:

1 IF SOUTHERN ROUTE IS USED COULD YOU PUT A RIGHT-IN & RIGHT-OUT TO BALLPARK AT END OF DULIN RD SO AS NOT TO DISTURB OUR SENIOR PARK WITH TRAFFIC. WE HAVE 232 UNITS IN PARK SAME WOULD APPLY IF THE EXISTING ROUTE WAS USED. THANK YOU

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 The proposed project would construct a four-lane highway along the alignment to connect south Mission Road to I-15. The addition of a right turn into and out of the ball park at the end of Dulin Road is not a part of this project. Dulin Road is owned and maintained by the County. Such a consideration may be made in the future and would be analyzed at that time as another, separate project. Future access points and/or multimodal connections between state and local facilities would not be precluded. These requirements would be reviewed and/or approved on an individual basis. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region.

Keep San Diego Moving
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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Lisa McCann Date: 9/23/10
(Print Clearly)
Address: 2484 Palo Vista Road, Fallbrook, CA 92028
(Print Clearly)
Contact Phone: 760-728-1897
Email (Optional): weldoned@verizon.net.

Do you wish to be added to the mailing list? ☑ Yes ☐ No

I would like the following comments included in the public record for this project:

1 As an addendum to my previous comment regarding a study to widen the eastern segment to 6 lanes, I was told by CalTrans that based on the traffic study done 5 years ago, the eastern segment doesn't warrant 6 lanes. There have been considerable developments and plans for development in the last 5 years. A more real time traffic study should be completed before determining whether or not there is a need for 6 lanes.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 The technical Traffic Operations Report, which was used to prepare the traffic analysis in the environmental document, was prepared in March 2009. Therefore, the data used in the traffic analysis is current.

In 2007, Caltrans began traffic technical studies for the SR 76 east segment from South Mission to I-15. Those studies were based on SANDAG's Series 10 projected year 2030 traffic volumes and land use. During the course of the project development process, SANDAG released both the Series 11 modeling, with year 2030 forecasts, and more recently released the Series 12 modeling, including year 2035 and year 2050 forecasts. The table and chart added to Section 3.10 of the Final EIR/EIS shows that the Series 10 (2030) future traffic volumes used for the current project's traffic studies fall in-between the Series 12 year 2035 and year 2050 traffic volumes.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Frank Villelli (Print Clearly) Date: 9/23/10

Address: 2312 Aqua Hill Rd (Print Clearly)

Contact Phone: 760 731 1169

Email (Optional): Fvillelli@sbcglobal.net

Do you wish to be added to the mailing list? [Y] Yes [ ] No

I would like the following comments included in the public record for this project:

I attend Riverview Church. I am very concerned for the people who, when leaving Sweetgrass Lane would need to ~~[illegible]~~ face the extremely high traffic conditions on Highway 76 if the northern route is accepted. I prefer the Southern route from a safety standpoint.

Also our church has grown over 25% in attendance since last year @ this time. We anticipate that it will continue to grow but @ an accelerated rate.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Keep San Diego Moving
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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: TOM + KATHY DIMUZIO Date: 9/23/10
(Print Clearly)
Address: 3688 FLOWERWOOD LN, FALLBROOK
(Print Clearly)
Contact Phone: (949) 306-6659
Email (Optional): tom_dim@msn.com

Do you wish to be added to the mailing list? [X] Yes [ ] No

I would like the following comments included in the public record for this project:

1 I STRONGLY URGE THE CONSTRUCTION OF THE SOUTHERN RTE. HAVING EXPERIENCED THE EVACUATION FROM SYCAMORE RANCH IN 2007 DUE TO THE FIRE, IS THE PRIMARY REASON IT WAS EXTREMELY DIFFICULT TO GET OUT OF THE AREA, EVEN WITH THE CHOICE/ACCESS TO GO EAST OR WEST. EXPANDING THE EXISTING RTE 76 AS PLANNED WILL MAKE IT MORE OF A CHALLENGE TO VACATE. THE SOUTHERN RTE WILL ALLOW THE EXISTING 76 TO REMAIN FOR NEEDED LOCAL

2 TRAFFIC (RESIDENTS/BUSINESS) & REMOVE THE 4 LANES FROM CLOSE PROXIMITY TO HOMEOWNERS. IT WILL ALSO ALLOW FOR EXPANSION IF NEEDED, WHICH THE EXISTING PROPOSAL DOESN'T.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. Caltrans would assist and coordinate with OES and other responding agencies, as needed.

2 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

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TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Brad Jordan Date: 9/23/10
(Print Clearly)
Address: 3121 Old Post Rd, Fallbrook, CA 92028
(Print Clearly)
Contact Phone: 760 809 3078
Email (Optional) bradford_e_jordan@yahoo.com

Do you wish to be added to the mailing list? [X] Yes [ ] No

I would like the following comments included in the public record for this project:

1 (1) The DEIR shows that the land acquisition cost for the Southern alternative to be $1 million per acre. But the ~~bad~~ land acquisition cost for the EXISTING ~~Alterat~~ alternative to be approximately $250,000 per ~~ar~~ acre. Why is that?

2 (2) How many properties or land owners will have to be bought out by each route?

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 The land acquisition costs for each alternative are based on estimates on the number of properties that would be needed to be purchased and the value of those properties. It is anticipated that the Southern Alignment Alternative would require a full property acquisition of the Vessels Stallion Farm and that the Existing Alignment Alternative would not require any full property acquisitions. Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

2 See Response #1 above.

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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Alisa Martin Date: 9/23/10
(Print Clearly)
Address: 5097 Olive Hill Rd, Fbk
(Print Clearly)
Contact Phone: 760-728-7690
Email (Optional): amgarcett1@yahoo.com

Do you wish to be added to the mailing list? ☐ Yes ☐ No

I would like the following comments included in the public record for this project:

After reviewing the EIR + documents provided at meeting, it is apparent that the existing alternative is far less costly and has far fewer negative impacts to the natural resources, rural character, and businesses of our community. The emergency response time data indicate that response
1 times would improve in either scenario, dramatically in the 'existing' route — therefore the concern about diminished fire safety + emergency response was not borne out. I empathize with homeowners affected by a few 'right turn only' intersections, but don't think the entire community should be made to sacrifice so much for their convenience by constructing a brand new road through

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

undeveloped lands (Southern Route), nor should the cash-strapped state + county be made to pay $120m more. This would be fiscally irresponsible.

Caltrans SANDAG TransNet

State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: ROBERT RING (Print Clearly) Date: 9/23/2010

Address: 1935 VISTA DEL NORTE, FALLBROOK, 92028 (Print Clearly)

Contact Phone: 760 723-0925

Email (Optional):

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

1 I AM IN FAVOR OF SOUTHERN ROUTE.

2 IF THE NORTHERN ROUTE IS CHOSEN, THE INTERSECTION AT 76 AND VIA MONSERATE HAS to ACCOMMODATE EAST BOUND TRAFFIC FROM VIA MONSERATE WITH A MERGE AREA INTO THIS TRAFFIC AT THE MEDIAN. IF THIS IS NOT DONE, THERE WILL BE PROBLEMS ACCESSING SR 76 WESTBOUND

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

2 Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Bob Boyer (Print Clearly) Date: SEPT 23/10

Address: 1309 HILLSIDE DR (Print Clearly)

Contact Phone: 760 723-8820

Email (Optional): BoyerPools@Hotmail.com

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

1 I BELIEVE IT IS BETTER TO USE THE SOUTH ROUTE FOR THE FUTURE OF 6 LANES FOR THE ENTIRE ROADWAY. WHY GO FROM 6-4-6 ON THE NORTH ROUTE? VERY SHORT SIGHTED! I HATE TO SEE THE VESSEL'S RANCH IMPACTED BUT SAFETY AND FUTURE TRAFFIC LOADS OUTWEIGH THE LOSS TO THE HORSE FARM.

2 IF THE SPEED LIMIT IS 60 MPH ON THE NORTH ROUTE WE ALL KNOW 70 WOULD BE A TYPICAL SPEED WHEN TRAFFIC IS LIGHT AND ENTERING FROM ANY INTERSECTION WOULD BE DEADLY! PLEASE DO THE RIGHT THING FOR US, THE ROAD USERS HERE IN THE AREA.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

2 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Rick Robles Date: 9/23/10
(Print Clearly)
Address: 4057 Flowerwood Lane, Fallbrook
(Print Clearly)
Contact Phone: 760-728-7857

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☑ No

I would like the following comments included in the public record for this project:

I'm in favor of the Southern Alternative Route because it not only effect minimal intrusion of Keep Fallbrook
1 and Bonsall Communities Rural. It also allows a safer Route for Emergency Vehicles and Commuting Traffic.
The "Exsisting" ~~Area~~ Alternative ~~only~~ takes away local Roads that people now use for local use.
I believe the Southern Route would provide Commuter
2 and Business Routes to and from Interstate 15 and 5 away from making the Existing Route even more unsafe.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

2 See response #1 above,

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TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip

Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Nancy Zybach Date:
(Print Clearly)
Address: 2114 Vista Valle Verde Fallbrook, Ca. 92028
(Print Clearly)
Contact Phone: 760-731-2139
Email (Optional): nancy.zybach@att.net

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

1 Having reviewed the DEIR details of SR76 I prefer the Southern alternative because it will be an uninterrupted Express way assuring friction free traffic. This would then provide Fallbrook/Bonsall with a "Frontage Road" through use of the Pala Road.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. For the Southern Alternative, the existing SR-76 roadway would be relinquished to the County of San Diego in good repair and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3—Southern Alignment Alternative.

Traffic modeling indicated that the Southern Alternative would have a lower Average Daily Traffic (ADT) when compared to the Existing Alternative since local traffic would utilize the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity, within and adjacent to the project limits, of signalized intersections would affect the flow characteristics of the roadway alternatives. Each roadway alternative has a total of six signalized intersections within the project limits.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Kip Busse (Print Clearly) Date: 9-23-10
Address: 4268 Linda Vista Dr, Fallbrook (Print Clearly)
Contact Phone: 760 497 5656
Email (Optional): Kbmotors@pacbell.net

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

1 I am in favor of the Southern route & strongly opposed to the northern route. My concern is evacuation safety, air & noise quality, access to 76 from Via Monserate. Our lives have already changed by all the traffic & pollution. We have seen so many animals killed, and people too. How will we get out of our neighborhood safely?

Kip Busse

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

Section 3.18 Air Quality and Section 3.19 Noise of the Final EIR/EIS found that neither build alternative would result in adverse impacts related to air quality or noise. See sections 3.18 and 3.19 for analysis and conclusions of why neither build alternative would result in adverse impacts related to air quality or noise.

Keep San Diego Moving
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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: KAREN BUSSE Date: 9-23-10
(Print Clearly)
Address: 4268 LINDA VISTA DR, FALLBROOK 92028
(Print Clearly)
Contact Phone: 760-731-7361
Email (Optional): Karenbusse@dishmail.net

Do you wish to be added to the mailing list? [X] Yes [ ] No

I would like the following comments included in the public record for this project:

1 I am in favor of the Southern Alternative Route.
I am strongly against the Northern route. I have seen
a major increase in traffic, noise, trash, air quality
diminished, animals killed, crime. I want the existing
2 76 left as a frontage road, returned to the state
when I moved here. Aside from money issues, I
3 do not see why this is even an issue. With so
many people opposed to the northern route I do
not see how you could proceed.
Thank you, Karen Busse

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Southern Alternative.

2 For the Southern Alternative, the existing SR-76 roadway would be relinquished to the County of San Diego in good repair and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3—Southern Alignment Alternative.

3 The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Gary Chapla Date: 9/23/2010
(Print Clearly)
Address: 4650 Dulin Rd Fallbrook
(Print Clearly)
Contact Phone: 760-645-3789
Email (Optional): gchapla@roadrunner.com
Do you wish to be added to the mailing list? ☑ Yes ☐ No

I would like the following comments included in the public record for this project:

1 IF the Southern Route is chosen, there needs to be an access road created to facilitate traffic to and from the proposed regional park. This is a huge SAFETY issue!

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 A Memorandum of Understanding between Caltrans and the County of San Diego outlines the proposed River Park features that Caltrans would implement during the final design and construction phase of the SR-76 South Mission to Interstate 15 roadway project. Along the SR-76 project corridor, these River Park features include the construction of staging areas, at predetermined and agreed upon locations, with trail access; construction of at-grade equestrian crossings, where feasible, with signal actuators, at equestrian level, at specified intersections; installation of fencing; and construction of a multi-use trail along the southern boundary of the SR-76 roadway. Caltrans would accommodate trails inside the highway right-of-way where feasible. These areas would be relinquished to the County of San Diego for operations and maintenance.

Future access points and/or multimodal connections between state and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region. Please contact the County of San Diego about your specific concerns.

Keep San Diego Moving
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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Delos E. Eyer Date: 9-24-10
(Print Clearly)
Address: 3646 Katie Lendre Dr. Fallbrook, CA 92028
(Print Clearly)
Contact Phone: 760 728-6810

Email (Optional):

Do you wish to be added to the mailing list? [X] Yes [ ] No

I would like the following comments included in the public record for this project:

Build the south route on 76 for many reasons Now,
1. Long term more lanes of road will be needed. (Beach, Increased population, Palomar College, Casinos, etc future traffic)
2. Present 76 route is needed for 10-20 thousand residents
3. Many roads exist that exit on to 76. If you close some of these roads you will create traffic backup.
1
4. Present 76 route is available for emergency. We have had fires here.
5. The south route would not impact roads or people create traffic backup on exsisting roads in Fallbrook Bonsall
6. People safety, Local community voice should be heard.
* Recreation Dept. build baseball fields along 76 & Gird!

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS. All projects approved within the County of San Diego are included in the SANDAG model.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

Caltrans has considered comments received from the public, Native Americans and resource agencies after circulation of the draft environmental document and the public meeting prior to identifying the Preferred Alternative.

Caltrans and the County of San Diego have coordinated both the highway improvement project and the San Luis Rey River Park. The County of San Diego is currently developing locations for active use areas such as baseball fields and soccer fields. According to the Park Master Plan, the County is considering locations north of SR-76 along Gird Road which may be used for active recreation.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Suzanne L. Mishaelian Date: 9-23-10
(Print Clearly)
Address: 3078 Rancho Las Palmas Dr., Fallbrook, 92028
(Print Clearly)
Contact Phone: 760-728-4140
Email (Optional): sue777@roadrunner.com

Do you wish to be added to the mailing list? ☐ Yes ☑ No

I would like the following comments included in the public record for this project:

1 I think the southern route would be much safer for all residents. A six-lane right of way road will handle the projected increase in traffic volume. The southern route will be a much more free flowing road without so many signal stops. Six lanes on the southern route will be much more up to date and will move traffic along in a much more timely manner.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Traffic modeling indicated that the Southern Alternative would have a lower Average Daily Traffic (ADT) when compared to the Existing Alternative since local traffic would utilize the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity, within and adjacent to the project limits, of signalized intersections would affect the flow characteristics of the roadway alternatives. Each roadway alternative has a total of six signalized intersections within the project limits. (See Tables 3.10-8 and 3.10-9 for a detailed listing of intersections.)

Keep San Diego Moving
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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: VALERIE ASHE Date: 9/23/10
(Print Clearly)
Address: 3724 EVERGREEN COURT, FALLBROOK
(Print Clearly)
Contact Phone: 760-723-9014
Email (Optional): VASHEC EARTHLINK.NET

Do you wish to be added to the mailing list? ☑ Yes ☐ No

I would like the following comments included in the public record for this project:

1 REGARDLESS of WHETHER IT'S THE EXISTING or ALTERNATE ROUTE, I WOULD LIKE TO SEE A SEPARATED BIKE ~~BA~~ PATH. IF THEY DECIDE to build THE SOUTHERN ROUTE THEN IT WOULD BE OK TO HAVE A BIKE LANE on THE SHOULDER of THE Frontage Road (OLD 76).

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 A Class III Bikeway (Bike Route) is proposed that would provide for shared shoulder use with pedestrian, bicycle, or motor vehicle use and that is consistent with the current plan for the SR-76 corridor. Bicycle friendly design elements would be incorporated into the final design, whenever feasible; these elements would include 8-10 ft outside shoulders, bicycle-friendly drainage system planning and bike lanes at signalized intersections. In addition to the roadway plan, the SANDAG 2050 San Diego Regional Bicycle Plan proposes a Class I Bike Path within the project corridor, including the San Luis Rey River Trail, which would provide bicycle access from Interstate 5 to Interstate 15. Please refer to Chapter 3, Section 3.10.3, Pedestrian and Bike Access, and to Appendix B.

Keep San Diego Moving
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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Tom Nooner Date: 9-23-2010
(Print Clearly)
Address: 3663 Katie Lendre Drive, Fallbrook, CA 92028
(Print Clearly)
Contact Phone: 760-723-8700
Email (Optional): Tom Nooner @ Aol. Com

Do you wish to be added to the mailing list? [X] Yes [ ] No

I would like the following comments included in the public record for this project:

1 I strongly Support The Southern Route Alignment of CA 76 And Keeping the current Pala Road as a local Road. Reasonings behind this Are many. It makes Sense that Keeping Pala Road as a local Road would Reduce Traffic on the New 76 if the Southern Route is Chosen. ~~[illegible]~~ and Reduce Accidents. This would also Allow for 2 additional Lanes for evacuating Fallbrook in an Emergency. The Southern Route provides less stop lights going East to West from I-15 to I5. (over)

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Traffic modeling indicated that the Southern Alternative would have a lower Average Daily Traffic (ADT) when compared to the Existing Alternative since local traffic would utilize the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity, within and adjacent to the project limits, of signalized intersections would affect the flow characteristics of the roadway alternatives. Each roadway alternative has a total of six signalized intersections within the project limits as described in Section 3.10.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

1 Cont. As A Resident of Fallbrook And Considering the increases to traffic And population growth in the future. the Southern Route is An Easy choice.

Keep San Diego Moving
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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: MARK BARONE Date: 9-23-10
(Print Clearly)
Address: 3632 Katie Lendre Dr Fallbrook
(Print Clearly)
Contact Phone: 760 468 7181
Email (Optional): MBARONE183@AOL.COM

Do you wish to be added to the mailing list? [X] Yes [ ] No

I would like the following comments included in the public record for this project:

1 Living North of Hwy 76 I would like to see The Southern route because of the huge Volume of Casino Traffic Traveling Through the Corridor This would make it much Safer for all of Fallbrook to commute locally.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Keep San Diego Moving
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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: LINDA LOUREN (LORI) CARTER Date: 9-23-10
(Print Clearly)
Address: 3610 MONSERATE HILL CT
(Print Clearly)
Contact Phone: 760-728-5269
Email (Optional): LORI.CARTER@LIVE.COM

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

Regarding EXISTING NORTHERN Route proposed
improvement. MONSERATE HILL ROAD IS STEEP
AS IT APPROACHES HWY 76. AN OVERPASS COULD
BE BUILT THERE & OTHER PLACES WITH LESS EXPENSE THAN BRIDGES
PROPOSED AND REQUIRED BY THE SOUTHERN ROUTE.
FREE ACCESS IS blocked to MONSERATE HILL ROAD
WHICH has more HOMES AND MORE SUB
1 DIVIDED BUILDING PARCELS THAN STAR TRACK
ROAD, WHICH IS PROVIDED ACCESS. SAGE ROAD
IS SO TWISTED AND STEEP IT IS SELDOM USED.
ACCESS/EGRESS AT MONSORATE HILL ROAD SHOULD BE PROVIDED.
OR AN OVERPASS AT MONSORATE HILL ROAD SHOULD BE CONSIDERED

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 As a conventional highway, overpasses and access ramps are appropriate only when traffic volumes at access points exceed the existing or forecasted volumes along the major route. See Section 3.10 for traffic volumes for both alternatives. Construction of overpasses and access ramps would increase the project's cost, footprint, and impacts to the surrounding environment.

Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

Keep San Diego Moving
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State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Frank Hasney Date: 9/23/10
(Print Clearly)
Address: 3441 SARAH ANN DR.
(Print Clearly)
Contact Phone: 760 451 3041
Email (Optional): gunchevy@roadrunner.com

Do you wish to be added to the mailing list? [X] Yes [ ] No

I would like the following comments included in the public record for this project:

1 Your visual #3 shows the Southern Alignment going through the middle of Vessels Ranch.
Q: Why can't the road go further south in the ranch and not destroy the ranch buildings?

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 The route of the Southern Alignment Alternative was developed based on a combination of environmental and engineering factors, including the location of cultural resources, 100-year floodplain, wetlands, and other biological resources as well as roadway elevations and curve radii.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: James W. Byers Date: 9/23/2010
(Print Clearly)
Address: 3517 Vista Laguna Rd.
(Print Clearly)
Contact Phone: 760 728-8894

Email (Optional):

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

I am very concerned about the Northern Alignment
As I live North of the current 76, and have
difficulty accessing 76 from Via Monserate (either East or West)
1 now. By adding an additional lane in each direction, it
will be next to impossible to have a 'safe' access E or W.
I'm also concerned about any emergency (Fire, Ambulance,
or evacuation.
The Southern plan eliminates these concerns.
J.W. Byers

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Rosalie Mikelson Date: 9/23/10
(Print Clearly)
Address: 2020 ALTA VISTA Drive Fallbrook CA 92028
(Print Clearly)
Contact Phone: (760) 731-2764

Email (Optional):

Do you wish to be added to the mailing list? ☑ Yes ☐ No

I would like the following comments included in the public record for this project:

with the history of population growth throughout California it makes no sense to build a 4 lane road on such a heavily traveled route - we really need to plan for the future + use our money more wisely investing in a route that can accomodate additional lanes, as the population grows. Investing now for the future make more sense. Taxpayers need to regain confidence in our government leaders - using wisdom + listening to resident taxpayers needs to be a priority. In addition, safety issues for access to accidents on the 76 plus residences to the north of 76 needs to be established as a priority. Investing in poor planning is foolish.

1

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD’s Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Woody Carter Date: 9-23-10
(Print Clearly)
Address: 3610 Monserate Hill Ct., Fallbrook 92028
(Print Clearly)
Contact Phone: 760-728-5269

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☒ No

I would like the following comments included in the public record for this project:

I prefer widening the existing road (not the Southern route).
We would not hear any noise if the existing road is
1 widened, but the Southern proposal would be very
noisy, so much so, that we would move.
I also hate to see Vessel's Ranch ruined, which
is what the Southern proposal would do.
I don't mind driving down to Gird Rd. to make a
U turn, but have you thought of putting overpasses
2 so we can all make left turns to go to the 15 Fwy.
We prefer the Northern route. Thanks

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 The route of the Southern Alignment Alternative was developed based on a combination of environmental and engineering factors, including the location of cultural resources, 100-year floodplain, wetlands, and other biological resources as well as roadway elevations and curve radii. The Southern Alignment Alternative would result in one full property acquisition and multiple partial property acquisitions, including the relocation of Vessels Stallion Farm. As discussed in Section 3.19.3, the Southern Alignment Alternative would impact noise levels at four single-family residences, 12 multi-family residences, and two commercial businesses. The Existing Alignment Alternative would follow the existing SR-76 to the maximum extent possible along the northern edge of the San Luis Rey River Valley. With this proposed alternative, the existing conventional highway would be expanded to four lanes, two eastbound and two westbound. Compared to the Southern Alternative, the Existing Alignment Alternative would impact noise levels at four single-family residences and two commercial businesses. The Existing Alignment Alternative would have the least overall environmental impacts, meets the proposed project's purpose and need, meets current Caltrans design requirements, and is supported by resource agencies; therefore, as discussed in S.4, the Existing Alignment Alternative was identified as the Preferred Alternative.

2 As a conventional highway, overpasses and access ramps are appropriate only when traffic volumes at access points exceed the existing or forecasted volumes along the major route. See Section 3.10 for traffic volumes for both alternatives. Construction of overpasses and access ramps would increase the project's cost, footprint, and impacts to the surrounding environment.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: CHARLOTTE A. GREGGITT Date: Sept 23 2010
(Print Clearly)
Address: 3122 LARKWOOD COURT FALLBROOK, CA 92028
(Print Clearly)
Contact Phone: 760 451-2940
Email (Optional): cagtu@roadrunner.com

Do you wish to be added to the mailing list? ☑ Yes ☐ No

I would like the following comments included in the public record for this project:

1 Data presented clearly demonstrates the unsafety of the
EXISTING HWY 76 plans. Furthermore, I do not agree that
this is a scenic rte. as ~~you~~ this plan literally
2 runs ~~cuts~~ close to peoples homes and destroys the
beauty of a wonderful ~~Gol~~ Golfcourse by cutting
a road thru it!!! I do see that a road thru
3 an outside border of the Vessels ranch disturbs no one
and does not run thru some one's back yard or have
to tolerate increased traffic noise, etc. Furthermore, the safety
4 of Hwy 76 EXISTING Plan falls flat on its face by your own
data + simply by looking at your pictorials.
Not implementing the Southern Rte will be a
Big, Humongus Mistake that
will be regretted.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

2 SR-76 is part of the Scenic Highway System but is not designated as a Scenic Highway; it is listed as eligible for Scenic Highway designation. The Existing Alignment Alternative would place SR-76 south of the golf course, not through it.

3 The route of the Southern Alignment Alternative was developed based on a combination of environmental and engineering factors, including the location of cultural resources, 100-year floodplain, wetlands, and other biological resources as well as roadway elevations and curve radii. Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

4 See Response #1 above.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: LINDA LAUREEN (LORI) CARTER Date:
(Print Clearly)
Address: 3610 Monserate Hill Ct
(Print Clearly)
Contact Phone: 760 728 5269
Email (Optional): LORI.CARTER@LIVE.COM

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

1 IT APPEARS THERE IS SIGNIFICANT EXTRA COST AND SOME PROBLEMS WITH HABITANT & SOILS THAT CAN BE AVOIDED BY KEEPING 76 ON NORTH MY HUSBAND AND I PROTEST PROPOSED SOUTHERN Rt. THERE IS NO METHOD TO AVOID THE NOISE CROSSING the RIVERBED, WHICH IS NOW 2 ABATED BY THE GROVES OF TREES. OUR Neighborhood CANNOT HEAR OR SEE 76. IF The SOUTHERN ROUTE IS SELECTED IT WILL BE DIRECTLY IN OUR VISION AND NOISY 24/7.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

2 As discussed in Section 3.19, Noise, the Southern Alignment Alternative would result in noise increases that would exceed the NAC at three residences, a private play area associated with the Vessels Stallion Farm, and two businesses. Noise abatement was not found to be reasonable for any of the impacted residential receivers. Abatement was not considered at the businesses because human uses at these businesses are transitory and patrons would not be subjected to prolonged periods of increased noise exposure.

These increases in noise would be isolated to the impacted receivers described above, as the increase in noise would not exceed the NAC along the majority of the corridor. Furthermore, these increases in noise would be limited to the private owners of these receivers or patrons visiting the impacted businesses for a short duration. Thus, this increase in noise would not substantially alter the existing community character. Please refer to Section 3.19, Noise, for a complete discussion on potential noise impacts related to the two build alternatives.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: William Geregaty Date: 09- -10
(Print Clearly)
Address: 3122 LARKWOOD CT. FALLBROOK, CA 92028
(Print Clearly)
Contact Phone:

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☑ No

I would like the following comments included in the public record for this project:

1 HOW CAN THE EXISTING ROUTE BE SAFE FOR RESIDENTS NO. OF THE PROPOSED ROUTE. ~~THE~~ ENLARGING THE EXISTING ROUTE SLOWS TRAFFIC INTO A BOTTLENECK, CREATES LESS ACCESS TO RESIDENTS + EMERGENCY VEHICLES TO HOMES & BUSINESSES IN THE AREA, WHILE THE SOUTHERN ROUTE EFFECTS NO-ONE BUT THE VESSELS RANCH & B.L.C. HORSE — AND IT KEEP THE CHARACTER OF THE COMMUNITY INTACT!

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. Median openings were spaced to provide the least interference to through traffic on SR-76 and were also evaluated to minimize out-of-direction travel to those local streets with restricted access; for this project, the out-of-direction travel distance for local street access was designed to be under 1 mile, with most distances being closer to 0.5 mile, see Table 3.10-10 in Section 3.10. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Joe Stanford Date: 9-23-10
(Print Clearly)
Address: 4107 Palomar Dr Fallbrook
(Print Clearly)
Contact Phone: (760)728-8999

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☒ No

I would like the following comments included in the public record for this project:

If the Northern route is selected, there
1 Must be a light added at Via Monserate
and (76) intersection.
My preference is for the southern
2 Route.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

2 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Bill & Gay Almond Date: 9-23-10
(Print Clearly)
Address: 2719 Via Del Robles Fallbrook
(Print Clearly)
Contact Phone: (760) 721 6369

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☑ No we are already on it!

I would like the following comments included in the public record for this project:

We wish the existing alignment to be left as a frontage road for safety reasons:

1 The proposed design of the existing alignment creates dangerous access to side roads and could be a disaster during an evacuation

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip

Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: SARAH BURGE AND EVERARD MEADE Date: 9-23-10
(Print Clearly)

Address: 5773 BARBARY PLACE, BONSALL
(Print Clearly)

Contact Phone: 619-218-5946

Email (Optional): Sarah.burge@gmail.com

Do you wish to be added to the mailing list? ☑ Yes ☐ No

I would like the following comments included in the public record for this project:

1 We strongly support keep the 76 on the existing alignment.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative (Preferred Alternative). The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Leigh Braithwaite (Print Clearly) Date: 9/23/10
Address: 4572 Lake Sycamore Dr, Fallbrook, CA (close to existing 76 & Ramona Rd) (Print Clearly)
Contact Phone: (760) 728-8092
Email (Optional): leighb27@yahoo.com (updates - yes, advertisements - no)
Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

1 Have been a designated driver during the last large fire to shuttle people back & forth to their homes (before & after work), an extra road is most important for saving lives in my opinion. For convenience as well, to be able to access an existing "side road" to move around your community while the main (Southern route) is crowded would make our lives better during emergency times. The 2 extra streetlights would be a minor setback compared to the advantages of having an extra side road.
Thank you!

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9.2, the Existing Alignment Alternative (Preferred Alternative) would be a new conventional highway with four lanes, including channelization lanes at each of the ramp intersections, and a concrete median barrier that would essentially follow the current SR-76 alignment. The following proposed design features would improve emergency vehicle travel times:1) Adding standard 10-foot shoulders would allow emergency vehicles to pass congested traffic by using the shoulder, by providing congested traffic an area to pull off the road, and by allowing traffic to pass a broken-down vehicle in the travel lane; 2) Adding one lane in each direction would allow vehicles to move aside when emergency vehicles need to pass and generally would allow a quicker response; and 3) The improved geometrics would allow emergency vehicles to travel at higher speeds than on the current facility. Under the Existing Alignment Alternative (Preferred Alternative), travel distances for emergency vehicles would be increased by the installation of the proposed concrete median barrier in some instances, since out-of-direction travel would be required to some local side streets. At the same time, the addition of 10-foot-wide shoulders (to allow motorists to pull off the traveled way) and two lanes in each direction would allow emergency vehicles to travel faster, and would improve emergency vehicle travel times.

Similar to the Existing Alignment Alternative (Preferred Alternative), emergency service travel times would benefit from the improved roadway operation after construction, the Southern Alignment Alternative would be a new conventional highway with four lanes that would be aligned south of the current SR-76. If the Southern Alignment Alternative is identified, the current SR-76 would remain a two-lane frontage road and become a San Diego County facility that would maintain the same access points to local streets except at both eastern and western connections to the Southern Alignment Alternative. Even though the current SR-76 would not directly benefit from the proposed SR-76 roadway features of the Southern Alignment Alternative, such as widening to four lanes, a higher design speed, and wider shoulders, the emergency vehicle travel times should improve because less traffic would use the current SR-76. For the Southern Alignment Alternative, there would be no access points to residential neighborhoods south of the San Luis Rey River within the proposed project limits, so out-of-direction travel to residential areas would not be an issue. Emergency vehicle travel times to existing residential areas located north of the current SR-76 roadway would be improved.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: SANDRA HARRIS Date: 9-23-10
(Print Clearly)
Address: 3426 SARAH ANN DRIVE
(Print Clearly)
Contact Phone: 760 645-3763
Email (Optional): Sb1harris@msn.com

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

We live off Gird Road and Board our horse at Fabulous Farm (Faubus Farm) as does 90-100 other people.

On the system Route Map you have not included a signal light for entrance. Horse trailers, semi hay truck-trailers come and go on a regular basis. How is a pick up truck with a 16 foot horse trailer suppose to get out on 76 without a light. Some thing for getting back in. What about evacuation of 100 horses without a light ?

1

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

This needs to be rethought - Southern route best for residents in area as well as horses —

Caltrans SANDAG TransNet State Route 76 Corridor

1 Forecasted traffic volumes do not warrant a traffic signal at the driveway to Faubus Farms. A traffic signal at this location would interrupt traffic flow. An opening in the barrier would allow left turns into and out of the driveway. Without a traffic signal, adequate stopping sight distance is provided for vehicles entering or exiting this property.

A left turn pocket in the eastbound direction is proposed for vehicles entering the Faubus Farms property. SR-76 from South Mission Road to Interstate 15 is part of the California Legal Truck Network. As described in the Highway Design Manual, California Legal Design Vehicles are a truck tractor-semitrailer with a maximum overall length of 65 feet and maximum width of 8.5 feet. Preliminary design studies have determined that this design vehicle can complete the turn movements expected at this location. Turn pocket storage lengths would be further studied in final design.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Denell Robles Date: 9/23/10
(Print Clearly)
Address: 4057 FLOWERWOOD LN
(Print Clearly)
Contact Phone: 760 728 7857

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☐ No

I would like the following comments included in the public record for this project:

I am in favor of the Southern Route
for several reasons:
1 - Leaving an existing road for local traffic
would help to keep Fallbrook a rural community
- Keep through traffic going East and West
for Commuters to travel AT a reasonable speed.
- Six-lanes rather than 4
-

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative)would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. Both build alternatives would construct a four-lane facility, and neither would preclude future expansion, if warranted. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

As described in Section 3.6 of the Final EIR/EIS, impacts to community character under the Southern Alignment Alternative would be more severe than the Existing Alignment Alternative because the Southern Alignment Alternative would introduce a new roadway into an area that is currently undeveloped and displace the Vessels Stallion Farm.

Traffic modeling indicated that the Southern Alternative would have a lower Average Daily Traffic (ADT) when compared to the Existing Alternative since local traffic would utilize the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity, within and adjacent to the project limits, of signalized intersections would affect the flow characteristics of the roadway alternatives. Each roadway alternative has a total of six signalized intersections within the project limits. (See Tables 3.10-8 and 3.10-9 for a detailed listing of intersections.)

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Steve + Julie Kovsky Date: 9-23-10
(Print Clearly)
Address: 3309 Via Loma, Fallbrook, CA 92028
(Print Clearly)
Contact Phone: (415) 845-6455
Email (Optional): Steve@SteveKovsky.com

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

The existing alignment alternative would endanger all residents of Fallbrook and Bonsall in the likely event of future wild fires or other disasters that require mass evacuation to avoid loss of life. We were evacuated in the 2007 wildfire when flames burned to within ½ mile of our home. We were told directly by the Public Information
1 officer of the N. Cty. Fire Agency that advancing flames very nearly engulfed gridlocked cars of residents trying to flee Fallbrook via Mission Rd. This would have resulted in massive fatalities! Choosing the existing alignment alternative will bottleneck residents and is tantamount to signing our death warrants! Choose Southern route!!

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Carol Larner Date: 9-23-10
(Print Clearly)
Address: P.O. Box 1233 Bonsall
(Print Clearly)
Contact Phone:

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☒ No

I would like the following comments included in the public record for this project:

The Northern Alignment is terrifying to me — the Southern isn't so great either — but at least gives all of us some relief from asthma !!!
We are on Via Monserate — just N. of the Red Barn.
① Could I have an answer to this Please:
1 Who is the person at the very top of your organization who is the final decision-maker who decides which alignment is to be used? Is it an elected official ???

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 The Project Development Team (PDT) considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The PDT does not include elected officials. The Existing Alignment Alternative (Preferred Alternative) has been chosen as the preferred alternative as it would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

After Caltrans has received and reviewed comments from the public, regulatory agencies, local agencies, the Caltrans District Director, with assistance from an interdisciplinary team of Caltrans specialists, selects the alternative that has the least overall impacts, meets the purpose and need, and meets Caltrans design requirements.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Janet Williams Date: 9-23-10
(Print Clearly)
Address: 1174 Senwood Way Fallbrook 92028
(Print Clearly)
Contact Phone: (760) 728-1292

Email (Optional):

Do you wish to be added to the mailing list? ☑ Yes ☐ No

I would like the following comments included in the public record for this project:

Thank you for providing all of the detail maps and the aerial (sp?) views of the area. The most helpful was the computer graphic video of both proposed routes. As I have stated before, my fear for the completion of the Existing Alignment Alternative is the lack of a
1 safe evacuation route for the homes in the immediate area. The entire plan for Hwy 76 from the beginning has been short-sighted. No one knew that in time, four casinos would exist farther out east on 76. In fact, way back in history, the Bonsall bridge was too

over

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

narrow to provide a path for the lens for Palomar Observatory and a side road had to be cut to accomodate the lens.

1 Cont. To me, the safest and most adaptable route will be the Southern Alignment Alternative.

Thank you again for your time and thank you for considering my opinion.

Janet Williams

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: DONALD G. HALL Date: 27 SEPT. 2010
(Print Clearly)
Address: 3415 CABALLO LANE, FALLBROOK, CA
(Print Clearly)
Contact Phone: 760 726 1466

Email (Optional):

Do you wish to be added to the mailing list? [Y] Yes [ ] No

I would like the following comments included in the public record for this project:

I HAVE LIVED IN FALLBROOK FOR 23 YEARS. I HAVE SEEN MANY STARTS AND STOPS WITH HWY 76. IT IS MY OBSERVATION THAT CALTRANS HAS ALWAYS UNDERESTIMATED THE TRAFFIC ON HWY 76.
ONCE HWY 76 IS CONVERTED TO HWY 15 I THINK THE TRAFFIC WILL BE MUCH LARGER THAN CALTRANS IS
1 ESTIMATING.
THEREFORE I THINK THE SOUTHERN ROUTE IS THE BEST ROUTE BECAUSE IT HAS ROOM FOR EXPANSION TO 6 LANES.
ALSO THE SOUTHERN ROUTE WILL BE SAFER IN CASE OF FIRE.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Maureen Bell Date: October 11, 2010
(Print Clearly)
Address: 1103 McDonald Meadows Ln.
(Print Clearly)
Contact Phone: 760-213-1905
Email (Optional): maureen5@sbcglobal.net

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

1. The Southern route is clearly the choice to make when considering safety issues, traffic congestion, convenience of traffic pattern and flow and most of all the Right thing to do after so many promises and then delay upon delay, diverting earmarked funds multiple times.

1 It is time to do it Right the 1st time. This Bonsall-Fallbrook area has been neglected long enough.

2. See ATTACHED from No. County Times Article

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

1
Cont.

The 'Bad TRIP' award

A raspberry to state and local transportation officials for giving San Diego County some of the worst roads in the country.

According to a report from TRIP, a D.C.-based nonprofit that studies transportation issues, with 50 percent of its roads in poor condition, San Diego County ranked eighth on its list of large metropolitan areas with the worst roads.

San Diego was just one of seven major metropolitan areas in the state to make the list. Of the county's remaining roads, 33 percent are deemed mediocre, 7 percent are fair and just 10 percent are in good shape.

TRIP based its assessment on Federal Highway Administration data compiled from information supplied by transportation departments in all 50 states.

To be fair, TRIP has an interest in exaggerating the problem – and the study was funded by construction, engineering and rock-and-gravel firms – but this was a comparison between urban areas and, as has become all too common, California dominated the "worst" list.

Make South Mission Road or the southerly route a great one so just maybe repairs will be made so this road will be an exception to the usual state of San Diego County roads.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip

Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Elaine M. Hanlon (Print Clearly) Date: 11/2/10

Address: 3604 Lauxewood Way, Fallbrook, CA 92028 (Print Clearly)

Contact Phone: 760/728-

Email (Optional): ehanlon35@gmail

Do you wish to be added to the mailing list? ☒ Yes ☐ No

1 I would like the following comments included in the public record for this project:

I agree with the South Route

My ~~o~~ only concern is the lack of the proper amount of access to the 76 highway

I lived through the fire, a few years ago.

I had to evacuate 2 households from our property. One of the homes housed one parent of 86 yrs old and with body ailments & the other parent totally bed ridden. If I had to have

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

1
Cont

driven back throw Fallbrook, in bumper to bumper traffic, it would have been a disaster (TRULY) If the winds had turned in the other direction there would have been many lives lost. That is many cars in gridlock, families inside, no where to go & dying of fire or smoke.

Please re-evaluate & ~~consider~~ consider what a responsible emergency route to the 76 highway; considering the volume of Fallbrook's true population.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: PHILIP R HANLON Date: 11/1/10
(Print Clearly)
Address: 3604 LANCEWOOD WAY
(Print Clearly)
Contact Phone: 760/723-3481
Email (Optional): NONE

1 Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

I APPROVE THE SOUTH ROUTE & I ALSO AGREE WITH THE FOUR LANES.

I WOULD RATHER SEE THE BICYCLE PATH ON BOTH SIDES OF THE 76 HWY, RATHER THAN THE BIOSWALE

MY BIGGEST CONCERN IS THE LACK OF COMMUNITY ACCESS TO THE NEW DESIGNS FOR THE 76 HWY. AS INDICATED ON THE POSTERS PRESENTED DURING THE COMMUNITY MEETING ON 9/23/10, THE FALLBROOK →

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 A Class III Bikeway (Bike Route) is proposed that would provide for shared shoulder use with pedestrian, bicycle, or motor vehicle use and that is consistent with the current plan for the SR-76 corridor. Bicycle friendly design elements would be incorporated into the final design, whenever feasible; these elements would include 8-10 ft outside shoulders, bicycle-friendly drainage system planning and bike lanes at signalized intersections. In addition to the roadway plan, the SANDAG 2050 San Diego Regional Bicycle Plan proposes a Class I Bike Path within the project corridor, including the San Luis Rey River Trail, which would provide bicycle access from Interstate 5 to Interstate 15. Please refer to Chapter 3, Section 3.10.3, Pedestrian and Bike Access, and to Appendix B.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

1
Cont.

COMMUNITY AT LARGE, WILL NOT HAVE SUFFICIENT EMERGENCY ESCAPE ACCESS. THIS COMMUNITY HAS MANY SUB-STREETS THAT HAVE MANY HOMES WHICH FILTER ONTO OTHER ROADS WHICH HAVE MANY HOMES. IN THE EVENT OF AN EMERGENCY, LIKE THE FIRE EXPERIENCED A FEW YEARS AGO, THE RESIDENTS OF FALLBROOK WOULD BE SENT BACK INTO TOWN IN ORDER TO FILTER ONTO MISSION ROAD. THIS ALONE WILL CAUSE A GRIDLOCK AND WOULD PREVENT MANY FAMILIES FROM FINDING A SAFE AND QUICK ESCAPE ROUTE. THIS VERY ISSUE WILL CAUSE PROPERTY VALUES TO DECLINE.

I AM IMPLORING YOUR COMMITTEE TO RETHINK THE PLANNED ACCESS ROUTES TO THE HIGHWAY.

THANK YOU

Cindy B. Jonson

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Ginni Bradbury Date: 10/12/10
(Print Clearly)
Address: 2861 Circle Drive, Escondido, CA 92029
(Print Clearly)
Contact Phone: (760) 745-7369
Email (Optional): gngbradbury@cox.net

Do you wish to be added to the mailing list? ☐ Yes ☑ No

I would like the following comments included in the public record for this project:

1 Putting the 76 through Vessels Stallion Farm is a bad idea. Bonsall has always been known for its rural atmosphere and agriculture. Building the 76 freeway through the center of horse/farm land will only take away from the small town feel of the area. Using state funds to do it "the hard way" seems very unwise considering the current California deficit. There is already an existing road - be more economical and just add on.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Kasey MacFarlane Date: 9-29-10
(Print Clearly)
Address: 1028 Warmlands Ave Vista CA 92084
(Print Clearly)
Contact Phone: (760) 613-3161
Email (Optional): dublinmacie cox.net

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

Bonsall is well recognized for its rural lifestyle and small town atmosphere. Putting a six lane highway through this town would destroy that image. Being an employee in the area I am highly against the construction of this highway. Currently the town is developing a park for members of the community and moving the highway would make this park a pointless idea. Not to mention
1 the extra cost that would be involved in moving the highway. This is extra money that our state does not have to spend. Vessels Stallion Farm has been a renowned part of the community for years and moving the highway would destroy that as well

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

The Final EIR/EIS documents impacts to community character associated with displacement of the Vessels Stallion Farm in Section 3.6.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: DAVID STONE FVM Date: 9/28/10
(Print Clearly)
Address: PO Box 726 Bonsall CA 92003
(Print Clearly)
Contact Phone: 760-224-5141
Email (Optional): dasdvm@yahoo.com

Do you wish to be added to the mailing list? ☐ Yes ☒ No

I would like the following comments included in the public record for this project:

1 Advantages for 76 to go thru Vessels Ranch: Great View
Disadvantages: Costs the state (already in a fiscal nightmare) millions of extra nonexistent dollars to build up the entire road in the flood plane.
People on the ranch lose their jobs.
The Vessels family already lost their leader to a plane crash, why not just tear up the ranch too?

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative)would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: MIKE CERDA Date: 10/27/10
(Print Clearly)
Address: 31555 COTTONTAIL BONSALL CA 92003
(Print Clearly)
Contact Phone: 951 760 3767

Email (Optional): MIKEYNOLIKEYIT@GMAIL.COM

Do you wish to be added to the mailing list? ☐ Yes ☒ No

I would like the following comments included in the public record for this project:

1 HIGHWAY PRODUCES TRASH AND NOISE, REQUESTING A NATURAL BARRIER (DIRT IF POSSIBLE) TO EXIST BETWEEN HIGHWAY AND RIVER TO KEEP TRASH AND NOISE OUT OF RIVERBED, ALSO REQUESTING A SUMP TO BE BUILT AT BOTTOM OF WATER DRAINS WITH ROCK FILTERING WATER BEFORE IT ENTERS INTO RIVER.

2 A SUMP WOULD COLLECT TRASH SO CLEAN-UP ~~FEEL~~ CAN BE FAST AND EASY.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your suggestion. As described in Section 3.23.4 of the Final EIR/EIS, permanent noise effects from operations of either alignment alternative would be mitigated through compensatory mitigation as determined through consultation and discussions with state and federal wildlife agencies. Temporary noise effects from pile driving and blasting associated with construction of the alignment alternatives would be conducted September 16 through February 14, which is outside of the bird breeding season. When construction activities occur during the breeding season, temporary noise walls would be installed and maintained around the perimeter of the construction limits, as determined necessary by the project biologist, to minimize effects to nesting animal species. Therefore a permanent natural barrier between SR-76 and the riverbed would not be necessary.

2 Thank you for your suggestion. Mitigation and minimization efforts for water quality protection are provided in Section 3.14.4 of the Final EIR/EIS. These include BMPs that would prevent trash from entering into the riverbed. Therefore, a permanent natural barrier between SR-76 and the riverbed and a SUMP would not be necessary.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: MICHAEL CERDA Date: 10/25/2010
(Print Clearly)
Address: 31555 COTTONTAIL, BONSALL CA. 92003
(Print Clearly)
Contact Phone: (951) 760-3767
Email (Optional): MIKEYNONKEY.IT @ GMAIL.COM

Do you wish to be added to the mailing list? ~~Yes~~ ☒ No ~~YES~~ EMAIL-YES

I would like the following comments included in the public record for this project:

1 SAN LUIS REY BAND OF LUISEÑO INDIANS WOULD LIKE CALTRANS TO PRESERVE ALL NATIVE AMERICAN CULTURAL RESOURCES INCLUDED BUT NOT LIMITED TO: HABITATION SITES, CEREMONY SITES, GRAVE SITES, CULTURAL RESOURCE EXTRACTION SITES.

PS. MICHAEL CERDA IS A TRIBAL MEMBER OF THE SAN LUIS REY BAND OF LUISEÑO INDIANS.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comments. All known cultural resources within the projects Area of Potential Effects (APE) would be avoided, this project would be designed to avoid all known prehistoric resources within the project footprint.

Additionally, as discussed in Section 3.12.4, Cultural Resources; Avoidance, Minimization, and/or Mitigation Measures, prior to construction, a monitoring plan, Environmentally Sensitive Area/Archaeological Monitoring Area Plan, and Post-Review Discovery Plan or combination of these plans would be developed. These plans would outline when and how monitoring would occur, and outline notification, discovery, and treatment of cultural resources procedures, including coordination, timeframes, scheduling, compensation, responsibilities, and treatment of new discoveries. Any newly discovered cultural resource deposits would be subject to an assessment, and procedures in 36 CFR 800 would be followed.

The archaeologist and Native American monitors would work with the Caltrans construction liaison to accurately delineate and fence, if appropriate, the boundaries of those sites requiring the establishment of ESAs. These sites would be avoided by all construction activities. Please refer to Section 3.12, Cultural Resources, for additional information regarding potential impacts related to cultural resources.

Keep San Diego Moving
TransNet

State Route 76 East
South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Kimberlyc D. Christ Date: 10/26/10
(Print Clearly)
Address: 218 W. Clemmens Lane #48 Fallbrook, Ca. 92028
(Print Clearly)
Contact Phone: (760) 723-8454

Email (Optional):

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

1 As a motorcycle owner, increased traffic on the existing 76 would put us in "more" danger. As a frontage road, 60% of the traffic would go on the So. Route alternative — give rural bikers a safer Pala Rd!!! I didn't grow up in L.A. Thanks! Improvements? No! God Bless All of you! I'm moving out of State as soon as possible! Native California

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip

Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Dave Cox Date: 10-28-10
(Print Clearly)
Address: 7525 Jerez Ct. Unit I
(Print Clearly)
Carlsbad
Contact Phone:

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☒ No

I would like the following comments included in the public record for this project:

As a pool service businessman, I feel the widening of 76 through the "populated" 3rd segment will hamper traffic + EMS response time while under construction. Building southern option

1

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Section 3.10 projects travel times for each of the project alternatives and shows that travel times would be greatly improved over the No Build Alternative or existing conditions, although there may be short-term impacts associated with construction.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

Keep San Diego Moving

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: CAROL + LARRY SHRIDER Date: 10/29/10
(Print Clearly)
Address: 1762 Arbolita Ln, Fall Brook
(Print Clearly)
Contact Phone: 760-731-0449

Email (Optional):

Do you wish to be added to the mailing list? ☑ Yes ☐ No

I would like the following comments included in the public record for this project:

1 We favor the Southern route over the existing alignment. Safer, better long-term, ultimately not more costly. Just smarter.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative)would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. Both build alternatives would construct a four-lane highway facility, but would not preclude future expansion, if necessary. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip

Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Jill Kerwin Date: 10-13-10
(Print Clearly)
Address: 1940 Carmen Ave #17
(Print Clearly) L.A., CA. 90068
Contact Phone: 323-377-0692
Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☒ No

I would like the following comments included in the public record for this project:

I attended this meeting & got very few ?'s answered. The DEIR contains "assumptions" & incorrect data.
1 Going South makes sense for 6 lane potential – lack of interruption & delays during construction on the existing SR76 & for the Fire safety & EMS time for thousands.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

SANDAG TransNet State Route 76 Corridor

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Project construction is expected to be completed by the year 2015. Construction activities would be staged to minimize disruptions to existing traffic and to provide a safe working area for construction activities. For each stage of construction, Caltrans would develop a Transportation Management Plan (TMP) that would detail the steps taken to minimize construction related disruptions, such as the planning of detours, staging of work, use of night work, etc. Also, community outreach programs would be developed so information about the construction can be widely and quickly shared. During construction, the number of lanes would not be reduced, but when there is a need for full or partial closure, these closures would be done with sensitivity to traffic. Please refer to Chapter 3, Section 3.10.4, "Construction Related Measures" for further discussion on traffic handling during construction.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: RICHARD RUTHERFORD Date: 10/23/2010
(Print Clearly)
Address: 1525 KATIE CT FALLBROOK, CA 92028
(Print Clearly)
Contact Phone: 760-731-7506

Email (Optional):

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

1 The county is primarily responsible for the safety of the residents. The south route is far safer than the existing route and when taking to account it is less expensive

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Jeffrey Strickfaden Date: 10/23/2010
(Print Clearly)
Address: 4007 Kesi Way, Fallbrook, CA 92028
(Print Clearly)
Contact Phone: 760-929-8030
Email (Optional): jeff7strick@yahoo.com

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

I am strongly in favor of the Southern Route because if there are fires/ earthquakes, accidents, there will be
1 2 routes available. It will also be the safest option on a day-to-day basis. The "right turn only" for many streets will only add to frustrations and extra mileage/pollution for drivers.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

SANDAG TransNet State Route 76 Corridor

1 The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Table 3.10-12 of the Final EIR/EIS shows the out-of-direction travel distance for local street access. The out-of-direction travel was designed to be less than 1 mile, with most distances being closer to 0.5 mile. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip

Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: James C Pickel (Print Clearly) Date: 10-23-10

Address: 10917 Katie Ct (Print Clearly)

Contact Phone: 760 451 2256

Email (Optional): jim@pickel.net

Do you wish to be added to the mailing list? ✓ Yes No

I would like the following comments included in the public record for this project:

1 The southern route is better for the environment and is safer for current residents

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip

Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Brenda Pick Date:
(Print Clearly)
Address:
(Print Clearly)
Contact Phone:
Email (Optional):

Do you wish to be added to the mailing list? ☑ Yes ☐ No

I would like the following comments included in the public record for this project:

1 So South — Safer

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Eric Williams Date: 10-18-10
(Print Clearly)
Address: 1174 Senwood Wy. Fallbrook, CA 92028
(Print Clearly)
Contact Phone:

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☑ No

I would like the following comments included in the public record for this project:

I am a resident of Fallbrook and fully
Support the Fallbrook Community Group's
endorsement of the Southern Route Alternative
1 for Hwy SR-76. I strongly urge Caltrans
to respect the desires of the FCPG and
local residents of Fallbrook living along
the proposed route.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Donna Kerwin Date: Oct. 13 2010
(Print Clearly)
Address: 4027 Flowerwood Ln. Fallbrook 92028
(Print Clearly)
Contact Phone: 760-723-1779

Email (Optional):

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

1 This project would benefit residents of Fallbrook + Bonsall by leaving the current SR76 as a frontage road. For East/West evacuation it is the only "outlet" for thousands of residents who deserve an escape. Caltrans needs to approach Vessel's Estate + buy the 3-5% necessary - why Print that the entire farm must be replaced ???

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

619-688-6699

Caltrans SANDAG TransNet Hayden Manning Public Infor. Officer

State Route 76 Corridor

1 The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

Keep San Diego Moving
TransNet

State Route 76 East
South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Era Leslie Date: October 26 2010
(Print Clearly)
Address: 3347 Via Alta Mira, Fallbrook CA 92028
(Print Clearly)
Contact Phone: 760-695-7149

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☒ No

I would like the following comments included in the public record for this project:

1 For the safety of evacuating in fire + decreased traffic when motor biking, I feel the widening of SR76 should be on the Southern Alternative!

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Christi Caistano Date: 11/1/10
(Print Clearly)
Address: 12400 Ventura Blvd. # 1200, Studio City, CA 91604
(Print Clearly)
Contact Phone: 323-620-8111
Email (Optional): mastersonent@aol.com

Do you wish to be added to the mailing list? ☐ Yes ☐ No

I would like the following comments included in the public record for this project:

FIRE EVACUATION would be impossible with construction and added traffic.

Family members who do not drive – including
1 elderly, kids + disabled people – would be vulnerable to the impending fire hazards every year.

Traffic studies show that loss of life + property are more significant dangers with Northern route.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

Keep San Diego Moving
TransNet

State Route 76 East
South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Christi Caratano Date: Nov. 1, 2010
(Print Clearly)
Address: 12400 Ventura Blvd #1200, Studio City, CA 91604
(Print Clearly)
Contact Phone: 323-620-8111
Email (Optional): mastersonentro@aol.com

Do you wish to be added to the mailing list? ☐ Yes ☐ No

I would like the following comments included in the public record for this project:

1 Cont. - The Southern Alignment will have significantly less impact during construction - of vital importance.

2 - I am worried about older relatives who may need emergency access.

Best,

Christi Caratano

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

2 Project construction is expected to be completed by the year 2015. Construction activities would be staged to minimize disruptions to existing traffic and to provide a safe working area for construction activities. For each phase of construction, Caltrans would develop a Transportation Management Plan (TMP) that would detail the steps taken to minimize construction related disruptions, such as the planning of detours, staging of work, use of night work, etc. Also, community outreach programs would be developed so information about the construction can be widely and quickly shared. During construction, the number of lanes would not be reduced, but when there is a need for full or partial closure, these closures would be done with sensitivity to traffic. Please refer to Chapter 3, Section 3.10.4, "Construction Related Measures" for further discussion on traffic handling during construction.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Christi Caratano Date: 11/1/10
(Print Clearly)
Address: 12400 Ventura Blvd. # 1200 Studio City, CA 91604
(Print Clearly)
Contact Phone: 323-620-8111
Email (Optional): mastersament@aol.com

Do you wish to be added to the mailing list? ☐ Yes ☐ No

I would like the following comments included in the public record for this project:

The danger factor is too big a risk.

The northern route will endanger citizens, as it did on the 5 Freeway Oso Overpass, resulting in 3 childrens loss of life.

2 Cont.

See "Oprah" episode of 10/25.

Loss of life · LITIGATION are unnecessary RISKS! Christiane Caratano

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: JUNE SHOUP Date: NOV. 1, 2010
(Print Clearly)
Address: 2791 LOS ALISOS DR., FALLBROOK, CA 92028
(Print Clearly)
Contact Phone: (760) 728-1228

Email (Optional): —

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

ACCORDING TO THE DEIR BY CALTRANS THERE ARE AT LEAST 6 CULTURAL
SITES IN THE PROXIMITY OF THE EXISTING ALIGNMENT. CALTRANS
SAID THAT THERE ARE NO CULTURAL SITES IN THE PROXIMITY OF THE
1 SOUTHERN ALIGNMENT. THESE HISTORICAL SITES SHOULD NOT BE
HARMED WHEN THEY DON'T HAVE TO BE. THE SOUTHERN ALTERNATIVE
IS THE CORRECT OPTION IN ORDER TO MAINTAIN AND RESPECT THE
HERITAGE OF THE COMMUNITY AND LAND AROUND US
FOR THOSE OF US USING 76 NEAR GIRD ROAD, WE WOULD BE SLOWED
2 DOWN (AND POSSIBLY ENDANGERED) IF THIS ROAD IS MADE INTO 4
LANES. PLEASE SELECT THE SOUTHERN ALTERNATIVE. June Shoup

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. All known cultural resources within the project's Area of Potential Effect (APE) are being avoided. This project was specifically designed to avoid all known prehistoric as well as built resources within the project footprint along both build alternative alignments.

2 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip 1/3

Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: ROBERT L. UZES Date: OCT. 30, 2010
(Print Clearly)
Address: 3580 VISTA LAGUNA RD., FALLBROOK, CA 92028
(Print Clearly)
Contact Phone: 760 451-3344
Email (Optional): HORKSEZU@aol.com

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

PRIME REASONS FOR SOUTHERN ALIGNMENT AS ONLY VIABLE OPTION:

OF FOREMOST CONCERN IS: SAFETY, TRAFFIC FLOW, PROVISIONS FOR FUTURE ROAD EXPANSION AND COMMUNITY CHARACTER.

1 NOTHING SHOULD OVERRIDE SAFETY ISSUES.

1) THE EXISTING ALIGNMENT PROPOSED DESIGN PRESENTS SERIOUS SAFETY RISKS WITHOUT ALL ACCESS INTERSECTIONS BEING SIGNALIZED. WITH FUTURE TRAFFIC LEVELS IT WILL BE TOTALLY UNSAFE TO MAKE LEFT TURNS TOWARD I-15

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Keep San Diego Moving
TransNet

State Route 76 East
South Mission Road to Interstate 15: Public Meeting

Comment Slip 2/3
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: ROBERT L. VZES Date:
(Print Clearly)
Address:
(Print Clearly)
Contact Phone:
Email (Optional):
Do you wish to be added to the mailing list? ☐ Yes ☐ No

I would like the following comments included in the public record for this project:

ACROSS 2 LANES OF 60 MPH TRAFFIC.
1 Cont. 2) FIRE EVACUATION - THE EXISTING ALIGNMENT (NORTHERN) DOES NOT PROVIDE THE ABILITY TO EVACUATE THE AREA IN THE EVENT OF A MAJOR INCIDENT. WILL BE
2 IMPOSSIBLE TO TURN LEFT.
ROAD EXPANSION - THE HIGHWAY ALTERNATIVE SELECTED
3 MUST PROVIDE EXPANSION CAPABILITY FOR TRAFFIC FLOWS BEYOND 2030. THE EXISTING ROUTE DOES NOT ECONOMICALLY DO THAT.
COMMUNITY CHARACTER

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

2 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

3 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Keep San Diego Moving
TransNet

State Route 76 East
South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

3/3

Name: ROBERT L. UZES Date:
(Print Clearly)
Address:
(Print Clearly)
Contact Phone:
Email (Optional):
Do you wish to be added to the mailing list? ☐ Yes ☐ No
I would like the following comments included in the public record for this project:

4 THIS IS A RURAL COMMUNITY. WE WANT TO KEEP IT THAT WAY. THE PRIMARY POPULATION BASE IS ALONG THE NORTH SIDE. THE SOUTHERN ROUTE WILL MINIMIZE NEGATIVE ENVIORNMENTAL EFFECTS ON THE COMMUNITY.

5 FINANCIAL CONSIDERATIONS MUST NOT BE THE REASON FOR PROCEEDING WITH THE NORTHERN ROUTE. TAXPAYERS OF THIS AREA ARE PAYING FOR THIS HIGHWAY EXPANSION 3 TIMES, TWICE THRU SALES TAX INCREASES AND NOW WITH INCOME TAX PAYMENTS TO SUPPORT THE STIMULUS PACKAGE. WE WANT AND DISERVE THAT IT BE DONE PROPERLY.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

4 Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region.

The Southern Alignment Alternative would introduce a new transportation facility including two new bridges, guardrail and drainage structures and conflicts with planned land uses and could negatively impact the rural character of the area.

5 In accordance with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and Federal Highway Administration project development regulations regarding alternatives analysis, the two build alternatives, Existing and Southern were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs.

Caltrans has considered comments received from the public, Native Americans, and resource agencies after circulation of the draft environmental document and the public meeting prior to identifying the Preferred Alternative. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: LIN CRAFT Date: 11/01/10
(Print Clearly)
Address: 2791 Los Alisos Dr Fallbrook, CA 92028
(Print Clearly)
Contact Phone: 760-728-1228
Email (Optional): lin.craft@westonsolutions.com

Do you wish to be added to the mailing list? ☒ Yes ☐ No

I would like the following comments included in the public record for this project:

Based on traffic flow + lack of lights and lanes proposed in the existing alignment emergency evacuation times would increase for a lot of the people living off + near Hwy 76. I have a very close brush with disaster in the 2007 wildfire and experienced the bottleneck of evacuation leaving the current 76 as a two lane frontage road would
1 provide a faster means of egress in an emergency. Leaving the 2 lane current 76 would take some of the traffic load off the new 4 lane highway if a new road was constructed on the Southern alignment. The Southern route impacts the wetland less, and we need to make saving + protecting our wildlife corridor a priority. These are just some of the reasons that I strongly urge accepting the Southern alternative for the Hwy 76 project.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

Environmental analysis is a major portion of project development. Caltrans, as a good steward of the environment, strives to avoid and minimize impacts to the maximum extent possible. It is important to protect the river and the species and habitat that it provides along with the scenic value of the river valley.

Thank you for your comments and your support of the Southern Alignment Alternative.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: RON ADRIAN Date: NOV. 1, 2010
(Print Clearly)
Address: 3255 ALTA VERDE DR, FALLBROOK, CA. 92028
(Print Clearly)
Contact Phone: 760-728-0313

Email *(Optional)*:

Do you wish to be added to the mailing list? ☑ Yes ☐ No

I would like the following comments included in the public record for this project:

1 PLEASE PROOVE ME WRONG. I'M SURE CALTRANS HAS ALREADY CHOSEN THE NORTHERN ROUTE...

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, meets Caltrans design requirements and has been identified as the Preferred Alternative. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Mary K Adrian Date: NOV. 1, 2010
(Print Clearly)
Address: 3255 ALTA VERDE DR.
(Print Clearly)
Contact Phone:

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☐ No

I would like the following comments included in the public record for this project:

1 Please consider the safety and future growth of Bonsall and Fallbrook when deciding the 76 route to the 15 Freeway. The southern route is better for expansion, uninterrupted flow of traffic plus providing a second road for evacuations.
You have received this information months if not years ago. Please make the best choice for our community.

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

Keep San Diego Moving
TransNet

State Route 76 East

South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: MIKE CERDA Date: 10/26/10
(Print Clearly)
Address: 31555 COMMONTRAIL CN. BONSALL CA 92003
(Print Clearly)
Contact Phone: 951 760 3762

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☒ No

I would like the following comments included in the public record for this project:

1 FOR SAFETY REASONS, IN FAVOR OF EXISTING ALIGNMENT HIGHWAY, IF EMERGENCY (FIRE) OCCURS, WOULD LIKE HIGHWAY CLOSE TO COMMUNITY TO A FASTER EVACUATION CAN BE POSSIBLE. LEAVE CENTER DIVIDE OPEN OR WITH FLEXIBLE REFLECTORS SO LEFT TURN IS POSSIBLE IN EMERGENCY SITUATIONS

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 The County of San Diego Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

BONSALL, CALIFORNIA, STATE OF CALIFORNIA

FOR THE COUNTY OF SAN DIEGO

TAKEN ON: THURSDAY, SEPTEMBER 23, 2010

TAKEN AT: 31505 OLD RIVER ROAD
BONSALL, CALIFORNIA

REPORTER: GLORIA D. MAZON
CSR NO. 9356

CALTRANS 76 EAST MEETING, THURSDAY, SEPTEMBER 23, 2010

BONSALL COMMUNITY CENTER

31505 OLD RIVER ROAD, BONSALL, CALIFORNIA 92003

5:00 p.m. - 8:00 p.m.

VERBAL STATEMENT OF JOHN DULING

* * *

I'm going to be impacted

1 either way, but I do worry about whether or not having the southern route will bring a lot of realtors into the area, you know, putting an on-and-off-ramp for big development. And, you know, I don't believe that Bonsall people are really interested in large development which something like this will bring in, where I believe is in Fallbrook not in Bonsall.

I was in our local project planning group in the 70s and our particular area is two-and-a-half acres, you know, and septic systems and that's what keeps it rural, that's what keeps it, you know, whenever they talk about Fallbrook, Bonsall, Rainbow, you never see house-to-house-to-house, you see vineyards -- I mean, groves and all of that, because that's what people are looking for, and then they mess it up for my safety, and

2 that of my children and neighbors.

I urge Caltrans to develop the southern alternative for route 76. The existing route is

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 1

1 Section 3.4 of the Final EIR/EIS documents that the Southern Alignment Alternative would introduce a new transportation corridor into a largely undeveloped area south of the San Luis Rey River that could reduce the cost of development along the proposed alignment by giving new access to the undeveloped properties.

2 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. Median openings were spaced to provide the least interference to through traffic on SR-76 and were also evaluated to minimize out of direction travel to those local streets with restricted access; for this project, the out of direction travel distance for local street access was designed to be under 1 mile, with most distances being closer to 0.5 mile, see Table 3.10-10 in Section 3.10. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

The geometrics proposed for the Existing Alignment Alternative include flatter curve radii and tangent sections which would improve the safety for the Existing Alignment Alternative.

extremely dangerous and safety will not be adequately improved by adding stop signs and lights and other restrictions on the existing route, it will still be a winding unsuitable road, probably obsolete by the time it is complete.

The southern route is four lanes designed to be expandable to six, this leaves the existing route available for two lanes for a possible total of eight

3 lanes. If the existing route is developed, the terminal width is four lanes forever, period.

If safety is the issue, I want to go on record

4 to say, I don't feel safe in the construction zone, Phase 2, the middle section between Bonsall and East Vista Way, there are no shoulder sections, I feel like a death trap to complete that phase, we will put nearly two more years of construction as it is. If the existing route remains while construction of a southern route, traffic will not be interfered and the road will be safer.

If the existing route is chosen, we will be subject to two or three more years of construction and traffic hazard and delays. We've put up with enough already.

The southern route will be less expensive. The cost to build the existing Route 76 from scratch, will

5 likely be 300-to-400 million dollars. I feel it's

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 2

3 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

4 Project construction is expected to be completed by the year 2015. Construction activities would be staged to minimize disruptions to existing traffic and to provide a safe working area for construction activities. For each phase of construction, Caltrans would develop a Transportation Management Plan (TMP) that would detail the steps taken to minimize construction related disruptions, such as the planning of detours, staging of work, use of night work, etc. Also, community outreach programs would be developed so information about the construction can be widely and quickly shared. During construction, the number of lanes would not be reduced, but when there is a need for full or partial closure, these closures would be done with sensitivity to traffic. Please refer to Chapter 3, Section 3.10.4, “Construction Related Measures” for further discussion on traffic handling during construction.

5 The overall project cost of the SR-76 South Mission to Interstate 15 project is discussed in Chapter 2, Section 2.1.2 (Existing Alignment Alternative) and 2.1.3 (Southern Alignment Alternative), It is estimated that the Existing Alignment Alternative would cost approximately $100 million less to construct than the Southern Alignment Alternative.

economically imprudent to waste that money rebuilding that same road, destroying the existing route to improve it.

The building costs are about even, but the southern route involves land acquisition at a time when most of the land is County property and land values may never be less. It would be a good investment for the State Highway System to go the southern route.

Our community doesn't like change. The least change is the southern route.

The proposed design of rebuilding the southern route -- pardon me -- the proposed design of rebuilding

6 the current route, will irreversibly and negatively affect our community and quality of life.

My email is, johnduling@gmail.com

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 3

6 Section 3.6 of the Final EIR/EIS identifies potential impacts to community character associated with the Existing Alignment Alternative, including impacts associated with changes to the existing visual character. However, implementation of mitigation measures related to visual impacts would mitigate these impacts associated with the Existing Alignment Alternative.

CALTRANS 76 EAST MEETING, THURSDAY, SEPTEMBER 23, 2010

BONSALL COMMUNITY CENTER

31505 OLD RIVER ROAD, BONSALL, CALIFORNIA 92003

5:00 p.m. - 8:00 p.m.

VERBAL STATEMENT OF ED AND DOROTHY FARRELL

* * *

Our name is Ed and Dorothy Farrell. And we live at 32023 Taliesin Road in Bonsall; and 760.609.4584

Anyway, all we want, is we just want to say

1 keep the original route, we don't want to pay higher taxes to buy the whole Vessels Ranch. I just hope it gets done in my lifetime. I went to one of these meetings 10 years ago.

So thank you. That's all.

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 4

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

CALTRANS 76 EAST MEETING, THURSDAY, SEPTEMBER 23, 2010

BONSALL COMMUNITY CENTER

31505 OLD RIVER ROAD, BONSALL, CALIFORNIA 92003

5:00 p.m. - 8:00 p.m.

VERBAL STATEMENT OF SHEILA WALSON

* * *

My name is Sheila Walson.

The southern route is an environmental disaster. The northern route, let's change that to the existing northern route, allowing left-hand turns is

1 homicidal and suicidal, Bonsall residents will be unable to use it safely.

The Caltrans numbers do not support a six-lane highway. The existing alignment alternative which is No.

2 2, does match the design of the western sections, either alignment can support a six-lane widening. The 120-million dollar increase to build the southern route is not minuscule in today's long-term recession. The 120-million is not adequate for the valuation of Vessels Stallion Farm, it's irreplaceable in climate and condition, is Bonsall's largest business, in parenthesis (Bonsall is equestrian) and is priceless. Let's just say it's priceless.

The major proponent of the southern route has a history of using O.P. money. Let's say, trying to use

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 5

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. Median openings were spaced to provide the least interference to through traffic on SR-76 and were also evaluated to minimize out of direction travel to those local streets with restricted access; for this project, the out of direction travel distance for local street access was designed to be under 1 mile, with most distances being closer to 0.5 mile, see Table 3.10-10 in Section 3.10. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

2 Caltrans agrees that the loss of this facility would cause economic impacts to the local community and the County. The Community Impact Assessment (CIA) prepared for the proposed project identified potential economic impacts associated with displacement of the Vessels Stallion Farm. The CIA states the following:

"Loss of the Vessels Stallion Farm could also affect businesses within the horse breeding and racing industries that work with the Vessels Stallion Farm both within the surrounding communities and throughout San Diego County. Therefore, implementation of the Southern Alignment Alternative would result in a reduction of local tax revenue."

O.P. money.

The leader in the Fallbrook Planning Group, proposing to southern alternative is a realtor, who no doubt, has sold to clients along the existing northern route.

The Fallbrook people just north of the existing northern route have had 20 years to make other alternatives for this location. They have a perception that their real estate property has a lowered value, which it does anyhow in the recession.

Were these people able to keep the existing Highway 76 as a County road? It still has to have six-to-eight dangerous curves removed and during this resession, I know the County does not have the money to do it. They want their cake and eat it too.

Our wildlife will have a difficult time getting a drink of water if there are roads on both sides of the

3 river, that's unacceptable environmentally.

The Bonsall Sponsor Group has voted for the existing northern alternative too, and they are the people responsible for the decisions in Bonsall, not the Fallbrook Planning Group.

The removal of the mature trees along the Southern Alternative No. 4, is unacceptable if excessive air pollution from diesel fumes in any case, must be

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 6

3 Wildlife crossings, directional fencing, and escape areas have been included in project design to minimize wildlife fatalities. Wildlife crossings are described in Section 3.20 and the locations of the proposed wildlife crossings are shown on Figure 3.20-4.

Post-construction activities would include revegetation of areas cleared during construction and implementation of Best Management Practices (BMPs) that that would prevent oil, trash, and other pollutants from entering into the riverbed. Additionally, the proposed project would include treatment BMPs to treat any pollution that may enter the river.

1 mitigated by tree plantings of large size, which means
2 goodly forest.
3 The existing Northern Route No. 2, is the 2000-
4 year plus historic traveled route and that is the one
4 5 that should be expanded to four safe lanes, without left
6 turns.
7 Okay. That'll do it.
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CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 7

4 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

CALTRANS 76 EAST MEETING, THURSDAY, SEPTEMBER 23, 2010

BONSALL COMMUNITY CENTER

31505 OLD RIVER ROAD, BONSALL, CALIFORNIA 92003

5:00 p.m. - 8:00 p.m.

VERBAL STATEMENT OF ANONYMOUS SPEAKER

* * *

ANONYMOUS SPEAKER: I want the southern route. I'll tell you upfront, I live in Rancho Monserate, the mobile home park, do you know where that is?

All right. Let me show you (indicating.)

So my comment will be, that if you do indeed choose a southern route, then we need an off-ramp into

1 the park to be factored into the cost, because if it don't, here's what happens all the traffic for that park gets routed up to Old 395 to come down 395 and they come in Dulin Road, right through the middle of our property.

We have 75, 80-year people in golf carts that traverse that road each day, three, four times a day.

Picture this: And it'll happen, 6:00 in the evening, sunsetting in the west, people are going west and that sun is going to be in their eyes.

Dulin Road is not going to be 25 miles an hour anymore, the County road will set up to maybe 40 miles an hour; 35. But you're going to have some young man who's 40 years old, he's going to have a 10, 15-year-old son,

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 8

1 Future access points and/or multimodal connections between state and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region. Additionally, Dulin Road is under the jurisdiction of the County of San Diego.

that's waiting for a baseball game and he's in a hurry to get to the park, and he's going to be whooping down that road at 45, 50 miles an hour and he's not going to see that golf cart crossing road. Wait till we have fatalities there, people getting creamed by cars and go, "Oh, gosh, I'm sorry. I just want to get my kid to the ballpark. I didn't see him. The sun was in my eye," that's a very scary situation.

So my comment is, we need the southern route

2 and the southern route ought to have a freeway exit point there on the western side of that park that let people into the park and back out of the park, so they don't come down through Dulin Road.

That's a real concern. If you don't believe me ask him, he's the head of our association. It's all about safety.

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 9

2 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2. See Response #1 above.

CALTRANS 76 EAST MEETING, THURSDAY, SEPTEMBER 23, 2010

BONSALL COMMUNITY CENTER

31505 OLD RIVER ROAD, BONSALL, CALIFORNIA 92003

5:00 p.m. - 8:00 p.m.

VERBAL STATEMENT OF ANONYMOUS SPEAKER

* * *

ANONYMOUS SPEAKER: Don't we have up until the

1 first part of November to send in comments? Because I wanted to -- we got a lot of people who has come here tonight to be educated as much as possible, and then what I'm going to do is put out an information thing for them to write how they feel, so it's on record. I can talk tonight, but I'd rather send something in writing between now and the early part of November.

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 10

1 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. Public review of the Draft EIR/EIS ran from September 3rd 2010 to November 2nd2010. The public hearing was held on September 23rd, 2010. Therefore, over a month was available for people to submit written responses after the public hearing was held.

CALTRANS 76 EAST MEETING, THURSDAY, SEPTEMBER 23, 2010

BONSALL COMMUNITY CENTER

31505 OLD RIVER ROAD, BONSALL, CALIFORNIA 92003

5:00 p.m. - 8:00 p.m.

VERBAL STATEMENT OF RICHARD MINGA

* * *

My name is Richard Minga.

So I mean, for me, I've been looking at the pristine valley for the last 15 years living here and I don't think we should be screwing up the whole valley, leave it in the northern route; leave it the way it's existing. 1

I definitely would not be one that's for the southern route, you know. And as far as where the bridge pops in, it doesn't really have any affect on me. I'm on Star Track Way, so it's going to come in at that same location anyways, so I'm still going to have just as much noise. It's just part of the advancement, you know, and we just have to deal with it.

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 11

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The Project Development Team considers environmental impacts, and comments from the public, Native Americans, and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in-depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Section 3.6 of the Final EIR/EIS documents that impacts to community character associated with the Southern Alignment Alternative would remain infeasible due to the introduction of a new transportation facility into an undeveloped area and the potential for future development that may change the community to a more urban character.

CALTRANS 76 EAST MEETING, THURSDAY, SEPTEMBER 23, 2010
BONSALL COMMUNITY CENTER
31505 OLD RIVER ROAD, BONSALL, CALIFORNIA 92003
5:00 p.m. - 8:00 p.m.
VERBAL STATEMENT OF DELOS EYER
* * *

My name is Delos Eyer.

I live off of Gird Road. It's close to 76, three or four minutes off of Gird. So I live close to 76.

So this is important to me, because that is an access that I use frequently to go to Oeanside and Southern San Diego County to go to 15 and go to Riverside County to north 15, go south Escondido and all those areas; 76 is an important route for people like myself that live along 76 on the Fallbrook side.

On the other side, there is no traffic. All the population basically is in 76. And in the Fallbrook area, people live on the north side of the river, so we come in through that. If there was a fire or emergency from where we live, that's where we would go.

Inside Fallbrook, it's going to be congested like mad. We have to get to 76 or out to 15, or out to Mission to 76 is a big exit. But Fallbrook, if there was a fire -- we had a fire three blocks from my home, that

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 12

1 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

last fire two years ago, so if it came farther we'd have to leave. They told us to leave. This should not be a short-term fix.

As I was saying a minute ago, it should be a long-term fix. If you build your two lanes each way to improve through 76 north route, you'll be done for putting money into that project, that is, you're going to do it now or not in 20 years, so you need to go over to this money and build the southern route where you got

2 more room for more lanes and you still have 76 for a large population of Fallbrook for using the access. They do now and it's there for emergency.

When everything for the future is getting out of Fallbrook, out of this County, you know, you can't do it. It's many roads to Fallbrook, several roads to Fallbrook exits to 76. The current 76, you would have to

3 block some roads, reroute some of those when you're going to overload, cause traffic backups and curves right through 76 if that lane exists. It's a big exit for a lot of people on Gird Valley, it's called. There is a golf course right off of Gird Valley and it has two exits, one on Gird Valley further away up there from 76 and they have one that goes onto Mission directly.

Your route shows that you stop the route from the golf course that goes onto 76, make a little side

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 13

2 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

3 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. Median openings were spaced to provide the least interference to through traffic on SR-76 and were also evaluated to minimize out of direction travel to those local streets with restricted access; for this project, the out of direction travel distance for local street access was designed to be under 1 mile, with most distances being closer to 0.5 mile, see Table 3.10-10 in Section 3.10. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

1 road that goes to Gird Valley, so what you're going to
2 do, is you're going to backup to Gird Valley Road more,
3 because you're going to have a community golf course,
4 it's not golf, it's a golf course with hoops all around.
5 The problem is not 100 homes or more in there,
6 they've got two accesses and the one they would cutoff of
4 7 76, they're going to convert it onto Gird Valley, so now
8 you're going to backup Gird Valley, so that's a problem
9 for traffic.
10 Now, if they do that on the other routes, like
11 the streets that go off of -- go from Fallbrook, Bonsall
12 area onto 76, they cut off more of them there to go. If
13 you have a road going onto 76 and you cut it off because
14 you're doing this other route, if you cut those off,
15 those people have to get out some other way, you go back
16 to Fallbrook, go on any left to get on 76. So you're
17 going to create more traffic backup and more traffic on
18 the road to leave, that's not good, you inconvenience the
19 public.
20 Okay. Anyway, so I mean, you're going to
21 impact the existing roads by reducing those that come
22 onto the new freeway, that's going to cause more
23 problems, and they don't need to make more problems, they
24 need to reduce the problem.
25 Okay. Another point. The safety is the most

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 14

4 Table 3.10-16 0f the Final EIR/EIS shows that intersection delay in 2030 would reduce compared to 2030 conditions without the proposed project at the intersection of SR-76 and Gird Road.

5 1 important thing. Well, that's important, people's safety
2 and the community's voice. I think you're going to hear
3 the community voices saying the South Route Fallbrook,
4 Bonsall. The people's safety will, if you make the
5 southern route, leave 76 existing, you're going to
6 improve the safety and leave the safety there to access
7 Fallbrook and make an easier opportunity in case of a
8 fire emergency.
9 One point I wanted to add that's related to
10 either side, is for recreation purposes. I highly
6 11 encourage the recreation department to put baseball
12 fields and softball fields in their proposed support park
13 they're going to do along 76, whichever side it's on;
14 whatever side. But the community and the general County
15 needs more ballfields for adults and seniors. I'm a
16 senior, and I play baseball with about 100, 50 people in
17 San Diego County. We have to drive all the way to UCSD,
18 Coronado Island, local high schools everywhere and it's
19 not convenient, the scheduling of so many teams playing,
20 we need this, it's an opportunity. This recreation,
21 proposed recreation along San Luis River there on 76 to
22 build ballparks and softball for seniors, young people
23 and baseball. There are lot of seniors, age 55 and older
24 baseball players in this County, people that come to this
25 County for baseball.

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 15

5 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

6 Caltrans and the County of San Diego have coordinated both the highway improvement project and the San Luis Rey River Park. The County of San Diego is currently developing locations for active use areas such as baseball fields and soccer fields. According to the Park Master Plan, the County is considering locations north of SR-76 along Gird Road which may be used for active recreation.

Please add ballfields. And most people think of softball fields, this is hardball. We need some hardball fields, which are bigger.

Now, you don't need as many, but you get some and this will be a perfect opportunity to provide for the County recreation baseball fields for 55 and older, and we got seniors who are looking for more recreational opportunities.

CALTRANS 76 EAST MEETING, THURSDAY, SEPTEMBER 23, 2010

BONSALL COMMUNITY CENTER

31505 OLD RIVER ROAD, BONSALL, CALIFORNIA 92003

5:00 p.m. - 8:00 p.m.

VERBAL STATEMENT OF JOHN OGDEN

* * *

All right. My name is John Ogden. And I live on Monserate Hill Road.

And there's approximately 90 parcels, buildable parcels on the top of that road, not all are built. Right now, about maybe 50 have homes on them at this point and time. Monserate Hill Road is a dead end road that goes down to Highway 76. The current northern route plan does not allow for us to do anything, but have a right-hand turn.

1 Our concern is, that is, there's no way for us to escape a fire to the west, I mean, to the east because we'd have to turn back onto oncoming traffic. We're forced to go down, turn around and come back at Gird Valley or we're forced to turn, go down to get back to our property, get down to Star Track Way and do a U-turn and come back.

We want one of two things, either continue the

2 Star Track Frontage Road all the way to Monserate so we can go out that way, or give us a turnaround or a turn

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 17

1 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

2 Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

1 out, I should say, at the bottom of Monserate Hill Road
2 on Highway 76, both east and west, not just for
3 convenience, but for safety, okay? Everybody knows it's
4 a problem.
5 All right. Thank you.
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CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 18

CALTRANS 76 EAST MEETING, THURSDAY, SEPTEMBER 23, 2010
BONSALL COMMUNITY CENTER
31505 OLD RIVER ROAD, BONSALL, CALIFORNIA 92003
5:00 p.m. - 8:00 p.m.
VERBAL STATEMENT OF ANONYMOUS SPEAKER
* * *

ANONYMOUS SPEAKER: For the people that are
1 concerned about the fire situation, they're not able to
make a left-hand turn. I think what would help resolve
their concerns, is between the lanes do not put a solid
barrier, so if an emergency exists, they can make a left-
2 hand turn when they need to, when an emergency situation
such as those little plastic reflectors. So if there's
an emergency situation, they can easily go through those
plastic situations, plastic reflectors to make that left-
hand turn, you know, just so that way it seems like a
compromise for most people. Don't put that giant
concrete barrier there, just a plastic reflector,
everybody needs to make left-hand turns.

My other concern was, I like the San Luis River
a lot. I see a lot of trash; lot of trash, lot of
3 airborne trash that comes out of the back of trucks, out
of the wood hills, you know, paper bags, coffee cup
drinks, kids stuff, lot of trash from construction and
when the highway gets graded, the speed of the vehicle is

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 19

1 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

2 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

3 Post-construction activities would include revegetation of areas cleared during construction and implementation of Best Management Practices (BMPs) that that would prevent oil, trash, and other pollutants from entering into the riverbed. Additionally, the proposed project would include treatment BMPs to treat any pollution that may enter the river.

1 going to increase, therefore I believe that the trash
2 that are out of the vehicles is going to increase. I
3 believe that there should be a consideration to contain
4 that trash before it reaches the riverbed.
5 I've seen some barriers where there's a berm, a
6 dirt berm between the road, the highway and the riverbed.
7 One example would be along Highway 76 heading west, past
8 the Oceanside airport.
9 There's a berm already existing along Highway
10 76, between the Oceanside airport and Interstate 15,
11 there's the road. There's the berm and then there's a
12 bike trail and there's the riverbed. I like to see like
4 13 a berm be put up along the existing highway, contain the
14 trash, contain the noise and also for visual effects too;
15 people may not be able to see the highway and it's also
16 to make the environment for the animals down on the
17 riverbed more pleasant.
18 All right. So I've been talking to some of
19 these people already and there's no consideration for
20 that right now, just a biowell. It might not be good
21 enough for the airborne, the paper bags, the cups, the
22 wind is going to blow it down there and when the rain
23 comes, it's going to be all washed there.
24 So the berm, when the water does drain into the
25 riverbed, put a slump where the water can settle, the

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 20

4 See Response #3 above.

trash can settle, maybe filtered out with the rocks to contain the trash before it goes into the riverbed. I know that takes more land and more cost, but it'd be beneficial for everybody, I would think.

The community could help. The Government could help with some kind of system to contain the trash before it gets to the riverbed and the ocean. It can be done, it's just a matter of cost; cost of land.

CALTRANS 76 EAST MEETING, THURSDAY, SEPTEMBER 23, 2010

BONSALL COMMUNITY CENTER

31505 OLD RIVER ROAD, BONSALL, CALIFORNIA 92003

5:00 p.m. - 8:00 p.m.

VERBAL STATEMENT OF ANONYMOUS SPEAKER

* * *

ANONYMOUS SPEAKER: The horse trails that come down on each side of Sycamore Ranch where the wildlife crossings are at the beginning of Sycamore Ranch as you travel north to the 15, needs to be high enough to accommodate horses, a horse and rider.

Okay. The same for the wildlife crossings, down where the Gird Valley bridge is going to be off of Gird Valley Road, that also needs to be high enough to accommodate a horse and rider, because those are both horse crossings into the park.

Okay. That's it.

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 22

1 As discussed in Section 3.3 of the Final EIR/EIS, the proposed project and the San Luis Rey River Park are being developed concurrently and Caltrans and the County of San Diego Park and Recreation Department are coordinating the development of both projects. This coordination would include finalizing locations for the multi-use trail system associated with the San Luis Rey River Park, which would allow for safe horse crossings. The bridge over Live Oak Creek has been identified as a potential equestrian crossing and included in the SLRRP. The nearest opening to this crossing would be west of the bridge over Live Oak Creek near Via Montellano.

CALTRANS 76 EAST MEETING, THURSDAY, SEPTEMBER 23, 2010

BONSALL COMMUNITY CENTER

31505 OLD RIVER ROAD, BONSALL, CALIFORNIA 92003

5:00 p.m. - 8:00 p.m.

VERBAL STATEMENT OF ANONYMOUS SPEAKER

* * *

ANONYMOUS SPEAKER: One of the questions I

1 wanted to have addressed, is the fact that there is so many deaths on 76 and that there are serious concerns about people making U-turns, either at the signals or at the, I don't know what they're called, the proposed access where there's, you know, to try to come across four lanes of traffic, it's going to be a little scary. I don't drive. I drive the 76 as little as possible because it's a death trap.

The other question I'd like to have addressed is, I believe in your document, you said that the average

2 speed on the 76, I think between South Mission 15, the average speed is 35 miles an hour. I'd like to know where that data came from, because I've counted 35 miles on that road. I drive because I go into town all the time. All the time 35, right before the 395 intersection, because there's a suggested speed of 35 miles an hour to the rest of it. No. I go 50 miles on the road all the time.

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1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

2 Section 2.1.1 of the Final EIR/EIS stated that the posted speed limit would be determined after construction upon completion of appropriate traffic studies and is anticipated to be 55 mph. Section 3.9.1 of the Final EIR/EIS describes the analysis of emergency vehicle travel times that were calculated and verified with NCD by placing test calls to each side street through the Computer-Aided Dispatch (CAD) system. For this analysis, the average running speed for the current SR-76 was assumed to be 35 mph with no pull-out areas and only one lane for travel, while the speed for the improved condition (both alternatives) was assumed to be 55 mph with shoulders to pull out into and two lanes of travel.

3 So what happens with this information? What's the projected time frame to make the modifications to 76?

4 How will it affect traffic in both directions during that time period? And how are they going to facilitate the traffic control so people can get around? And it's very limited on how we're going to get out of a fire during

5 construction.

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3 Project construction is expected to be completed by the year 2015. Construction activities would be staged to minimize disruptions to existing traffic and to provide a safe working area for construction activities. For each phase of construction, Caltrans would develop a Transportation Management Plan (TMP) that would detail the steps taken to minimize construction related disruptions, such as the planning of detours, staging of work, use of night work, etc. Also, community outreach programs would be developed so information about the construction can be widely and quickly shared. During construction, the number of lanes would not be reduced, but when there is a need for full or partial closure, these closures would be done with sensitivity to traffic. Please refer to Chapter 3, Section 3.10.4, “Construction Related Measures” for further discussion on traffic handling during construction.

4 See Response #3 above

5 The County of San Diego’s Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

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5:00 p.m. - 8:00 p.m.

VERBAL STATEMENT OF JEAN BUDD

* * *

My name is Jean Budd.

And I want to talk to you about my concerns about why we would even consider widening the current 76 to four lanes. Why we can't widen it to six lanes later. I believe that only four lanes, by the time it's finished, that it's already going to be full of traffic. And we know how long it took, took years just to get the attention of North County.

When the fires were burning and we had to evacuate, we couldn't even turn the news on and find out anything about Fallbrook. It's like we fell off the Earth up here. And so, it takes a long time to get a highway built.

And my concerns are, if a highway is built on the current 76, by the time it's finished by Caltrans, it will already be full of traffic, it cannot be expanded to six lanes, so then we start to fight all over again, after putting up with all the mess and the construction because the highway will be full of traffic. So then we

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 25

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

2 The history of the development f the proposed project is described in Chapter 1 of the Final EIR/EIS.

3 The County of San Diego’s Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

have to start fighting again. And where are they going
4 to put it? Southern route probably? So why not just do
it and give us the four lanes on the southern route and
give us the two lanes on the current 76, so that we can
travel with six lanes of traffic and not four.
And also, if the a southern route, if it has to
be modified or adjusted, fine, I have no problem with
that. But if the southern route is chosen, it can be
expanded to six lanes, but once they finish the 76 to
5 make it into a four-lane highway, we are really going to
have a fight on our hands to try and get another highway
to handle all the traffic, and that is my big concern.
It's been years we've been fighting to get a
highway and now we're going to put in a highway that's
6 not going to handle the traffic problem. We have a new
casino going in like down from us, right down from
Fallbrook on the 76, and we have a granite quarry and
those huge trucks are going to be using those four lanes,
by the time it's finished, it will be extinct, we'll have
to start over.
So that's a waste of money. So I have a
problem with that.

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4 See Response #1 above.

5 See Response #1 above.

6 The SANDAG regional model accounts for trips to be made based on existing land use and land use policy, and existing and proposed transportation infrastructure. Most developments within incorporated areas and county unincorporated areas are accounted for. Certain developments are required to mitigate for traffic impacts to the transportation system under CEQA.

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5:00 p.m. - 8:00 p.m.
VERBAL STATEMENT OF GLENN CAMPBELL
* * *

1 My name is Glenn Campbell. All of the underpass wildlife and underpassings on the Vessels Ranch need to be large enough to accommodate farm machinery crossing from one side of the road to the other, or the farm machinery needs to be able to go through those underpasses.

Okay. Thank you.

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 27

1 Caltrans acknowledges that the Southern Alignment Alternative would substantially impact Vessels Stallion Farm and has identified the property as a full property acquisition in Section 3.7 Relocations.

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5:00 p.m. - 8:00 p.m.

VERBAL STATEMENT OF BRADFORD JORDAN

* * *

My name is Bradford Jordan. My address is 3141 Old Post Road, Fallbrook.

So question No. 1, is according to the DEIR, it appears that the acquisition cost for the southern route or alternative is a million dollars per acre, while the acquisition cost for the existing route is less than 250,000 per acre. Why is there such a big difference?

Okay. Question 2: On the Southern Alternative, the Vessels Ranch supposedly, according to Mark Faylen, said that there'd be no land value that's saying, you know, "You're going to buy us all completely, it's all or nothing."

Why is it any of their business, it's going to be so harmed, that they can't stay in business if the road goes through their property? That's it for now.

Now, my email is, bradford_c_jordan@yahoo.com.

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 28

1 Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

2 See Response #1 above.

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VERBAL STATEMENT OF ANONYMOUS SPEAKER
* * *

ANONYMOUS SPEAKER: I'm fearful after reading of that today, I am really fearful that the whole thing
1 has been skewed in one direction already. And as a believer in the safety issues that make the southern route better, I think it's a lost cause, sad to say. I do have a couple of items I wanted to mention.

One is, if on the existing route, there are three intersections that allow left turns but there is no
2 lighting at those intersections proposed, that I think detect from reading the report and I feel safety issue should mandate that those intersections, the unprotected left turn intersections should have a streetlight just for an overhead light. I'm concerned about evacuation of
3 fire. I'm sure you've heard that before. And I'm concerned about the left turn, you know, the U-turns that
4 people would have to make, the blocking that would happen.

So those are just a couple of my big concerns. I am very strongly in favor of the southern route,

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 29

1 In accordance with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and Federal Highway Administration project development regulations regarding alternatives analysis, the two build alternatives, Existing and Southern were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs.

2 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

3 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

4 As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

because it allows the present 76 to remain a frontage road and just allows the local people, of which I'm a local, to go back and forth with more easy access. I mean, I think it would do a lot to preserve the rural character of the area and having it out in the open on the southern route, does give us the option down the line to add two more lanes; whereas, the existing routes will be maxed out at two lanes each way.

So if you want to be forward-thinking, I think that should be a big consideration.

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5 For the Southern Alternative, the existing SR 76 roadway would be relinquished to the County of San Diego in good repair and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3—Southern Alignment Alternative.

6 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

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VERBAL STATEMENT OF ANONYMOUS SPEAKER
* * *

ANONYMOUS SPEAKER: One is, that the idea that
1 Vessels Ranch, the focal point of the community is crazy.
Its got a 12-foot fence with armed guards patrolling it.
If you took it out, replace it with a leak, nobody would
know the difference. It's a big piece of land in the
middle and I understand why they look at it and think
that it matters, but I really don't think it does.
Okay. That's the one thing.
The other is, I am really concerned about the
2 other emergency access with the current roadway being
essentially chopped up into a bunch of access roads.
Evacuation in a fire situation would be really
hard, and I think that they'd be better off leaving the
current alignment just like it is and put the road,
either the southern alignment they're looking or a
slightly more southerly, northern alignment so that you
could come out of all those little streets and make a
turn on either direction to get out, instead of having to
go against the evacuation direction and then turn around

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 31

1 Vessels Stallion Farm represents the rural, mostly open space character of the community. The text has been revised and the statement, “serves as a focal point of the area”, has been removed from the Summary and Section 3.6 of the Final EIR/EIS.

2 The County of San Diego’s Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

and go back.

Okay. Thank you.

(Whereupon the Caltrans State Route 76 meeting concluded at 8:00 p.m.)

STATE OF CALIFORNIA)
COUNTY OF SAN DIEGO)

I, Gloria D. Mazon, C.S.R. No. 9356, hereby certify, that the foregoing statements from this public hearing were recorded true to the best of my ability by electronic transcription, and supervised under my supervision.

Dated in San Diego, California, this_____day, of_____,2010.

_____
Gloria D. Mazon CSR No. 9356

CALTRANS ROUTE 76 EAST PUBLIC MEETING PAGE 33

Sept 7, 2010

Ms Soifer,

I am totally amazed that this North vs South route for Highway 76 is still an issue!

Have you or anyone actually driven the two different routes? It is obvious to those of us who live here and that actually drive the route that the Southern route is the only route that makes sense.

1 To build the Northern route will end up as a very costly mistake!

Thank you for your attention to this problem!

Judith N. Erickson
6202 Los Padres Dr
Fallbrook, Ca 92028
(760) 731-2515

COMMENTS RECEIVED FROM THE PUBLIC

1 Caltrans appreciates your comments. However, under NEPA and CEQA, all projects must research viable options and alternatives for projects. This proposed project has been initiated to improve curves, increase capacity and to meet current standards for conventional highways. All of the proposed alternatives for the SR-76 project were reviewed. Comments from the resource agencies, Native Americans and the public contributed to the decision to identify the Existing Alignment as the Preferred Alternative.

Mr Phelan…Debra Soifer

Regarding Hwy 76

I am a long time resident of Fallbrook and unaccustomed to writing editorials, but I am incensed at the brain dead reaction of the environmentalists charging into this fray!

Just when did it become more important to preserve the lifestyle of the willow flycatcher and the California gnatcatcher than to improve and be concerned with the human race? It's time to realistically plan for the future of the earthly inhabitants of Fallbrook and their safety and concerns and not the insects that thrive and will continue to thrive long after the road is completed. And that goes for the eagles and hawks as well. Trust me…they will adjust! 1

We as a country and certainly as a County, waste more money on meaningless project studies and causes (not withstanding the over the top pension funds) than it would take to add the difference to this project for building the Southern route and moving Vessels farm. That farm is an important part of this community and I'm sure they would be happy to share the cost of moving as well. They are very civic minded and are concerned for the well being and safety of the homeowners and businesses that would be vastly impacted if the Northern route is chosen by Cal Trans.

LISTEN to the people in this matter and NOT the buzzing of the insects. WE are more important to the ecosystem than the Gnatcatcher! Do the right thing.

Tony Ward
2310 Aqua Hill Rd
Fallbrook

1 Thank you for your interest in the SR-76 highway improvement project. Environmental analysis is a major portion of project development. Caltrans, as a good steward of the environment, strives to avoid and minimize impacts to the maximum extent possible. It is important to protect the river and the species and habitat that it provides along with the scenic value of the river valley.

The National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) were passed and signed into law in 1970. Both laws require studying various aspects of environmental impacts to plants, animals, habitats, waters and wetlands. Also, the Endangered Species Act requires protection of endangered and threatened wildlife and plants.

Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region.

Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessel's Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

Jmckee
<jmckee1276@aol.com>
09/11/2010 12:38 PM

To action76@sbcglobal.net
cc Debra.Soifer@dot.ca.gov, russellfarms@roadrunner.com
bcc
Subject SR 76

History: This message has been forwarded.

Just curious...

have you considered that the authorities can turn any road into "all lanes one way" during an emergency? (check how they handle the roads for hurricane evacuation in the south) That would somewhat mitigate the "safety" concern you have expressed regarding the north route.

1 have you considered how residents would GET to 76 during an emergency if it is built on the south side? you would need to use the "access" road to get to the TWO on-ramp points (there is no indication of another bridge over the river in the middle)...and the access road would still have the issues of right/left turns (Think about those wanting to make a left across the traffic now) not to mention the basic traffic jam on the road that remains 2 lanes.

for everyday convenience (those concerned that they have to go a couple of blocks and make a "u" turn from those "no left turn" streets)...have you considered how the rest of us in Fallbrook (those not living near 76) get to and from I-15? It certainly entails more than a couple of blocks and a "u" turn!

Would appreciate your including these questions/possibilities in your publicity and solicitation of support from residents. It would be helpful to have ALL possible solutions addressed so that informed decisions can be made.

Thank you.

Jane McKee
Fallbrook, CA

1 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Jack F. Wood
3191 Los Verdes Dr
Fallbrook, CA 92028
760.731.3193

September 16, 2010

Ms. Debra Soifer
Environmental Analysis Branch A
California Department of Transportation District 11
4050 Taylor St., M.S. 242
San Diego, CA 92110

Dear Ms. Soifer:

I find the DEIF for the east section of Highway 76 flawed in many respects:

Page S-1

1 1.) To only consider SR 76 be widened to four (4) lanes, without consideration to right-of-way for six (6) lanes on the existing route, presents a false, short-sighted picture when all the rest of Highway 76 has right-of-way for potential expansion to six (6) lanes from I 5 to Mission Road. The projected growth along this corridor and east of I 15 demands this be done or we will be back to the LOS we have now, and no room to expand.

Page S-3

2 2.) The existing road alternative plan has not taken into consideration the new casino planned on Highway 76 east of I 15 that will have a 200 room hotel and casino, and is due to be operational in 2014.

Page S-4

3 3 .) The approach to signalization and unsignalized road on the existing road alternative creates undue hardship and safety concerns. Right-of-way needs to be six (6) lanes and signalization similar to all sections west to I 5.

Page S-5

4 4.) The southern alternative lacks design for access to Lilac Road and the proposed ball and soccer fields located at the east end of the Vessels ranch. Also, it

5 should be pointed out that the Dulin Road extension from Old 395 west to Lilac Road has been on the Fallbrook and San Diego Country CIP list for many years. Right-of-way already exists for that road.

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

2 The SANDAG regional model accounts for trips to be made based on existing land use and land use policy, and existing and proposed transportation infrastructure. Most developments within incorporated areas and county unincorporated areas are accounted for. Certain developments are required to mitigate for traffic impacts to the transportation system under CEQA.

3 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

4 Future access points and/or multimodal connections between State and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region.

5 The proposed Dulin Road alignment is a separate roadway under the jurisdiction of the County of San Diego. Impacts associated with that project would be analyzed separately. Similarly, impacts associated with the Southern Alignment Alternative are totally independent of the proposed Dulin Road alignment. The path of the Southern Alignment Alternative represents an entirely new roadway alignment that had not been planned previously and impacts associated with this alternative must be analyzed as such.

6 Cost factors are flawed because Caltrans has only considered a four (4) lane road for the existing alternative and should be looking at six (6) lane right-of-way. This would increase the cost of right-of-way for the existing route by a significant amount.

Page S-7

5.) I would challenge the summary of impacts.

7 A. New corridor (southern route) would not conflict with planned land uses.

8 B. Only one business of any consequence would be impacted on the southern route and that may be mitigated by altering the southern route.

9 C. The community character will be substantially altered by either of the alternative routes. Just look at what the middle section (being constructed now) is doing to the landscape.

Page S-10

10 6.) Explain why the southern route would have impacts to both existing and planned land uses. Why would mitigation for impacts to existing land uses be unfeasible and remain substantial?

Page S-10, 11 and 3-8

11 7.) The loss of fifty (50) jobs on the Vessels Ranch has to be questioned. Would not the stallion farm be relocated on another part of the 2,000 acres?

12 Based on the DEIR only a partial view is displayed of what really needs to be done, i.e., six (6) lane ROW on existing route. I could not support this existing route alternative and must encourage Caltrans to select the southern route. In essence you get six (6) lanes (two existing north and four south) for the price of four (4) lanes.

Respectfully submitted,

Jack F. Wood

Jack F. Wood

Caltrans 9.16.10

6 See Response #1 above.

7 The Southern Alignment Alternative would conflict with planned land uses because it would introduce a new transportation corridor, coupled with two new bridges, guardrails, drainage structures, and other associated construction components into a largely undeveloped area south of the San Luis Rey River. Introduction of this new transportation corridor could reduce the cost of development along the proposed alignment by giving new access to the undeveloped properties.

8 The route of the Southern Alignment Alternative was developed based on a combination of environmental and engineering factors, including the location of cultural resources, 100-year floodplain, wetlands, and other biological resources as well as roadway elevations and curve radii. Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessel's Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

9 Section 3.6 of the document analyzes potential impacts to community character associated with both build alternatives and concludes that both would impact the existing community character. However, community character impacts related to the Existing Alignment Alternative have been minimized through design and would be further reduced through implementation of mitigation measures. Community Character impacts to the Southern Alignment Alternative would remain infeasible due to the introduction of a new transportation facility into an undeveloped area and the potential for future development that may change the community to a more urban character.

10 Mitigation for impacts to existing land uses would be infeasible because the Vessels Stallion Farm could not be relocated within the community and the Southern Alignment Alternative would permanently convert undeveloped land to transportation uses.

11 See Response #8 above.

12 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2. The proposed project would construct a four-lane facility under both build alternatives.

Curt <curt99@ymail.com>
09/17/2010 08:22 AM

To Debra.Soifer@dot.ca.gov
cc
bcc
Subject Route 76

Dear Ms. Soifer,

1 I generally approve of the State Route 76 project, and prefer the southern alternative. However, I do have a few concerns.

I own parcel # 125-070-68(30.89 acres) which borders the north side of 76 about .2 of a mile west of the 395/76 intersection. The property corner begins near Oak Creak Rd(the first road west of the 395/76 intersection) and continues going west around the first bend in the road. I'm not an expert, but it appears that because of the incline of the slope
2 with the close proximity to the highway, and presence of large boulders, that the slope could be un-stable. Have you had a soils engineer evaluate the stability of the slope?
I know for a fact that small boulders (about 24" in diameter) have rolled off the hillside during a heavy rain storm into the highway lanes. This could be very dangerous.
3 Perhaps Cal-Trans should consider acquiring some of my land to cut a proper incline into the slope. You are going to need a lot of fill dirt very close to there as the highway straitens into the river bed. Let me know your thoughts.

I believe you need to put in a signal light for a three way intersection at Oak Creek Rd. I think a stop sign will trap property owners and will not be able to make a left turn(east).
4 It is already very difficult and dangerous because of the high speed of traffic. It will be almost impossible after the freeway is complete with more than double the traffic and increased speeds. Another consideration is future development(residential and commercial) of parcels accessing that road. Shopping Center on northwest corner of 76/395 intersection?

Thank you for your consideration,

William C. Raedeker

PO Box 369
Bonsall, Ca 92003

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

2 During the project's development a geotechnical investigation was conducted. The geotechnical investigation identified the conditions you presented as well as other conditions that would influence the project's design, construction, and/or highway maintenance. The results of the investigation were collected in a report that would provide recommendations to designers on how to either mitigate the condition you described and/or provide methods to protect the traveled-way from rock roll-outs and/or falls. Your comment provides useful information that would assist in characterizing the site geotechnical conditions and to develop recommendations for the project's design.

3 If your property is required for the proposed project, an appraisal would be performed to determine the fair market value and an offer of just compensation would be made. The right-of-way acquisition process would begin after the Final EIR/EIS has been approved and final design is accomplished.

4 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Debra Soifer,Chief Environmental Analyst-Branch A
C/O CALTRANS
4050 Taylor St. MS 242
San Diego, Ca 92110
RE:DEIR for the East Section of SR76

September 20, 2010

Dear Debra:
I wish to comment on your recently released DEIR for the middle section as follows:

The Southern Alignment Alternative is a plan to construct an essentially uninterrupted expressway extending from Sweetgrass Ln to almost the old 395/15 intersection. Although this route would initially be constructed as a 4 lane divided roadway , it could easily be increased to 6 lanes to accommodate future traffic increases.

Additionally, by going South with the new road, Pala Rd becomes a frontage road to serve both everyday needs as well as emergency needs of the Fallbrook/Bonsall community.

1 Construction of the Southern Alignment Alternative could be accomplished without the slow down of and traffic interruptions that will occur should the Existing Alignment be adopted. All phases of Construction will go smoother with the Southern route, hence a lower cost to build.

These factors **and more**, cause me to recommend the Southern Alignment Alternative.

Thank you for your consideration.

Respectfully,
David R. Carlson

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

From: rexbright@cox.net [rexbright@cox.net]
Sent: Wednesday, September 15, 2010 4:16 PM
To: SR76
Subject: KeepSanDiegoMoving: Question inquiring about SR 76

Name: Rex Bright
Email Address: rexbright@cox.net
Phone Number: 760-295-7980
1 Question: I think this is a great improvement for SR 76

1 Thank you for your comments and support of the SR-76 highway improvement project.

SR76
<sr76@keepsandiegomoving.com>
09/21/2010 12:48 PM

To "kkrahel@gmail.com" <kkrahel@gmail.com>
cc "ann_fox@dot.ca.gov" <ann_fox@dot.ca.gov>, "debra_soifer@dot.ca.gov" <debra_soifer@dot.ca.gov>
bcc
Subject Krahel-Frolander - Thank you for contacting KeepSanDiegoMoving.com

Dear Mr. Krahel-Frolander:

Thank you for contacting KeepSanDiegoMoving.com and for your interest in and comments on the SR 76 East, S. Mission Road to I-15, Highway Improvement Project. I have forwarded your email to Ms. Debra Soifer, Acting Chief, Environmental Analysis at Caltrans for consideration in the review process. All substantive comments will be addressed in the Final Environmental Impact Report / Environmental Impact Statement.

Caltrans is also hosting a public meeting to provide information and receive comments on the document. Please join us:
When: September 23, 2010 from 5:00 - 8:00 PM
Where: Bonsall Community Center, 31505 Old River Road, Bonsall

If you have additional comments, please submit them to the following address by November 2, 2010:

Ms. Debra Soifer, Acting Chief, Environmental Analysis Branch A
California Department of Transportation, District 11
4050 Taylor Street, M.S. 242
San Diego, CA 92110

Thank you,
Destree Bascos
KeepSanDiegoMoving.com

From: kkrahel@gmail.com [kkrahel@gmail.com]
Sent: Tuesday, September 21, 2010 11:57 AM
To: SR76
Subject: KeepSanDiegoMoving: Question inquiring about SR 76

Name: Kyle Krahel-Frolander
Email Address: kkrahel@gmail.com
Phone Number: 760-672-1960
1 Question: A Class 1 (separated) bike route should be included in the SR 76 widening. It could be made contiguous with the San Luis Rey River Bike Trail in Oceanside, as SR76 and the SLRR Bike Trail converge near Melrose Drive.

1 A Class III Bikeway (Bike Route) is proposed that would provide for shared shoulder use with pedestrian, bicycle, or motor vehicle use and that is consistent with the current plan for the SR-76 corridor. Bicycle friendly design elements would be incorporated into the final design, whenever feasible; these elements would include 8-10 ft outside shoulders, bicycle-friendly drainage system planning and bike lanes at signalized intersections. In addition to the roadway plan, the SANDAG 2050 San Diego Regional Bicycle Plan proposes a Class I Bike Path within the project corridor, including the San Luis Rey River Trail, which would provide bicycle access from Interstate 5 to Interstate 15. Please refer to Chapter 3, Section 3.10.3, Pedestrian and Bike Access, and to Appendix B.

SR76
<sr76@keepsandiegomoving.com>
09/21/2010 12:40 PM

To "teresaplatt.com@gmail.com" <teresaplatt.com@gmail.com>
cc "ann_fox@dot.ca.gov" <ann_fox@dot.ca.gov>, "debra_soifer@dot.ca.gov" <debra_soifer@dot.ca.gov>
bcc
Subject Platt - Thank you for contacting KeepSanDiegoMoving.com

Dear Ms. Platt:

From: teresaplatt.com@gmail.com [teresaplatt.com@gmail.com]
Sent: Tuesday, September 14, 2010 12:53 PM
To: SR76
Subject: KeepSanDiegoMoving: Question inquiring about SR 76

Name: Teresa Platt
Email Address: teresaplatt.com@gmail.com
Phone Number: 760-728-9840
Question: I support I76 southern alignment. Am concerned that northern alignment will interfere with airflow into Gird Valley. Ocean fog and breezes are funneled east via the San Luis Rey River Valley then into Gird Valley, creating a cooling microclimate. If the northern route is chosen, the paving and construction could interfere with that airflow and negatively impact the climate of Gird Valley. Thank you. Teresa Platt 2915 Lakemont Drive Fallbrook, CA 92028-9598

Sent: Tuesday, September 14, 2010 12:27 PM
To:
SR76
Name: Teresa Platt
Email Address: teresaplatt.com@gmail.com
Phone Number: 760-728-9840
1 Question: What will the intersection at Gird and 76 look like? Thank you.

1 The air quality impact analysis and climate change analysis prepared for the proposed project did not identify any impacts associated with either build alternative that would affect airflow into Gird Valley.

The SR-76/Gird Road intersection would look similar to the existing conditions, as it would be configured as a signalized intersection on the realigned 4-lane highway. Further north, Flowerwood Lane would now connect to Gird Road. See Figure 3.8-11b for a visual simulation of the future SR-76/Gird Road intersection.

"Diaz, Rebecca"
<rdiaz@khov.com>
09/21/2010 01:09 PM

To <Debra.Soifer@dot.ca.gov>
cc
bcc
Subject DEIR SR 76 (East)

Hello Debra,

I attended the Fallbrook Community Planning Group last night and listened to their concerns about the DEIR. I have been a resident of Fallbrook for 8 years and live at Sycamore Ranch. I also work in the community selling new homes.

My first thoughts after reviewing the documents are:

1 Why is this section only getting four lanes and the other two segments are developed with the ability to add two more lanes down the road for a total of six lanes? This is a huge issue because we would need to go back and begin the process all over again to add this two lanes, correct?

2 There is no indication of mass transit locations such as; the train (sprinter), bus stops for the transit or pedestrians. Also, no indications on where the Equestrian Trails will be joined within the community. There is a Trail Plan approved that needs to be considered.

3 Has there been consideration in additional traffic, noise, quality of life once the San Luis Rey Master plan Park will be constructed? I attended the community meeting when CalTrans introduced the park plan and they said, "it would be built once the final alignment on SR76 is determined."

This is be a regional park with horse trailers and many more people and vehicles to consider in this area. Safety is a huge concern.

4 I live about 500 yards off SR76 now and hear the sirens every week end. This corridor is a deadly pass and a realignment is not the answer. The southern route would be safer to build a straighter road and allow Fallbrook to keep its frontage road to alleviate the traffic on the new road which is commuter traffic.

Thank you so much for your consideration.

Rebecca Diaz
Lake Rancho Viejo
K. Hovnanian Homes
Sales Consultant
DRE #00986285

760/451-8996 (Direct)
760/451-9042 (Fax)
rdiaz@khov.com

Go Green! **Please consider the environment before printing this email**

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

2 The proposed project is one component of the larger regional transportation network that includes public transportation. Implementation of the proposed project would not preclude use of public transportation resources within the area. The sprinter would not be impacted by the proposed project. The Transportation Management Plan would include specific locations for relocated North County Transit District (NCTD) bus stops or bus detours. Bus stops would be clearly identified and accessible to pedestrians through safe walkways and connections to business and residence centers. The bus detours would be posted on both the Caltrans and NCTD websites. Additionally, the proposed project would interface with and serve to complement mass transit, rail, pedestrian, and bicycle modes of travel in several ways that are described in Section 1.3.4 of the Final EIR/EIS.

3 The County of San Diego Park and Recreation Department is conducting its own environmental impact report that would disclose and analyze the impacts resulting from their park plan and project. It would also include cumulative impacts. The County has purchased parcels within their park area to include preservation of open space and maintain community character. The San Luis Rey River Park would include a multi-use trail for hikers, bicyclists, and equestrians. Caltrans design would support these uses by constructing the Live Oak Creek Bridge to allow trail connectivity.

In some locations, acceleration/deceleration lanes and left turn pockets would be included.

4 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

SR76
<sr76@keepsandiegomoving.com>
09/21/2010 12:37 PM

To "diane@remkt.com" <diane@remkt.com>
cc "ann_fox@dot.ca.gov" <ann_fox@dot.ca.gov>, "debra_soifer@dot.ca.gov" <debra_soifer@dot.ca.gov>
bcc
Subject White - Thank you for contacting KeepSanDiegoMoving.com

Dear Ms. White:

Thank you for contacting KeepSanDiegoMoving.com and for your interest in and comments on the SR 76 East, S. Mission Road to I-15, Highway Improvement Project. I have forwarded your email to Ms. Debra Soifer, Acting Chief, Environmental Analysis at Caltrans for consideration in the review process. All substantive comments will be addressed in the Final Environmental Impact Report / Environmental Impact Statement.

Caltrans is also hosting a public meeting to provide information and receive comments on the document. Please join us:
When: September 23, 2010 from 5:00 - 8:00 PM
Where: Bonsall Community Center, 31505 Old River Road, Bonsall

If you have additional comments, please submit them to the following address by November 2, 2010:

Ms. Debra Soifer, Acting Chief, Environmental Analysis Branch A
California Department of Transportation, District 11
4050 Taylor Street, M.S. 242
San Diego, CA 92110

Thank you,
Destree Bascos
KeepSanDiegoMoving.com

From: diane@remkt.com [diane@remkt.com]
Sent: Monday, September 13, 2010 7:31 PM
To: SR76
Subject: KeepSanDiegoMoving: Question inquiring about SR 76

Name: Diane White
Email Address: diane@remkt.com
Phone Number: 760-505-0005
1 Question: The road should remain basically where it is. The new park does not need a huge highway along the side of it as it is to be a peaceful place. It will not impact that many households the way it is planned and 4 lanes to evacuate is certainly better than 2 and we do not have fires but every 40 yrs like we experienced--waiting for the road just as long

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

SR76
<sr76@keepsandiegomoving.com>
09/21/2010 12:35 PM

To "nilepeterson@att.net" <nilepeterson@att.net>
cc "ann_fox@dot.ca.gov" <ann_fox@dot.ca.gov>, "debra_soifer@dot.ca.gov" <debra_soifer@dot.ca.gov>
bcc
Subject Peterson - Thank you for contacting KeepSanDiegoMoving.com

Dear Mr. Peterson:

Thank you for contacting KeepSanDiegoMoving.com and for your interest in and comments on the SR 76 East, S. Mission Road to I-15, Highway Improvement Project. I have forwarded your email to Ms. Debra Soifer, Acting Chief, Environmental Analysis at Caltrans for consideration in the review process. All substantive comments will be addressed in the Final Environmental Impact Report / Environmental Impact Statement.

Caltrans is also hosting a public meeting to provide information and receive comments on the document. Please join us:
When: September 23, 2010 from 5:00 - 8:00 PM
Where: Bonsall Community Center, 31505 Old River Road, Bonsall

If you have additional comments, please submit them to the following address by November 2, 2010:

Ms. Debra Soifer, Acting Chief, Environmental Analysis Branch A
California Department of Transportation, District 11
4050 Taylor Street, M.S. 242
San Diego, CA 92110

Thank you,
Destree Bascos
KeepSanDiegoMoving.com

From: nilepeterson@att.net [nilepeterson@att.net]
Sent: Monday, September 13, 2010 8:46 AM
To: SR76
Subject: KeepSanDiegoMoving: Question inquiring about SR 76

Name: nile peterson
Email Address: nilepeterson@att.net
Phone Number: 760-723-8985
1 Question: Please go ahead on phase three, with the northern planned route. I do not wish more money to be spent on researching a possible southern link, that is stupid leave that side of the river alone only use the northern side of san luis rey river...

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2. The area south of the San Luis Rey River would remain mostly undeveloped and would better support the rural character.

Cindy Murphy Stewart
<cms777@mac.com>
09/21/2010 07:11 PM

To debra.soifer@dot.ca.gov
cc
bcc
Subject Southern Route

Dear Debra,

PLEASE DON'T ALLOW OUR FAMILIES IN FALLBROOK TO BE TRAPPED WITH THE WIDENING OF the existing Hwy. 76....PLEASE VOTE to MAKE THE SOUTHERN ROUTE POSSIBLE.

I am writing to you because of the safety concerns of our Fallbrook families that would be directly impacted if the road is widened on the existing Hwy. 76.

The SOUTHERN ROUTE is more advantageous for the future of all citizens for many reasons:

*SOUTHERN ROUTE is safer in the event of an emergency evacuation..Fallbrook residents could be trapped when there is another fire.

1 *SOUTHERN ROUTE allows the road to be expanded to six lanes when necessary...this will save our tax dollars in the future.

*SOUTHERN ROUTE allows for safer traffic flow.

*SOUTHERN ROUTE allows shorter emergency response times because of fewer stoplights.

*SOUTHERN ROUTE allows for less construction delays.

Please keep the current HWY 76 a local road.

Thank you for your consideration,

Cindy Stewart
2038 Vista Valle Verde Drive
Fallbrook, Ca. 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

"Winfield Wood"
<wnwood@roadrunner.com>
09/21/2010 10:17 PM

To <Debra.Soifer@dot.ca.gov>
cc "Winfield Wood" <wnwood@roadrunner.com>
bcc
Subject SR76 Southern Alignment Alternative

Debra Soifer

C/O CALTRANS

4050 Taylor St. MS 242

San Diego, CA 92110 September 21, 2010

RE: DEIR release for the East Section, SR76

Dear Ms. Soifer:

I wish to comment on your recently released DEIR for the middle section as follows:

The Southern Alignment Alternative is a plan to construct an essentially uninterrupted expressway extending from Sweetgrass Ln

to the old 395/I-15 intersection. Although this route would

initially be constructed as a 4 lane divided roadway, it could easily

be increased to 6 lanes to accommodate future traffic increases.

1 Even though the initial cost is higher for the Southern Alternative, I believe that it will be cheaper to expand it to six lanes in the future. And, let's face it, we really need it to be six lanes NOW!.

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Additionally, by going South with the new road, Pala Rd becomes a frontage road to serve both everyday needs as well as emergency needs

of the Fallbrook/Bonsall community.

Construction of the Southern Alignment Alternative could be accomplished without the slow down of and traffic interruptions that would occur should the Existing Alignment be adopted. All phases of

2

Construction would go smoother with the Southern route, hence a lower

Cost to build.

Please procede with the Southern Alignment Alternative.

Thank you very much for your consideration.

Sincerely,

Winfield W. Wood

Fallbrook, CA

wnwood@roadrunner.com

2 Project construction is expected to be completed by the year 2015. Construction activities would be staged to minimize disruptions to existing traffic and to provide a safe working area for construction activities. For each phase of construction, Caltrans would develop a Transportation Management Plan (TMP) that would detail the steps taken to minimize construction related disruptions, such as the planning of detours, staging of work, use of night work, etc. Also, community outreach programs would be developed so information about the construction can be widely and quickly shared. During construction, the number of lanes would not be reduced, but when there is a need for full or partial closure, these closures would be done with sensitivity to traffic. Please refer to Chapter 3, Section 3.10.4, “Construction Related Measures” for further discussion on traffic handling during construction.

Anne Onime
<anonymous@rip.ax.lt>
09/22/2010 10:06 AM

To Debra.Soifer@dot.ca.gov
cc
bcc
Subject DEIR east section of 76

Debra,

While most know what Caltrans wants to do, the cheapest
and easiest route....WE the PEOPLE want to be heard.
For those who were not here (Fallbrook) in 2007, evacuation
1 was a nightmare for the 40 thousand plus people. We had only 2
ways out Mission and 76. As Caltrans make their selection,
please remember we live here Caltran does not, we want the
southern route. Thank you for your time and consideration.

Concerned Fallbrook Taxpayer

1 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Gerry Schendel-Brown
<schendel.brown@gmail.com
>
09/22/2010 02:06 PM

To Debra.Soifer@dot.ca.gov
cc
bcc
Subject DEIR Release for Highway 76

September 21, 2010

Debra Soifer
c/o CALTRANS
4050 Taylor Street
MS 242
San Diego, CA 92110

regarding: DEIR Release for Highway 76

I would like to recommend the Southern Alignment Alternative for the next section of improvements of Highway 76 from Mission Road to Interstate 15.

1 The Southern Alignment is a good plan to construct an expressway from Sweetgrass Lane to almost the old 395 / I 15 intersection. This plan could easily initially be constructed as a four lane roadway and later expanded to six lanes for future traffic congestion. It would enable Pala Road to be used as a local road for current homes, future development, and as an alternative route for accidents or evacuations.

2 I am also very concerned about the additional traffic on Fallbrook's local roads leading through town and to the intersection of Gird Road and Highway 76 as this appears to be the only traffic light planned for Highway 76. Gird Road only connects Reche Road and Highway 76. There are two major schools on Reche Road and traffic on that road (and Stage Coach Lane) is already very congested each school day morning and afternoon. The addition of commuter traffic coupled with school traffic on an already overburdened Reche Road could cause delays and safety hazards.

Again, I would like to recommend the Southern Alignment Alternative for improvements and expansion of Highway 76. Public safety would be jeopardized within Fallbrook and along the highway at unprotected intersections with the plan to just widen the existing roadway.

Sincerely,

Gerry Schendel-Brown

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. Neither alternative would preclude future expansion. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

2 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Each alternative would have six signalized intersections, as discussed in Section 3.10.

Debra Soifer
C/O CALTRANS
4050 Taylor St. MS 242
San Diego, CA 92110 September 22, 2010
RE: DEIR release for the East Section, SR76

Dear Debra:

I wish to comment on your recently released DEIR for the middle section as follows:

1 The Southern Alignment Alternative is a plan to construct an essentially uninterrupted expressway extending from Sweetgrass Ln to almost the old 395/I-15 intersection. Although this route would initially be constructed as a 4 lane divided roadway, it could easily be increased to 6 lanes to accommodate future traffic increases.

Additionally, by going South with the new road, Pala Rd becomes a frontage road to serve both everyday needs as well as emergency needs of the Fallbrook/Bonsall community.

2 Construction of the Southern Alignment Alternative could be accomplished without the slow down of and traffic interruptions that would occur should the Existing Alignment be adopted. All phases of Construction would go smoother with the Southern route, hence a lower Cost to build.

These factors and more, cause me to recommend the Southern Alignment Alternative.

Thank you for your consideration.
Sincerely,

Joe & Linda Yatchman
3129 Camino Portofino
Fallbrook, CA 92028

Joseph M. Yatchman
Linda D. Yatchman

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

2 Project construction is expected to be completed by the year 2015. Construction activities would be staged to minimize disruptions to existing traffic and to provide a safe working area for construction activities. For each phase of construction, Caltrans would develop a Transportation Management Plan (TMP) that would detail the steps taken to minimize construction related disruptions, such as the planning of detours, staging of work, use of night work, etc. Also, community outreach programs would be developed so information about the construction can be widely and quickly shared. During construction, the number of lanes would not be reduced, but when there is a need for full or partial closure, these closures would be done with sensitivity to traffic. Please refer to Chapter 3, Section 3.10.4, "Construction Related Measures" for further discussion on traffic handling during construction.

Helenat1
<helenat1@aol.com>
09/22/2010 07:51 PM

To debra.soifer@dot.ca.gov
cc
bcc
Subject 76 alternative 'SOUTHERN ROUTE'

DEBRA SOIFER,CHIEF ENV.ANALYST-BRANCH A
C/O CALTRANS
4050 TAYLOR ST. MS242
SAN DIEGO, CA. 92110
RE: DEIR FOR THE EAST SEC. OF SR76

DEAR MS. SOIFER:

I HAVE REVIEWED THE PLANS & DETAILS FOR THE TWO ALTERNATE PROPOSALS SHOWN IN THE DEIR & PROVED COMMENT AS FOLLOWS:

1 MORE ENVIRONMENTAL MITIGATION IS REQUIRED FOR THE EXISTING ALIGNMENT
SAFETY IS JEOPARDIZE IF THE EXISTING ROUTE IS CHOSEN
THE SOUTHERN ROUTE WOULD BETTER PROVIDE FOR FUTURE EXPANDING TRAFFIC
ACCESS TO THE NEW COUNTY PARK WOULD BE BETTER WITH THE SOUTHERN ROUTE
THE SOUTHERN ROUTE WOULD BE MORE COST AFFECTIVE IN THE LONG RUN FOR
2 NUMEROUS REASONS: NO INTERFERENCE FROM TRAFFIC. LESS GRADING CUTS ,HARDLY
ANY NIGHT WORK ETC.ETC.

3 THEREFORE, I WANT YOU TO KNOW THAT MY PREFERENCE IS FOR THE SOUTHERN ALIGNMENT ALTERNATIVE!!!

RESPECTFULLY,

HELENA TILLOTSON
P.O.BOX 913
BONSALL-CALIF. 92003

1 The amount of mitigation required for each alternative is based on the amount of impacts that would result from each alternative. The Existing Alignment Alternative (Preferred Alternative) would require mitigation for 32.65 acres of permanent impacts to riparian and wetland areas, 10.6 acres of temporary impacts, and 11.96 acres of indirect impacts. It would require mitigation for permanent impacts to 35.81 acres of uplands, 24.52 acres of temporary impacts, and 28.67 acres of indirect impacts.

The Southern Alignment Alternative would require mitigation for 15.37 acres of permanent impacts to riparian and wetland areas, 4.54 acres of temporary impacts, and 54.9 acres of indirect impacts. It would require mitigation for permanent impacts to 33.28 acres of uplands, 25.57 acres of temporary impacts, and 75.6 acres of indirect impacts.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. For either build alternative, future roadway widening would not be precluded. In addition, a four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

Future access points and/or multimodal connections between State and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region. Please contact the County of San Diego about your specific concerns.

2 Traffic modeling indicated that the Southern Alternative would have a lower Average Daily Traffic (ADT) when compared to the Existing Alternatives since local traffic would utilize the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity, within and adjacent to the project limits, of signalized intersections would affect the flow characteristics of the roadway alternatives. Each roadway alternative has a total of six signalized intersections within the project limits. (See Tables 3.0-8 and 3.10-9 for a detailed listing of intersections.)

3 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Charles Muhl
<chuckmuhl@gmail.com>
09/22/2010 05:15 PM

To Debra.Soifer@dot.ca.gov, assemblymember.jeffries@assembly.ca.gov
cc
bcc
Subject Keep 76 (Pala Road) A LOCAL ROAD...

Ms. Debra Soifer,
Assemblyman Jeffries,

My wife and I desire the only logical solution to West End 76 routing:

1 We support the Southern route only.

Exiting Gird road to I-15 will be impossible and dangerous if the Southern route is not selected.
Follow the will of the people not politicians.

Marge and Charles MUHL
3518 Sarah Ann Dr.
92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

There would be a traffic signal at the SR-76/Gird Road intersection, similar to the existing condition. However, the intersection would be located further south to reconnect to the realigned SR-76 roadway. The current SR-76 roadway pavement would be left in place to allow access from Flowerwood lane to Gird Road.

Debra Soifer
C/O CALTRANS
4050 Taylor St. MS 242
San Diego, CA 92110 September 22, 2010
RE: DEIR release for the East Section, SR76

Dear Debra:

I wish to comment on your recently released DEIR for the middle section as follows:

The Southern Alignment Alternative is the safest route.

1 The Southern Alignment Alternative is a plan to construct an essentially uninterrupted expressway extending from Sweetgrass Ln to almost the old 395/I-15 intersection. Although this route would initially be constructed as a 4 lane divided roadway, it could easily be increased to 6 lanes to accommodate future traffic increases.

Additionally, by going South with the new road, Pala Rd becomes a frontage road to serve both everyday needs as well as emergency needs of the Fallbrook/Bonsall community.

2 Construction of the Southern Alignment Alternative could be accomplished without the slow down of and traffic interruptions that would occur should the Existing Alignment be adopted. All phases of Construction would go smoother with the Southern route, hence a lower Cost to build.

These factors and more, cause me to recommend the Southern Alignment Alternative.

Thank you for your consideration.

Sincerely,

Steve Dillenbeck
3102 Caminita Cortina
Fallbrook, CA 92028

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

2 Project construction is expected to be completed by the year 2015. Construction activities would be staged to minimize disruptions to existing traffic and to provide a safe working area for construction activities. For each phase of construction, Caltrans would develop a Transportation Management Plan (TMP) that would detail the steps taken to minimize construction related disruptions, such as the planning of detours, staging of work, use of night work, etc. Also, community outreach programs would be developed so information about the construction can be widely and quickly shared. During construction, the number of lanes would not be reduced, but when there is a need for full or partial closure, these closures would be done with sensitivity to traffic. Please refer to Chapter 3, Section 3.10.4, “Construction Related Measures” for further discussion on traffic handling during construction.

Gary and Laurel Freeman
3235 Integrity Way
Fallbrook, CA 92028

Debra Soifer
C/O CALTRANS
4050 Taylot St. MS 242
San Diego, CA 92110 September 22, 2010
RE: The DEIR for the East Section of SR76

Dear Debra:

Over the past year or so, the 76 Action Committee has obtained almost 5000 signatures of users of Hwy SR76., each of whom favor construction of a new Southern Alignment for the final phase extending from S. Mission Rd. to I-15.

1 CALTRANS recently released publication of the Draft Environmental Impact report for this final phase of the highway. Regardless of specific design details in the DEIR, the following overriding public benefits of the Southern Alignment route will remain relevant:

2 1. A new southern roadway will improve the community's fire evacuation capability by adding two new lanes in each direction in addition to the two existing lanes on the current 76.
3 2. A new southern roadway will expand public and emergency vehicle access to Fallbrook and Bonsall communities, and to both sides of the proposed San Luis Rey river park.
4 3. The Southern route appears to be easily expandable to six lanes in the future to handle future increases in traffic loads.
5 4. The Southern Route Alternative will provide friction free traffic flow for more than four miles, with less noise and pollution than the existing alignment.
6 5. The Southern Route Alternative will better support the community's rural character.

7 The DEIR does not express a route preference because, as I understand it, CALTRANS is required to receive public input before making a final decision. The opinions of citizens who have signed the petitions cannot be ignored nor discounted. The public's opinions should be given significant weight in CALTRANS' final decision for selection of the "best" route in constructing the final link of SR76.

I join all the citizens who have signed a petition for selection of the Southern Alignment Alternative by submitting my approval of this route.

Sincerely,

Gary and Laurel Freeman

Multiple copies of this letter were received. Copies are included in the project files, and individual responses to the letter comments are below.

1 Thank you for your interest in the SR-76 highway improvement project. The petitions have been received and are included in the project files.

2 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

3 See Response #2 above.

4 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

5 Traffic modeling indicated that the Southern Alternative would have a lower Average Daily Traffic (ADT) when compared to the Existing Alternative since local traffic would utilize the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity, within and adjacent to the project limits, of signalized intersections would affect the flow characteristics of the roadway alternatives. Each roadway alternative has a total of six signalized intersections within the project limits.

6 The Southern Alignment Alternative would affect community character by introducing a new roadway into an area that is currently undeveloped.

7 The identification of the Preferred Alternative is made after comments are received on the draft environmental document and the public meeting. The Preferred Alternative was identified after full consideration of comments received from the public, Native Americans and resource agencies.

"David Tobiason"
<sales@heartbf.com>
09/23/2010 02:29 PM

To <Debra.Soifer@dot.ca.gov>
cc
bcc
Subject Highway 76 Routing

Dear Ms. Soifer,

1 My wife and I have been Fallbrook residents for almost 25 years and we've always delighted in the country atmosphere existing in our community. We are disturbed to learn that a significant portion of this atmosphere is about to change unless an alternate, southern route is chosen for the next phase of improvements to SR-76. We use one of 2 routes to get from our street, Alta Vista Drive, to either I-15 or I-5. We take Via Monserate, turning left on Hwy. 76 to I-15 and Ramona Drive, turning right on Hwy.
2 76 to I-5. Our understanding is that it will no longer be possible to turn left onto Hwy. 76 to I-15 if the northern route is chosen. Of course this is true for most residents in our area as well. Turning right or left from either of these streets is becoming more and more dangerous because of speeding traffic along Hwy. 76.

3 We would also point out that we have a history of fire danger and the most recent fire required an evacuation of our community for a few days. I'm attaching a map my daughter made illustrating how close that fire came to our immediate community and the need to keep access/evacuation roads available to those that need them.

4 SR-76 (Pala Road) is a beautiful country road between I-15 and Mission Road and should be designated as a scenic highway. I believe it is eligible. This could remain a frontage road for residents, service providers and others who need and want convenient access to the southern Fallbrook community. It appears as though the local tax paying community is being penalized in favor of traffic that is just
5 "passing through" from other areas such as Riverside County. We understand that they need a route that works for them as well, but the southern route would work for both.

I hope you will take our concerns into consideration as you analyze the future impact of this significant choice of routes on the citizens of our community. Thank you.

Sincerely,

David J. Tobiason
Elizabeth A. Grofik
3203 Alta Vista Drive
Fallbrook, CA 92028-8329
760-728-1173 – Office
760-723-1860 - Residence

Fallbrook Fire Map 1007.bmp

1 Thank you for your comments and your interest in the SR-76 highway improvement project.

2 Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

3 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

4 For the Southern Alternative, the existing SR-76 roadway would be relinquished to the County of San Diego in good repair and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3—Southern Alignment Alternative.

5 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Roberta Gryg
<ergryg@att.net>
09/23/2010 02:05 PM

To soifer@dot.ca.gov
cc
bcc
Subject Route 76 comment

Regarding the Route 76 expansion from Mission Rd to I-15.

1 I am in favor of the northern route 76 expansion plan that runs close to the current route 76. The plan appears to be a safe, good option. It is The southern route option costs I think close to $200 more. The nation is experiencing serious money problems. We should focus on not spending more money than needs to be spent. The northern route is safe, good and is less costly. My main concern is how the Mission Rd intersection will impact traffic into Fallbrook. We already have too much traffic going through Fallbrook to reach Temecula. Hopefully it won't encourage more drivers to pass through Fallbrook in order to get to other places north of Fallbrook.

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Debra Soifer,
Chief Environmental Analyst, Branch A
CALTRANS, 4050 Taylor ST. MS242
San Diego, CA 92110
RE: DEIR for the East Section, SR76

September 23, 2010

Dear Ms. Soifer,

We join all citizens who have signed a petition for selection of the Southern Alignment Alternative for the final link of SR76. While we do not believe that the voices of so many should be ignored, we are quite confident that CALTRANS will go right ahead and ignore
1 us. Such is the current plight of citizens trying to change the way government is run.

How about doing the right thing and change the plans for the northern route.

Sincerely,

Wm. E. Woodcock
Toni J. Woodcock

Wm. E. Woodcock
And Toni J. Woodcock
3189 Caminita Cortina,
Fallbrook, CA., 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

scott simpson
<simpscotte@hotmail.com>
09/23/2010 07:34 AM

To <debra.soifer@dot.ca.gov>
cc
bcc
Subject SR76

Dear Debra,
My wife and I have reviewed the DEIR and have concluded that the Southern Alignment Alternative is the safest and best for the Fallbrook community. As recent new residents to Fallbrook we are very much
1 concerned about future evacuations and the Southern Alignment is the only plan that improves evacuation procedures while the alternative will bottleneck the emergency egress of the community.
Thank you for the opportunity to provide our input.

Scott & Sandi Simpson
3286 Caminita Cortina
Fallbrook,CA

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Public transportation would benefit from the additional capacity on SR-76 in the post-project conditions. Currently, there are no bus stops along SR-76 within the project limits. Bus stops exist north of SR-76 on both South Mission Road and Old Highway 395. Proposed expansion of the northern Park and Ride facility would include improvements to the current bus stop.

Future access points and/or multimodal connections between State and local facilities would not be precluded. These requirements would be reviewed and/or approved on an individual basis. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Debra Soifer,
Chief Environmental Analyst, Branch A
CALTRANS, 4050 Taylor St. MS242
San Diego, CA 92110
Sept 23, 2010
RE: DEIR for the East Section, SR76

Debra:

We have reviewed the details in the DEIR and provide comment as follows:

We prefer the Southern Alignment Alternative because it will be an uninterrupted Expressway allowing friction free traffic and could also provide access for visitors to the planned community park. This route would then provide Fallbrook/Bonsall with a "frontage road" through use
1 of the existing Pala road.

We say this because the Existing Alignment is a contorted plan with much waste of time and energy (fuel) by going south with the new route, residents as well as visitors would be allowed to go freely in both directions on the existing road (Pala) without having to make right turns only or traverse "unprotected" intersections which would be very dangerous.

We feel strongly that your planned layout of the Existing route, safety is
2 jeopardized and life is threatened via right turn only and "unprotected" intersections.

We also strongly recommend that any proposed high power above
3 ground electric lines be included in the plans for the new highway, and not be routed over private properties in Fallbrook.

Sincerely,

Charlotte McGraw

Charlotte McGraw

J. Richard McGraw
2667 Daisy Lane, Fallbrook, CA
760-731-0035

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Traffic modeling indicated that the Southern Alternative would have a lower Average Daily Traffic (ADT) when compared to the Existing Alternative since local traffic would utilize the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity, within and adjacent to the project limits, of signalized intersections would affect the flow characteristics of the roadway alternatives. Each roadway alternative has a total of six signalized intersections within the project limits. (See Tables 3.10-8 and 3.10-9 for a detailed listing of intersections.)

2 See Response #1 above.

3 Caltrans is committed to working with the utility owner(s) to minimize impacts and reach workable solutions for those facilities which are impacted.

Debra Soifer
Chief Environmental Analyst, Branch A
Caltrans, 4050 Taylor St. MS242
San Diego, CA 92110
RE: DEIR release for the East Section, SR76 Sept 23, 2010

Dear Debra:

1 Regarding the two alternative routes set forth in the DEIR, I select the Southern Alignment Alternative. This is based on the fact with your planned layout of the Existing route, safety is jeopardized and life is threatened via right turn only and "unprotected" intersections.

Sincerely,

Grace Yelich

Grace Yelich
4227 Los Padres Dr
Fallbrook, CA 92028

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Judith Gonsett
2685 Alta Vista Drive
Fallbrook, CA 92028

September 23, 2010

Debra Soifer
c/o CALTRANS
4050 Taylor St., MS 242
San Diego, CA 92110

Re: The DEIR for the East Section of Sr76

After reviewing the DEIR, I strongly urge selection of the Southern Alignment Alternative for several reasons. Following are a few:

1. Anyone who experienced the gridlock as Fallbrook tried to evacuate for the fire will speak to the efficacy of having a well developed emergency route out of the area. For that matter, if there is a coastal emergency, a robust collection of emergency routes allowing for escape inland would be highly desirable. The northern alternative would not provide the capacity and free-flow that the Southern Alignment Alternative would. **1**
2. The Southern Alternative provides more lanes of travel and freer flow of traffic.
3. There is more capability of expansion with the Southern Alternative.
4. Although the cost would be higher for the Southern Alternative, it would save money in the future when expansion will surely be needed. Also, construction of the Southern Alternative would cause less disruption to current traffic.

There are more reasons I support the Southern Alignment Alternative but I wanted to get this in your hands at the meeting tonight.

Thank you for your consideration.

Sincerely,

Judith Gonsett

Judith Gonsett

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Project construction is expected to be completed by the year 2015. Construction activities would be staged to minimize disruptions to existing traffic and to provide a safe working area for construction activities. For each phase of construction, Caltrans would develop a Transportation Management Plan (TMP) that would detail the steps taken to minimize construction related disruptions, such as the planning of detours, staging of work, use of night work, etc. Also, community outreach programs would be developed so information about the construction can be widely and quickly shared. During construction, the number of lanes would not be reduced, but when there is a need for full or partial closure, these closures would be done with sensitivity to traffic. Please refer to Chapter 3, Section 3.10.4, "Construction Related Measures" for further discussion on traffic handling during construction.

DEBRA SOIFER, CALTRANS
Chief Environmental Analyst – Branch A
C/O CALTRANS
4050 Taylor St. MS242
San Diego, CA. 92110
RE: Review of the DEIR for the East Section SR76 September 23, 2010

Dear Debra:

Upon review of the DEIR, I would prefer the Southern Alignment Alternative
Because it provides the following:
1 Pala Rd becomes a primary frontage road and serves better emergency use.
There would be no "right turns in or out"
There would be no U turns required for entry or existing from Fallbrook
The South route provides non-stop travel with expansion potential
Easy access to the proposed County Park
Thank you in advance for your consideration of my selection.

Sincerely,

Jean Cabibi
2317 Vista Valle Verde Dr
Fallbrook, CA 92028

1 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Table 3.10-12 of the Final EIR/EIS shows the out-of-direction travel distance for local street access. The out-of-direction travel was designed to be less than 1 mile, with most distances being closer to 0.5 mile. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Debra Soifer, Chief Environmental Analyst – Branch A
C/O CALTRANS
4050 Taylor St. MS 242
San Diego, CA 92110
RE: DEIR for the East Section of SR76 September 22, 2010

Dear Debra:

I have reviewed the plans and details for the two alternate proposals shown in The DEIR and provide comment as follows:

1 More environmental mitigation is required for the Existing Alignment
Safety is jeopardized if the Existing Route is chosen
The Southern route would better provide for future expanding traffic
Access to the new County Park would be better with the Southern Route

Therefore, I want you to know that my preference is for the Southern Alignment Alternative.

Sincerely,
Josh Cobb
2346 Vista Valle Verde
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

The amount of mitigation required for each alternative is based on the amount of impacts that would result from each alternative. The Existing Alignment Alternative (Preferred Alternative) would require mitigation for 32.65 acres of permanent impacts to riparian and wetland areas, 10.6 acres of temporary impacts, and 11.96 acres of indirect impacts. It would require mitigation for permanent impacts to 35.81 acres of uplands, 24.52 acres of temporary impacts, and 28.67 acres of indirect impacts.

The Southern Alignment Alternative would require mitigation for 15.37 acres of permanent impacts to riparian and wetland areas, 4.54 acres of temporary impacts, and 54.9 acres of indirect impacts. It would require mitigation for permanent impacts to 33.28 acres of uplands, 25.57 acres of temporary impacts, and 75.6 acres of indirect impacts.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. For either build alternative, future roadway widening would not be precluded. In addition, a four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

Future access points and/or multimodal connections between State and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region. Please contact the County of San Diego about your specific concerns.

Debra Soifer,
Chief Environmental Analyst, Branch A
CALTRANS, 4050 Taylor St. MS242
San Diego, CA 92110 Sept 23, 2010
RE: DEIR for the East Section, SR76

Debra:

I have reviewed the details in the DEIR and provide comment as follows:

1 I prefer the Southern Alignment Alternative because it will be an uninterrupted Expressway allowing friction free traffic and could also provide access for visitors to the planned community park. This route would then provide Fallbrook/Bonsall with a "frontage road" through use of the existing Pala road.

Sincerely

Barbara Roberge
2345 Vista Valle Verde
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Future access points and/or multimodal connections between State and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region. Please contact the County of San Diego about your specific concerns.

September 21, 2010

Debra Soifer
c/o CALTRANS
4050 Taylor Street
MS 242
San Diego, CA 92110

regarding: DEIR Release for Highway 76

I would like to recommend the Southern Alignment Alternative for the next section of improvements of Highway 76 from Mission Road to Interstate 15.

1 The Southern Alignment is a good plan to construct an expressway from Sweetgrass Lane to almost the old 395 / I 15 intersection. This plan could easily initially be constructed as a four lane roadway and later expanded to six lanes for future traffic congestion. It would enable Pala Road to be used as a local road for current homes, future development, and as an alternative route for accidents or evacuations.

2 I am also very concerned about the additional traffic on Fallbrook's local roads leading through town and to the intersection of Gird Road and Highway 76 as this cppears to be the only traffic light planned for Highway 76. Gird Road only connects Reche Road and Highway 76. There are two major schools on Reche Road and traffic on that road (and Stage Coach Lane) is already very congested each school day morning and afternoon. The addition of commuter traffic coupled with school traffic on an already overburdened Reche Road could cause delays and safety hazards.

3 Again, I would like to recommend the Southern Alignment Alternative for improvements and expansion of Highway 76. Public safety would be jeopardized within Fallbrook and along the highway at unprotected intersections with the plan to just widen the existing roadway.

Sincerely,

Gerry Schendel-Brown

760-723-8375

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

2 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

In accordance with the California Environmental Quality Act (CEQA) and Federal Highway Administration National Environmental Policy Act (NEPA) project development regulations regarding alternatives analysis, the two build alternatives, Existing Alignment and Southern Alignment, were compared and analyzed against the No Build alternative to determine which alternative would provide the best balance between potential environmental and community impacts and this proposed project's benefits and costs. The project's environmental process fairly considers the merits of both alternatives, and the Existing Alignment Alternative was chosen as the preferred alternative through that process.

3 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project.

DEBRA SOIFER, CALTRANS
Chief Environmental Analyst – Branch A
C/O CALTRANS
4050 Taylor St. MS242
San Diego, Ca 92110
RE: Review of the DEIR for the East Section SR76

September 22, 2010

Dear Debra:

Upon review of the DEIR, we would prefer the Southern Alignment Alternative because it provides the following:

1 Pala Road becomes a primary frontage road and serves better emergency use.
There would be no "right turns in or out"
There would be no U turns required for entry or exit from Fallbrook.
The South route provides non-stop travel with expansion potential
Easy access to the proposed County Park

Thank you in advance for your consideration of our selection.

Sincerely,

Dick and Judy Yamane
Bella Vista Estate residents

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Table 3.10-12 of the Final EIR/EIS shows the out-of-direction travel distance for local street access. The out-of-direction travel was designed to be less than 1 mile, with most distances being closer to 0.5 mile. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

SR-76 Eastern section DEIR -- traffic safety and other shortcommings.

1 The proposed full access unsignalized intersections (Sweet Grass, Via Monserate, and Sage Road) are in direct conflict with safety criteria stated in the FEIR for the middle section (Chater 3 page 3-71) . If it is not safe for the middle section to employ unsignalized at-grade intersections why is it proposed for the easter section?

Out of direction extra travel required at the rigth in right out intersections the DEIR only provides one poor example for Monserate Hill Road (page 3-90 of DEIR "*SR-76 Intersections*"). This again is intentionally missleading.
Let's look at really what happens.
Using current ADT data from Table 3.10-1 of the DEIR the following computations can be made:

Ramona Drive	520
Calle De La Vuelta	No data
Via Monserate	200
Monserate Hill Road	200
Sage Rd.	400

According to the DEIR the distance between Monserate Hill and Gird Rd. is 0.8 miles. Using this scale and Figure 1.1-3 map
2 the following out of direction traveling distances would be required:

Ramona Drive	1.7 miles	coming from west	0.52 miles going east
Calle De La Vuelta	0.94 miles	"	1.32 miles "
Monserate Hill	1.2 miles	"	1.6 miles "

Assuming equal split in travel direction from the above side roads the following extra travel miles would result:

	Miles per Day	Miles per Year
Ramona Drive	577	211255
Calle De La Vuelta	No data	
Monserate Hill Rd	280	102480

Since the DEIR does not provide ADT data for the other unsignalized (right-in-right-out) intersections, at this time, we can not compute miles accumulated for out of direction travel for those commuters.

Just for the two roads (Ramona Drive and Monserate Hill Road) the yearly out of direction driving exceeds 313600 miles.
What is the cost of all this wasted driving, in fuel, vehicle and human wear?

by Frank Sulak 2 of 2 9/23/2010

1 Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. Median openings were spaced to provide the least interference to through traffic on SR-76 and were also evaluated to minimize out of direction travel to those local streets with restricted access.

2 For this project, the out of direction travel distance for local street access was designed to be under 1 mile, with most distances being closer to 0.5 mile. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Along SR-76, there is a distinct difference in the traffic volumes west of South Mission Road versus east of South Mission Road. There are nearly 46,000 trips east of South Mission Road versus 65,000 trips west of South Mission Road. Traffic demand along SR-76 east of South Mission Road is lower due to major commuter trips originating and terminating in Fallbrook.

Debra Soifer
C/O CALTRANS
4050 Taylor St MS 242
San Diego, CA 92110

RE: DEIR for the East Section of SR76 September 22, 2010

Costs that are missing in the CALTRANS budget

1 CALTRANS budgeted costs to construct the final link of Hwy SR76 shown in their recently released DEIR are not complete. Costs for new and relocated Utilities – ie; power, telephone, cable, gas, water and sewer are not included. These costs are very necessary and real but are absorbed by the respective Utility companies and passed on to the ratepayers. (now you can perhaps understand why the Utility companies are always requesting rate increases)

For the Existing Alignment, the existing power/telephone/cable/etc. would have to be relocated and placed underground. The cost for this effort on the proposed Southern Alignment would be almost nil as there are no residential developments in that area.

For the Existing Alignment again, Rainbow Water District has a high pressure sewer line that lies beneath the Existing road which would need to be relocated along with their water lines. There is no sewer line on the south side of the river bed. so, the Southern route provides us with less cost and less potential for interruption of service than does the Existing route. Better yet, with the Southern Alignment there are no Utility costs to be silently passed on to us through our utility bills.

In concluding, be aware that if the Southern Route is selected, consumers will not have to absorb as much of the Utility costs that would otherwise be passed on with the Existing Alignment Alternative..

Anastasia Ganatsios
P O Box 88
Fallbrook, CA 92088

1 Caltrans has developed utility cost estimates for each build alternative that have been included in the overall cost estimates for each build alternative. Caltrans would coordinate with all utility companies that need to relocate their facilities as a result of the proposed project and Caltrans would pay all costs it is responsible for related to the relocation of existing utilities.

September 21, 2010

To: Caltrans

Regarding: Comments on State Route 76, South Mission Road to Interstate 15 DEIR

From: Charles Reynolds, 3611 Logwood Place, Fallbrook Ca. 92028

I appreciate the opportunity to provide comments regarding the development of Highway 76 from South Mission to Highway 15 because the choice that you make may severely impact my family and the residents of Fallbrook.

First, I am in total support of the proposed Southern Alignment Alternative and completely against the development of the Existing Alignment Alternative. I have lived in Fallbrook for twelve years and truly appreciate the rural character of the community. I do not want a major four lane highway running adjacent to my home and the homes of my neighbors due to the increased noise, traffic, congestion, and compromises designed to try and mitigate the problems that will occur from the streets currently entering onto highway 76 from Fallbrook that have been developed into the Existing Alignment Alternative. In addition, we as a community need to be able to evacuate in a timely manner in the event
1 of a major emergency, most commonly wildfires in this area. The Southern Alignment Alternative, while maintaining the existing highway 76 would greatly improve the opportunity to evacuate safely in a major emergency. Finally, I believe that we should build a road capable of sustaining increased traffic into 2030 and beyond and I believe the Southern Alignment Alternative is the correct and most inexpensive alternative to accomplish this.

I further support the conclusions of the circulation Committee-Fallbrook Community Planning group, dated September 14, 2010 with regards to support of the Southern Alignment Alternative and the reasons why. **I do not support their conclusions regarding a six lane highway on the Existing Alignment Alternative for the same reasons that I do not support the Caltrans Existing Alignment Alternative. Adding six lanes to the Existing Alignment Alternative would increase my concerns by 30% over the four lane recommendation.**

As to the DEIR, along with the comments from the Fallbrook Planning group, I have three specific areas of concern.

1. **Environmental and Community Character.**
Two of your objectives, as identified under Purpose and Needs, Page S2 states "Protect and/or enhance the human and natural environment along the SR-76 corridor" and to "Protect and maintain community character and the rural landscape within the corridor. Further, in the State
2 Route 76 East Fact Sheet, the first stated "Environmental Concern" was "Potential Concerns include: impacts to existing and planned residential areas that would be subject to increased noise, neighborhood disruption and change of community character. On Page S7, table S1 you indicate that under **Community Character, you indicate "no substantial impacts for the Existing Alignment Alternative"** and for the **Southern Alignment Alternative "Introducing a new Transportation corridor and displacement of the Vessels Stallion Farm would substantially affect community character". Nothing could be further from the truth!** You only have to look

1 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. For either build alternative, future roadway widening would not be precluded. In addition, a four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

2 Section 3.6 of the DEIR/EIS identifies potential impacts to community character associated with the Existing Alignment Alternative. This section concludes that potential visual impacts could be mitigated through implementation of visual mitigation measures and that increases in noise would not affect overall community character.

Impacts to community character associated with the Southern Alignment Alternative would be unmitigable because it would introduce a new transportation corridor, coupled with two new bridges, guardrails, drainage structures, and other associated construction components into a largely undeveloped area south of the San Luis Rey River.

2 Cont. at Figures 2.1 2a to Figure 2.1 2g to see the hundreds of family residences' that are directly adjacent to the Existing Alignment Alternative and are close or closer to the highway than the Vessels Stallion Farm. The number of people impacted is several times the 50 people identified in the Southern Alignment Alternative as shown in Figure 2.1-3a to Figure 2.1 3-g. These fifty people are workers who do not live on the ranch, thus their exposure is for 8-10 hours per day versus the 24 hours per day that Fallbrook residents would experience. In addition, movement of the buildings at Vessels Stallion Farm will only modify their business, not their family residences. **Thus, your conclusion of no impact to Community Character on the Existing Alignment Alternative is completely false and misleading.**

3 One final area of note regarding environmental concerns! The DEIR seems to only indicate that the Southern Alignment Alternative is the only one that will impact the plants and animal species of the area. In reality, the roadway being widened on the existing route will impinge into the San Luis River basin as well, perhaps to a smaller scale but it will impact the plants and animals as well. This should also be included in the DEIR.

2 **Ability to Safely Evacuate the Area**.
One of your objectives, as identified under Purpose and Needs, Page S2, states "Improve safety conditions for motorists and the general public along the corridor". The ability for the Fallbrook Community to quickly and safely evacuate the area should be a major consideration in the development of a transportation corridor. The citizens of Fallbrook were required to completely evacuate our city three years ago during the Rice Canyon Fire. In addition, a major fire was burning in the San Luis River basin, a fact that must be noted because multiple fires do occur and evacuation routes must be maintained for all potentials.

4 The DEIR Page 2.5 indicates that under the Existing Alignment Alternative, only three roads, Mission, Gird and Highway 395 will have signals and will allow turns in any direction, including U turns. Three other streets, Sweetgrass Lane, Via Monserate, and Star Track way, would provide Left turn Channelization and open mediums to allow left hand turns. However, all other roads, which are not designated, would include only right turn in and right turn out onto Highway 76. From an evacuation perspective, this is dangerous and would create an impossible evacuation plan. Traffic flow in an Emergency evacuation must be as seamless as possible with vehicles able to evacuate in the most efficient way possible. To have these vehicles forced to do a right turn in, right turn out and then a U turn on Highway 76 to evacuate in a different direction would be a bottleneck that would shut down traffic. **The Southern Alignment Alternative would not require these concessions and would in fact improve the evacuation capabilities. The addition of four additional lanes heading East and West as well as maintaining the existing Highway 76, greatly improves evacuation capacity over the Existing Alignment Alternative**.

3. **Long Term Capacity versus Current Cost**
The DEIR Identifies a potential traffic growth on Highway 76 from 25,000 average trips per day currently to 50,000 average trips per day in the year 2030, meaning that by that date a four lane highway will be obsolete and unable to handle the traffic load without serious delays. In addition, since the rest of Highway 76, from South Mission to Highway I-5 was developed with the ability to expand to six lanes, developing a road with only four lanes would create an undue bottle neck that would likely back up to the west portions of 76. The DEIR states that many of

3 Impacts that would result from both the Existing and Southern alternatives have been evaluated and included in the environmental document. Impacts to plant and animal species associated with the Existing Alignment Alternative are described in Sections 3.20 through 3.24.

4 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

the motorists turn off on South Mission to enter Fallbrook which would effectively reduce traffic on Highway 76 to the East and Highway 15, however it does not address the fact that at the same time many Fallbrook residents are leaving town on South Mission and heading East to Highway 15 for travel South and North.

The Existing Alignment Alternative is limited in the future to **Four Lanes**. Its anticipated cost is $203,000,000. The Southern Alignment Alternative will be developed **with four lanes on a six lane layout**, therefore, allowing quick, cost effective development of the additional two lanes when necessary. In addition, existing Highway 76 is currently serving 25,000 trips per day. By
5 maintain the existing highway 76 as shown on The Southern Alignment Alternative the total trips will be will be shared by six lanes, not four, greatly improving traffic flow and mitigating future need to build additional lanes. The current anticipated cost for the Southern Alignment Alternative is $322,000,000. The additional cost of $119,000,000 is a great deal of money, however, when benefit of having six lanes immediately, the ability to quickly and cost effectively add two additional lanes when needed, the cost is a worthwhile investment and will save countless dollars in the future.

Summary

The DEIR appears to be a flawed document with strong inconsistent bias towards the approval of development of the existing Alignment Alternative. Its bias tends to focus on the impact to the Vessels Stallion Ranch and its environmental impacts and away from the 4000 citizens that have signed petitions, met with Fall Brook Planning Groups, and the number of residential
6 communities that have identified opposition to the Existing route and support of the southern route. We have only one opportunity to do this right and now is the time. I am aware of the number of Fallbrook citizens that are adamantly opposed to the existing route, how many Fallbrook Citizens are in favor of the existing route. There is a reason, please hear us! Build this transportation corridor with the environmental concerns of the citizens impacted, the safety concerns that if not addressed will potentially result in the loss of life by not being able to evacuate the area, and the long term capability to meet its needs in the future.

BUILD IT RIGHT THE FIRST TIME.

Sincerely,

Charles L. Reynolds
760-731-3965

5 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

6 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The petitions have been received and are included in the project files. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Mel Svendsen
<mel@refc.org>
09/24/2010 02:40 PM

To Debra.Soifer@dot.ca.gov
cc
bcc
Subject Riverview Church in Bonsall (on Hwy 76) prefers the northern route

Greetings Debra,

I know you're swamped with comments about this. I'm the Lead Pastor at Riverview Church. Riverview is located in Bonsall along the present Hwy. 76 route. We would prefer the northern route with the configuration you have presently:

What we like about your present configuration:
1) you are still allowing the left hand turn into Sweetgrass Lane. - that is huge for us. Please
1 don't change that...it would making coming to our church much more difficult for most of our people.

2) You allow the left hand turn out of Sweetgrass and enough room in the middle area to cross the cars going west....stopping in the middle ...and then entering the traffic going east. Thanks...thats' also huge for us.

3) We thrive on drive-by traffic at our church. We get many visitors simply because they drive by our church and come on Sunday. Please don't go with the southern route...that would be a huge detriment to the growth of our church which
we believe is a huge force for good in our community.

If you have any questions, please feel free to call me.

Sincerely,

Mel Svendsen
Lead Teaching Pastor

Mel Svendsen
Lead Teaching Pastor
Riverview Church
4980 Sweetgrass Lane
Bonsall, CA 92003
760-941-1430 mel@refc.org

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

"Carolyn Mathes" <carolynmathes@roadrunner.com>
09/24/2010 11:48 AM

To <Debra.Soifer@dot.ca.gov>
cc
bcc
Subject Fw: SR76 Route

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

From: Carolyn Mathes
Date: 9/24/2010 11:44:23 AM
To: DebraSoifer@dot.ca.gov
Subject: SR76 Route

Hello,
I would like to state my opinion about the 76 construction.
The southern route makes the most sense.
1 With it, we can have more lanes on the freeway and still keep a frontage road for local business and travel. For all the expense we are putting into this project, let's get the most roadway we can for now and future traffic...it's only going to get worse.
Thank you for listening to the people who live here.
Sincerely yours,
Carolyn Mathes
4125 Los Padres Dr.
Fallbrook

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

9-24-2010

Ms Soifer,

30 years ago, Oceanside shut down the gun range in the San Luis Rey river bottom to make way for the "Freeway" that would connect I-5 to I-15.

1 Now is the decade to finish SR 76 "by-pass" - Quickly - no delays

On BUDget - no southern Route!

Feds are Trillions in debt
State is broke - no $
Cities are cutting back.

Roy Honig

Roy Honig
2307 Ivy Rd
Oceanside Ca 92054
760-757-0011
mhonig@cox.net

P.S. Fallbrook showed up with "TALK" - No $ - sad

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Robby Grgich
<rgrgich@hotmail.com>
09/25/2010 11:34 AM

To <debra_soifer@dot.ca.gov>
cc
bcc
Subject Rt76

I am forwarding a comment I posted on The North County Times article dated 9/23/10 and titled "Bonsall shows support for southern highway 76 route". Could have added more comments but my thoughts on the subject is clear!
Thanks,
Roberta Grgich

1 **I LIVE IN BONSALL AND I SUPPORT THE NORTHERN ROUTE.** Bonsall chose not to grow in population like Fallbrook. Fallbrook's current population is approx 43,000,and growing, the majority need to use the existing northern route daily. Bonsall's population is approx. 10,000 with alternate routes to the 15. Fallbrook is choosing not to support the infrastructure for their growth. To evacuate 40,000+ in the event of a disaster on to various two lane highways out of Fallbrook sounds like a disaster in itself. I think the people of Fallbrook supporting the southern route are choosing their aesthetics over practicality, safety and cost.

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

September 27, 2010

To Caltrans planners:

As Fallbrook residents we have read the reports of the Fallbrook Planning Group and DEIR, and have been following the issue with interest and concern for some time.

We wish to express our disappointment in Caltrans' response in addressing the concerns of local residents as well as the long range impact on local residents if the current Hwy 76 is not kept as a
1 frontage road. We understand there are conflicting interests and cost issues, but whichever route is chosen, the southern or northern alternative, please give consideration to quality of life concerns of area residents who will be most greatly impacted.

Please! Keep the current 76 road as a frontage road to preserve the local character and quality of life interests -and then implement the alternative that meets long range goals for the area.

Thank you!
Dr. H. Lee and Catherine Swanson
3682 Genista Place
Fallbrook, CA

Lee + Cathy Swanson

1 The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

For the Southern Alternative, the existing SR-76 roadway would be relinquished to the County of San Diego in good repair and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3—Southern Alignment Alternative.

FROM THE DESK OF

THOMAS G JOHNSON

September 27, 2010

Ms. Debra Soifer, Acting Chief, Environmental Analysis Branch A
California Department of Transportation, District 11
4050 Taylor Street, M.S. 242
San Diego, CA 92110

Dear Ms Soifer,

1 I am a resident impacted by the expansion of SR76. I have examined the information and am quite familiar with the area having lived here for twenty five years. After much deliberation I have concluded the southern alignment is the far superior choice for the expansion. This would allow much of the work to proceed without impacting in a negative way, the current traffic flow. Also, it would create an alternative evacuation route in case of emergency. The benefits of the southern alignment far, far outweigh any negative connotations. Please consider the comments and wishes of the people actually impacted by this long overdue improvement. You're only going to do it once. Please do it right.

Respectfully,

Thomas G Johnson

POST OFFICE BOX 499 BONSALL CALIFORNIA 92003
TELEPHONE: (760) 728-0858 FAX: (760) 728-4001 E-MAIL: THOMASGRAHAMJOHNSON@GMAIL.COM

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

"cecelia njust"
<candcnjust@msn.com>
09/27/2010 03:33 PM

To <Soifer@dot.ca.gov>
cc
bcc
Subject DEIR 76 comments

Dear Debra,
The DEIR of the 76 extension from Mission to I-15 does not address the evacuation nor emergency vehicle needs of residents for either the proposed northern nor southern routes. Remembering the 2007 fires I find this a notable omission that should be rectified. The route south of the San Luis Rey River would prove superior in emergencies for the many residents north of the river.

1 The northern four lane route will be obsolete at its completion because of unavoidable increased traffic from development of the quarry, additional casinos, the planned dump, and other growth east of I-15. The terrain does not allow for widening. With proper planning there is ample room to expand to six lanes south of the river. It should match the six lane right of way for the already completed part of SR 76, and by planning now it will be less expensive than the northern route.

Pala Road has been a long time artery for southern Fallbrook and Bonsall. It seems a travesty to deny continued two-way use of this road to the many residents and others who will have only right turn access to it. Not only will the required U-turns add time, air and noise pollution for every driver, for every trip, the safety issue of such a plan is just not up to the Caltrans standard to "improve the general public goal."

I urge construction of the southern route from Bonsall to I-15.

Thank you for considering my request.

Cecelia Njust
Fallbrook, CA

1 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. Median openings were spaced to provide the least interference to through traffic on SR-76 and were also evaluated to minimize out of direction travel to those local streets with restricted access; for this project, the out of direction travel distance for local street access was designed to be under 1 mile, with most distances being closer to 0.5 mile. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

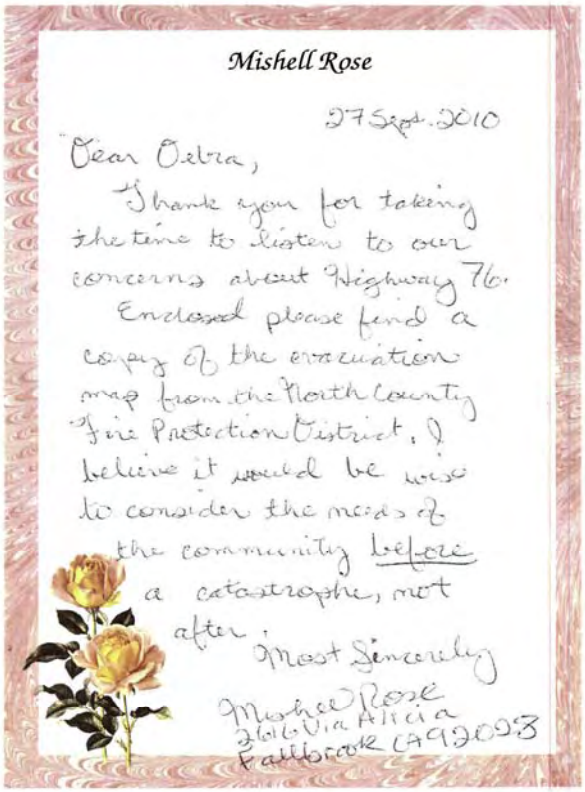
Lara Farrell
<d3q7t3jc@gmail.com>
09/27/2010 04:42 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject 76

1 Dear Debra Soifer,
We live in Sycamore Ranch and strongly oppose the Northern route proposed for the extension and improvement of highway 76. It will take away from the rural atmosephere of the area. In addition, there is not enough room to expand the road as needed which will leave us with a similar problem in the near future if not immediately. Please consider realigning to the Southern route so that this issue may be remedied in the best way possible.
Sincerely,
Greg and Lara Farrell
(760) 451-1196
3713 Cedar Vale Way
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

1



Mishell Rose

27 Sept. 2010

Dear Debra,

Thank you for taking the time to listen to our concerns about Highway 76.

Enclosed please find a copy of the evacuation map from the North County Fire Protection District. I believe it would be wise to consider the needs of the community before a catastrophe, not after.

Most Sincerely

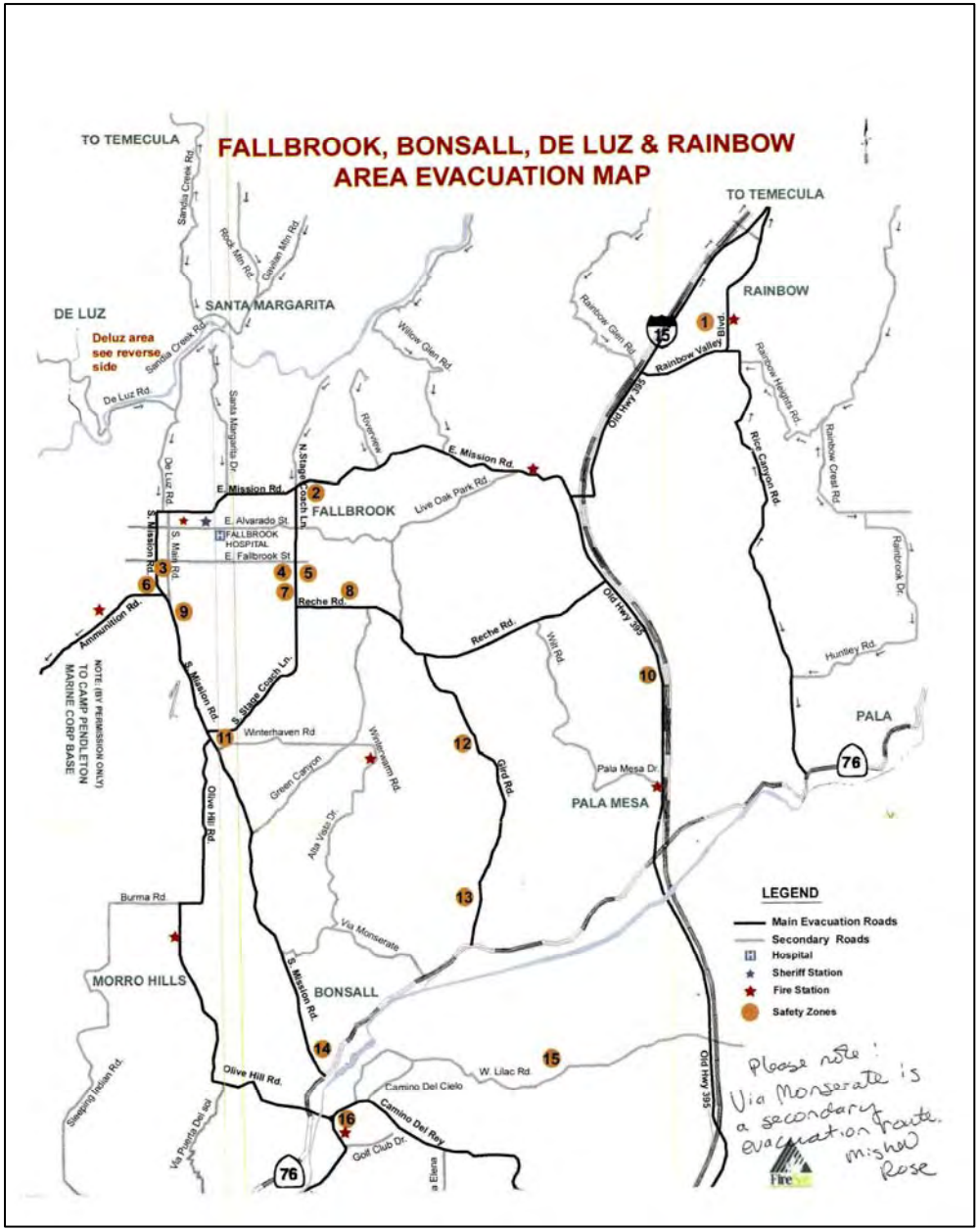
Mishell Rose
2616 Via Alicia
Fallbrook CA 92028

1 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

Subsequent to the SR 76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR 76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.


FALLBROOK, BONSALL, DE LUZ & RAINBOW
AREA EVACUATION MAP
TO TEMECULA
TO TEMECULA
DE LUZ
Deluz area see reverse side
SANTA MARGARITA
RAINBOW
FALLBROOK
PALA
PALA MESA
MORRO HILLS
BONSALL
NOTE: (BY PERMISSION ONLY) TO CAMP PENDLETON MARINE CORP BASE
LEGEND
Main Evacuation Roads
Secondary Roads
Hospital
Sheriff Station
Fire Station
Safety Zones
Please note: Via Monserate is a secondary evacuation route. Michael Rose

State Route 76 East
South Mission Road to Interstate 15: Public Meeting

Date: September 23, 2010
Place: Bonsall Community Center

Mars Muller September 29, 2010
2233 Via Dulcea, Fallbrook, CA 92028
Tel: 760 451-8920
E-mail: mars.muller@att.net

Do you wish to be added to the mailing list? Yes

I would like the following comments included in the public record for this project:

1 After reviewing the draft Environmental Impact Report and attending the Public Meeting on September 23, 2010 I am convinced that the study of Alternative A as compared to Alternative B ignores the tremendous differences between the two alternatives when it comes to ongoing traffic safety considerations along the Route 76 East Highway and the fact that alternative A does not provide for a back-up east/west route in case of a wildfire shut down of the primary east/west Route 76. First, Alternative A with it's numerous left hand turns across two high speed traffic lanes in both the east and west directions presents a very serious accident risk. Alternative B on the other hand includes none of these left hand turns across multiple lanes of high speed traffic. Second, Alternative A does not provide an alternate east/west route in the event of a wildfire which could shutdown the four lane Route 76. Alternative B not only provides for an unobstructed Route 76 but also includes a provision for the existing Highway 76 (Pala Road) to become a frontage road which would then provide an alternate east/west route in the event of a shutdown of the primary State Route 76. With the risk of fire danger being so high in the Fallbrook area, I feel that not implementing Alternative B with its two separate east/west routes would be a serious mistake considering the very high risk of a wildfire.

2 Recognizing that the Draft Environmental Impact Report projects a substantial increase in cost associated with Alternative B, I feel it is essential that the planning effort rethink the costs associated with the use of the land that is currently part of Vessels Ranch. Approximately $80,000,000 has been projected as the mitigation cost of purchasing the Vessels Ranch property. This seems unrealistic since there must be a far less expensive alternative since the actual amount of Vessels Ranch land that is needed for Alternative B is only a very small part of the Vessels Ranch complex.

As I've indicated above, Alternative B is far better alternative than Alternative A when you consider both traffic safety and fire safety concerns. The large cost difference between Alternative A & B may be substantially reduced if another alternative is considered vice buying out the entire Vessels Ranch property since only a very small percentage of that property is required to satisfy Alternative B.

3 As a homeowner in southern Fallbrook, I feel the most important consideration in the overall plan to improve Highway 76 is ensuring that safety considerations have been given sufficient emphasis to ensure the best alternative is chosen. At the present time, I feel the Draft Environmental Impact Report has not placed safety considerations high enough and I ask that the report be redone with this in mind.

Comments must be received by November 2, 2010
Mail to: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

2 Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessel's Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

3 The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) has been chosen as the preferred alternative as it would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

SR76
<sr76@keepsandiegomoving.com>
09/29/2010 02:57 PM

To Foli <foli@cox.net>
cc "ann_fox@dot.ca.gov" <ann_fox@dot.ca.gov>, "debra_soifer@dot.ca.gov" <debra_soifer@cot.ca.gov>
bcc
Subject Foli - Thank you for contacting KeepSanDiegoMoving.com

Dear Billie Foli:

Thank you for contacting KeepSanDiegoMoving.com and for your interest in and comments on the SR 76 East, S. Mission Road to I-15, Highway Improvement Project. I have forwarded your email to Ms. Debra Soifer, Acting Chief, Environmental Analysis at Caltrans for consideration in the review process. All substantive comments will be addressed in the Final Environmental Impact Report / Environmental Impact Statement.

If you have additional comments, please submit them to the following address by November 2, 2010:

Ms. Debra Soifer, Acting Chief, Environmental Analysis Branch A
California Department of Transportation, District 11
4050 Taylor Street, M.S. 242
San Diego, CA 92110

Thank you,
Destree Bascos
KeepSanDiegoMoving.com

From: Foli [foli@cox.net]
Sent: Wednesday, September 29, 2010 8:12 AM
To: SR76
Subject: STATE ROUTE 76 EAST

SUPPORT FOR THE SOUTHERN ALIGNMENT OF STATE ROUTE 76 EAST

SAFETY SHOULD BE THE 1st CONSIDERATION/ NOT COST

Billie Foli
Property Owner: 4605 Fire Road
Fallbrook, Ca. 92028
80 Acre Parcel/Avocado Grove

.
I STRONGLY SUPPORT THE SOUTHERN ALIGNMENT
!. While the cost of building the Southern Route is high, it will likely never be any less. It allows for the expansion necessary for the future. We now know this should have been done in the past; do we want people to say the same thing five years from now?

1 2. Allowing the existing road to remain as a frontage road, will provide for the safety the citizens of this area in the event evacuation is necessary because of fires, or other disasters .

As a property owner in this area for 40 years, I have seen the tremendous increase in traffic on the existing road. It is heartbreaking to learn of the many deaths and injuries that have happened through the years. Not to mention the stress caused to untold thousands who have driven this road

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

The County of San Diego’s Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

SR76
<sr76@keepsandiegomoving.com>
09/29/2010 02:55 PM

To "nancyparker@prodigy.net" <nancyparker@prodigy.net>
cc "ann_fox@dot.ca.gov" <ann_fox@dot.ca.gov>, "debra_soifer@dot.ca.gov" <debra_soifer@dot.ca.gov>
bcc
Subject Parker - Thank you for contacting KeepSanDiegoMoving.com

Dear Ms. Parker:

Thank you for contacting KeepSanDiegoMoving.com and for your interest in and comments on the SR 76 East, S. Mission Road to I-15, Highway Improvement Project. I have forwarded your email to Ms. Debra Soifer, Acting Chief, Environmental Analysis at Caltrans for consideration in the review process. All substantive comments will be addressed in the Final Environmental Impact Report / Environmental Impact Statement.

If you have additional comments, please submit them to the following address by November 2, 2010:

Ms. Debra Soifer, Acting Chief, Environmental Analysis Branch A
California Department of Transportation, District 11
4050 Taylor Street, M.S. 242
San Diego, CA 92110

Thank you,
Destree Bascos
KeepSanDiegoMoving.com

From: nancyparker@prodigy.net [nancyparker@prodigy.net]
Sent: Tuesday, September 28, 2010 1:01 PM
To: SR76
Subject: KeepSanDiegoMoving: Question inquiring about SR 76

Name: Nancy Parker
Email Address: nancyparker@prodigy.net
Phone Number:
1 Question: Please don't let the NIMBY'S in Fallbrook prevent you from widening Route 76 on the north side of the river. We look forward to the day when it is a freeway...please remove the lights ASAP!!!

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Richard Rogstad
2174 Green Hills Place
Fallbrook, CA 92028
September 29, 2010

DEBRA SOIFER, CALTRANS
Chief Environmental Analyst – Branch A
C/O CALTRANS
4050 Taylor St. MS242
San Diego, CA 92110
RE: Review of the DEIR for the East Section SR76

Dear Debra:

1 **I have reviewed the DEIR. It appears to be biased against the Southern Route. After reading it, it's hard to put to rest the feeling that a decision had already been made to choose the existing route. I hope that's not true.**

2 **We feel the report gives undo emphasis to safeguarding Vessels Ranch. The DEIR speaks to the need to relocate the ranch, the loss of jobs to the community, cost of the land, loss of scenic rural views. It minimizes and/or hardly addresses the safety issue, and hardly mentions the great outpouring of voices who oppose the widening of I76.**

3 **Given the nature of the business at Vessels Ranch, it is not a business that requires thousands of acres for horses to roam freely; it's a stud ranch. The Ranch is about 2,000 acres; the Southern Route would only need about 200 acres.**

1 In accordance with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and Federal Highway Administration project development regulations regarding alternatives analysis, the two build alternatives, Existing and Southern were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs.

2 Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessel's Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) has been chosen as the preferred alternative as it would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

3 The route of the Southern Alignment Alternative was developed based on a combination of environmental and engineering factors, including the location of cultural resources, 100-year floodplain, wetlands, and other biological resources as well as roadway elevations and curve radii. See Response #2 above.

-2-

3 Cont. **The business of the Ranch could easily function on the remaining 1800 acres. No relocation—no job loss. In the analysis of cost, surely the DEIR report doesn't anticipate buying the entire ranch, do they?**

4 **As you know, I76 is or will be soon designated a scenic route. There are so few areas left in San Diego County where the rural character has survived. What a shame to take that away. Right now thousands of cars travel I76 and although it slows the journey, the scenery is enjoyed every day by each of those drivers and passengers. On the other hand, few drive the Southern Route. Perhaps a few cars and recreational vehicles. My point is, a beautiful, scenic roadway will be lost forever to vast numbers of people if I76 is cementerized.**

5 **But most important to us here in Fallbrook is our great concern about safety. First, is the ongoing threat of fire danger. We have had that experience twice, and there is no joy in leaving one's home not knowing if it will be there upon return. However, because we had I76, we were able to turn either right or left to flee to safety. Can you imagine the difficulty, if in the future, a firestorm comes upon us and we have to try and merge with oncoming 70 mph traffic? Even without a fire, the inconvenience to our entire town will be forever.**

6 **Finally, this entire roadway is being built, not to benefit San Diego County. It's being built for Riverside County traffic, for the Casinos, for a possible rock quarry. Fallbrook should not be ignored, especially when another route is available that would address these problems.**

4 SR-76 is part of the Scenic Highway System but is not designated as a Scenic Highway; it is listed as eligible for Scenic Highway designation. Mitigation and minimization measures to minimize aesthetic impacts related to the Existing Alignment Alternative are provided in Section 3.11-4.

5 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. Median openings were spaced to provide the least interference to through traffic on SR-76 and were also evaluated to minimize out of direction travel to those local streets with restricted access; for this project, the out of direction travel distance for local street access was designed to be under 1 mile, with most distances being closer to 0.5 mile, see Table 3.10-10 in Section 3.10. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

6 Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region. The EIR/EIS Table 1-2 show trip origins and destinations for trips going in both directions on SR-76, that are (1) on SR-76 east of South Mission Road, and (2) on SR-76 west of South Mission Road.

Origins and destinations were studied to include areas outside the study area of SR-76. Overall ADT and turning movements were studied at cross streets to SR-76. Please refer to Section 3.10. The analysis in the EIR/EIS also takes into account local current and future traffic demands.

-3-

Please don't ignore the several thousand who by their signatures on petitions, have expressed such a strong feeling about this. Personally, I would rather that no road be built at all rather than lose our frontage road.

Sincerely

R E Rogstad

Richard Rogstad

Michael & Nanae Frost

Caltrans District 11
Attn. Debra Soifer
MS# 242, 4050 Taylor Street
San Diego, CA 92110

Dear Debra: **September 29, 2010**

RE: State Route 76 East
South Mission Road to Interstate 15, Public Meeting on Sept. 23rd 2010 at the Bonsall Community Center.

I would like the following comments included in the public record for this project:

After attending the Public Meeting on September 23, 2010 I am convinced that the study of Alternative A as compared to Alternative B makes a potentially **DANGEROUS** mistake as it ignores very serious issues with oncoming traffic along Route 76 East. Alternative Route A (which appears to be the favored route of CalTrans despite any real logical explanation) **CLEARLY** does **NOT** provide a secondary **EVACUATION** route in case of **WILDFIRE**. In my opinion the direction that CalTrans appears to be heading could and may be seen as gross negligence in regards to basic **PUBLIC SAFETY**. The vast **MAZE** of **UNCONTROLLED** left turns that cross over **HIGH SPEED** oncoming traffic **will surely lead to countless un-necessary automotive related fatalities**. As a matter of record I voice my opinion now in the hopes that your apparent un-substantiated and un-supported (by the general public / members of the local Fallbrook Community) will be heard. Should this route be chosen I assure you that we will do everything in our power to hold all those responsible for this choice accountable for any un-necessary, foreseeable and preventable deaths to our neighbors and visitors of to the Fallbrook community.

1 Secondly… Alternative A does **NOT** provide a secondary / alternative **ESCAPE ROUTE** in the event of a wildfire which would result in the shutting down the four lane Route 76. Alternative B not only provides for an unobstructed Route 76, but also includes a provision for the existing Highway 76 (Pala Road) to become a frontage road which would then provide an **alternate east/west route** in the event of a shutdown of the primary State Route 76. Please understand that we **LIVE** in a **HI RISK WILDFIRE** area. Already this year we have been cut off and diverted for more than 2 hours in bumper to bumper traffic due to a small wildfire and few months ago, which if I am not mistaken was caused by your own construction crew (or at least that is what was reported on the radio). Why take such a **SERIOUS LIABILATY RISK** when one could be avoided by choosing Route B? I am beginning to think that there might be ulterior motives behind what appears to be an already predetermined choice for route A.

2 **I am no economist**, but I do own my own business and I find it **LUDACHRIST** to claim that the cost of route B would be substantially higher than A when your gross misrepresentation of the facts state that about $80,000,000.00 of this goes directly to pay for not part, but all of Vessel Ranch. Clearly from the proposal outline route B does **NOT** use **all of Vessel Ranch**, in fact it appears to **affect only 5% of the property**. This gross exaggeration of the facts has **NOT** gone un-noticed by many at the meeting. We plan to publicize this fact and offer a counter cost projection that could actually show a **potential profit for the project** if the balance of Vessel Ranch that was not affected by route B, be held in trust and **re-sold / developed at a later date**. Obviously frontage road property on a major alternate route linking I-5 to I-15 would be worth far more then the initial $80,000,000.00 investment. In this political & financial climate I am sure that this will **NOT** go un-noticed for long by major media nationwide, given the vase amount of mis-spent stimulus money.

3 As a **TAX PAYER** and homeowner in southern Fallbrook, I feel the most important consideration in the overall plan to improve Highway 76 is ensuring that **SAFTEY** of the neighboring communities and the driving public. Clearly route "A" pales in comparison to the numerous benefits that route B offers.

Sincerely

Michael M. Frost

2215 Via Dulcea, Fallbrook CA 92028 TEL: 760-728-7079
1 of 1

1 In accordance with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and Federal Highway Administration project development regulations regarding alternatives analysis, the two build alternatives, Existing and Southern were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

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3 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Bruce Jenkin
<bjenkin@mac.com>
09/30/2010 03:18 PM

To Debra_Soifer@dot.ca.gov
cc
bcc
Subject Regarding hwy 76 routes

My name is Bruce Jenkin and reside at 3991 Wendi Ct. Fallbrook
Residence since 2000. Prior residence Oceanside 5 years.

These are my observations for choosing the Northern Route
for Highway 76.
I have seen the delays of Hwy. 76 in Oceanside for many years only to see
the future of the proposed 6 lanes still only 4 lanes through Oceanside to
the 5 Fwy. When plans are finally completed they are already outdated
based on housing development and now Casinos.

Many locals complain that 6 lanes will be needed in Fallbrook but plans
for only 4 lanes are planned, yet the 6 lanes in Oceanside don't seem to
move forward where the housing development has boomed of the the past decade,
which funnels traffic to gridlock in the Oceanside segments.
LETS SEE THE MONEY SAVED VIA USING THE MORE COST EFFECTIVE NORTHERN ROUTE
TO COMPLETE THE NEEDE LANES IN OCEANSIDE NOW!

Northern vs. Southern route preferred for the following reasons.

1. Removes a very dangerous road with deadly curves from
future fatalities.

2. Noise of major Hwy. is better buffered from the rural Fallbrook
housing that will hear the Hwy. noise if it is built in the open Valley of
Bonsall
(Southern Route) as traffic noise will travel to the rural neighborhoods.
(currently can hear the 15 fwy 5 miles away only if weather and wind
conditions permit,
1 the Southern route would be heard daily!!!

3. Removes an equestrian business area that is what this community
needs to keep it's rural character and one of the most beautiful landscapes
left in San Diego County!!

4. Access points for residential areas needs to be better addressed for
the Fire or evacuation concerns, NOTE: Law Enforcement controlled access
for given intersections. Via Montserate and Gird Roads.

The need for additional Signal @ Via Montserate or the completion
of Knottwood road to connect access to Gird Road from the South side.

5. Note the much straighter alignment of the new Northern route will
greatly improve safety.

6. If Hwy. 76 is retained as a rural road and maintained by the County
I feel it will go in disrepair and continue to result in major accidents.

Please address these above concerns and build the Northern Route!
MAKE IT SAFE AND ACCESSIBLE!
WORK WITH THE COUNTY ON IMPROVING THIS COMMUNITIES' NEEDS
THAT ARE BEING STRAINED BY THIS MAJOR ROADWAY.

Thank You,

Bruce Jenkin
cell 949-278-2156

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Debra Soifer
C/O CALTRANS
4050 Taylor St, MS 242
San Diego, CA 92110 10/01/10

DEIR Release for East Section of Hwy SR76

I've been reviewing CALTRANS's Draft Environmental Report (East Section) which they recently released. It's over 400 pages so I haven't yet read the entire document. Thus far though, I'm appalled at how CALTRANS has skewed their report to favor the Existing Alignment Alternative rather than provide a fair and equal comparison between it and the Southern Alignment Alternative.

1 For example, I've discovered that the bulk of the cost difference between the two alternatives (the Southern being more) isn't the cost of the "two new bridges" but instead it's the cost to buy the Right Of Way property. CALTRANS's budgeted cost for this purchase is $94 Million! With only 5.5 miles of roadway involved this equates to over $18 Million per mile which is outrageous! It is evident that CALTRANS hasn't expended much effort is providing us with a viable second Alternative.

2 The report details the detrimental impacts that the Southern Alignment would bring by "introducing a new roadway into an undeveloped rural area". However, in reading the environmental impacts for both alternatives it appears to me that there will be more impacts with the Existing route than the Southern route.

3 The traffic studies are very old. The traffic on SR76 today is a nightmare. Everyone knows that when a highway is expanded, the increased capacity is almost immediately consumed by additional traffic. If the Southern Alternative is selected, at least it would allow travelers to drive between S. Mission and I-15 on a safe, uninterrupted roadway having a greater potential for accommodating increased traffic volumes in the future.

4 I'm very concerned about how CALTRANS has short-changed the benefits of the Southern Route. I can only say that if another alternate route other than the designated existing and southern routes, then I must vote for the southern alignment alternative.

Grace Yelich

Grace Yelich
4227 Los Padres Dr.
Fallbrook, CA.
760-451-0277

1 Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges that would cost $50.5 million.

2 In accordance with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and Federal Highway Administration project development regulations regarding alternatives analysis, the two build alternatives, Existing and Southern were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs.

3 In 2007, Caltrans began traffic technical studies for the SR 76 east segment from South Mission to I-15. Those studies were based on SANDAG's Series 10 projected year 2030 traffic volumes and land use. During the course of the project development process, SANDAG released both the Series 11 modeling, with year 2030 forecasts, and more recently released the Series 12 modeling, including year 2035 and year 2050 forecasts. The table and chart added to Section 3.10 of the FEIR shows that the Series 10 (2030) future traffic volumes used for the current project's traffic studies fall in-between the Series 12 year 2035 and year 2050 traffic volumes.

A four-lane conventional highway is typically warranted when traffic volumes on the roadway are between 20,000-60,000 ADT. The traffic data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs. Upon review of these different data sets, the project team determined that the initial 2030 traffic volumes that were used for the basis of the traffic studies were indicative of year 2035-2040 volumes of the latest Series 12 forecasts. Updating the project's Series 10 traffic studies to the most recent Series 12 traffic volumes would not substantially alter the resulting volumes used for determination of the roadway width and other project features. Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the

southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

4 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Send Comments Page 1 of 1

_____ACTION 76_____

home pg 2 DEIR pg 3 RCPG Motion pg 4 comments pg 5 petition

JOIN THOUSANDS OF OTHERS AND TELL CALTRANS TO KEEP PALA A LOCAL ROAD.

Check one or more of the statements below and

Submit this form supporting the Southern Alignment Alternative to:

Ms Debra Soifer
California Dept of Transportation
4050 taylor St. MS242
San Diego, CA 92110

A southern route is preferred because; No Delays - Cut Cost!

Is expandable to 6 lanes

Allows emergency vehicles easy access to Fallbrook and Bonsall homes. have local access.

Is not obsolete in 15 years!

1 Retains Community character and cohesion! NIMBY

Reduces vehicular pollution with "friction free" traffic flow! What?

Adds Reduces 3-4 years of construction delays! Yes - Bridges take a long time

Is the safest route safety trumps cost! Not at $120 million

Creates 4 new lanes and keeps a 2 lane road for local traffic - want your own road - put up the $

is NOT the preferred route as ~~it will clearly move more traffic, safer,~~ and over a longer period of time than the existing route!

NAME: Roy Honig
ADDRESS: 2307 Ivy Road
CITY, STATE, ZIP Oceanside Ca 92054
EMAIL: rhonig@cox.net

Action76 will collect and send completed forms to Caltrans or you can print this form and mail it to the address above.

Reset To print this form RIGHT click and select PRINT or go to file and select print. Submit

http://keepfallbrooksafe.com/Send-Comments.html 10/2/2010

1 Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region.

Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

"Terri W."
<tclerk@ix.netcom.com>
10/02/2010 11:32 AM
Please respond to
"Terri W."
<tclerk@ix.netcom.com>

To debra.soifer@dot.ca.gov
cc
bcc
Subject SR-76

Debra Soifer

Department of Transportation
debra.soifer@dot.ca.gov

1 We are in agreement with the **SR76 Action Committee** and
FAVOR THE SOUTHERN ALIGNMENT ALTERNATIVE.

Sincerely,

Mr. & Mrs. Louis A. Walsh III
3173 Westmont Drive
Fallbrook, CA 92028

THOUGHT FOR THE DAY:
No matter how you feel … get up, dress up & show up.

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

JOEL WITTE
<joelwitte2000@yahoo.com>
10/02/2010 05:50 PM

To Debra.Soifer@dot.ca.gov
cc
bcc
Subject SR-76 Phase 2 Opinions

Hello Debra & CALTRANS.

I am writing to voice my concerns on building the SR-76.

YES to the existing Northern Alignment of SR-76 from Mission Rd. to I-15.

NO to the Southern Alignment.

Reasons:
1) LESS BRIDGES
The existing road is on the same side (north) of the San Luis Rey River as the I-15 Interchange and does NOT require any further BRIDGES to be built.

The Southern Alignment requires 2 BRIDGES to cross SLR River and cross again to return to the north side for the I-15 Interchange.

2) ENVIRONMENTAL IMPACT
The North will take LESS acquisitions in both Wetlands & private lands.
The South takes a lot MORE.

1 The North runs along the edge of the SLR River.
The South requires crossing the RIVER twice and will wipe out the natural habitat for the creatures that live where the 2 bridges to be built.

3) COSTS $$$
The EXTRA $138 Million in Project Costs to build the South Route is a WASTE.

In conclusion the North alignment is the best way to serve the public interest.

The south alignment only serves a few with special interests in homes and a Country Club next to SR-76.
Let's not forget they purchased those properties at reduced rates because they were next to SR-76.
It's easy to see their attempt to move the SR-76 away from their interests.
I hope you see that too.

Thanks for the opportunity to voice my opinion.
Joel...

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Dasda800@aol.com
10/02/2010 01:48 PM

To debra.soifer@dot.ca.gov
cc
bcc
Subject SR-76

Debra Soifer
Department of Transportation

1 We are in agreement with the **SR76 Action Committee** and
FAVOR THE SOUTHERN ALIGNMENT ALTERNATIVE

David and Sharon Daniels
3045 Via del Cielo
Fallbrook CA 92028

S. >^..^<
Do not ask God to guide your footsteps if you are not willing to move your feet.

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Whleeflbk@aol.com
10/02/2010 01:46 PM

To debra.soifer@dot.ca.gov
cc
bcc
Subject (no subject)

10-2-10

caltrans Re:Route 76 widening

I wish to voice my choice for the southern alignment.from Bonsall to interstate 15. As my mother used to say "anything worth doing is worth doing right". Once the concrete is dry, the local residents is going to live with it for many years. When my wife and I evacuated the rice canyon fire, we went to our daugther's house in murrieta by way of Camp Pendalton, I-5, route 91, and I-15. Ortega was closed for construction that night so what normally takes 30 minutes took 7 hours.

1 Fires are but one type of emergency. Floods,earthquakes etc.should also be planned for the best way the roads can handle traffic overloads without bottlenecks.

For us to drive to I-15, we would need to make a left turn from Via Monserat onto highway 76. With the existing alignment, for safety's sake we would be forced to turn right to Mission, make a U-turn and then proceed to I-15. Not too bright!!

Sincerely, William Lee
3162 Camino Portofino
Fallbrook CA

1 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

Jacksonjunction@aol.com
10/02/2010 11:44 AM

To debra.soifer@dot.ca.gov
cc
bcc
Subject SR76

Debra Soifer
Department of Transportation
debra.soifer@dot.ca.gov

1 We are in agreement with the **SR76 Action Committee** and
FAVOR THE SOUTHERN ALIGNMENT ALTERNATIVE

Sincerely,

Mr. & Mrs. Michael J. Jackson
3006 Skycrest Drive
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Debra Soifer, Acting Chief, Environmental Analysis, Branch A
California Department of Transportation
4050 Taylor Street
MS 242, San Diego, CA 92110

Subject: Highway 76 Widening – Public comment and Pala-Temecula Road signage

Dear Ms. Soifer:

I am a property owner in Pala and have reviewed the article on Highway 76 Widening in The Boulevard Magazine, October 2010 edition.

I have not reviewed the DEIR, so my comments may be either redundant or not relevant to the perceived issues, environmental or other.

Comments: (On the article)

1 1. The Southern route is a new 4.6 mile 4 lane highway, not Highway 76 widening.
2 2. The Southern route does not depict any intersections, on-off ramps or circulation plan.
3 3. The existing Highway 76 widening would require necessary intersection design and associated costs.
4 4. Developing the Southern route appears to retain the existing 76 Highway, therefore both highways would require maintenance and repair.
5 5. The Southern route would either encourage or benefit property owners in the development of properties south of Highway 76. Not entirely a bad idea, but those who benefit should bear appropriate responsibility, i.e., this new highway may be a development issue rather than a "safety" or other issue.
6 6. Who or what is "Monserate"? What is Rancho Monserate?
7 7. The Southern route would require a bridge across the San Luis Rey River.
8 8. The San Luis Rey bridge would require seismic design and related infrastructure. Costly to build and maintain.
9 9. How did Highway 76 *widening* get morphed into Highway 76 *alignment*. Perhaps the article in The Boulevard Magazine is slanted.

Pala-Temecula Road signage:

10 Traffic on Pala-Temecula Road between Pechanga and Pala Casinos is on the increase. There are two **T** intersections off the Pala-Temecula Road , namely **Rancho Heights Road** and **Temepa Road** that are not signed or marked on the **T** signs. This is a safety issue as development in these areas is on the increase.

Can you help me in requesting this improvement from Caltrans? Who should I contact or what is the procedure for this request? You assistance is appreciated.

Thomas J. Taufer
11441 Rancho Heights Road
Pala. CA 92059
Ph. 760-742-3622

1 As noted in the EIR/EIS, the Southern Alignment Alternative would result in the introduction of a new roadway into a primarily undeveloped, rural area.

2 The Southern Alignment Alternative would not have any on-ramps, but future access points and/or multimodal connections between State and local facilities would not be precluded. These requirements would be reviewed and/or approved on an individual basis. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region.

3 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

4 For the Southern Alternative, the existing SR-76 roadway would be relinquished to the County of San Diego in good repair and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3—Southern Alignment Alternative. Relinquishing the current SR-76 roadway to the County could result in additional adverse impacts from the potential upgrade or widening of the existing roadway. At the request of the resource agencies, potential biological impacts have been included in the analysis of the Southern Alignment Alternative.

5 Potential growth related impacts associated with the Southern Alignment Alternative are discussed in Section 3.4 of the EIR/EIS.

6 Rancho Monserate is a mostly senior citizen community accessed via Dulin Road from Old Highway 395 south of the San Luis Rey River.

7 Two bridges would be constructed as part of the Southern Alignment Alternative.

8 Costs to construct bridge structures have been taken into account in the project cost estimates.

9 The SR-76 roadway alignment is the location of the current roadway, the alternatives are the Existing Alignment (following the current roadway) or the Southern Alignment (which would follow a new alignment south of the San Luis Rey River). The widening is for highway improvements that would change the two lane road into a four-lane road.

10 The T-intersections at Rancho Heights Road and Temepa Road are not within the purview of this environmental document. Development of either of the build alternatives would not preclude future improvements at these intersections, however, and any future improvements at these intersections would be subject to individual environmental review.

Fred Radack
<theradacks@yahoo.com>
10/03/2010 02:05 PM

To debra.soifer@dot.ca.gov
cc
bcc
Subject SR-76

1 We are in favor of the southern alternative for SR-76. Thanks for your willingness to listen to the people.

Mr. and Mrs. Fred Radack
3059 Gird Road
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

"Keith & Nina"
<knk4ranch@cox.net>
10/03/2010 01:14 PM

To <Debra.Soifer@dot.ca.gov>
cc
bcc
Subject Hwy 76 Routes

I just read about the two routes being decided for the third phase of Hwy 76. I live on Margale Ln., off of Gopher Canyon Rd. When this project started, I was all for it, and still am. My only question was how CalTrans would mitigate the increase of traffic on Gopher Canyon during construction. I was told Gopher Canyon was in no way impacted by the construction. I was even told there had been no survey of the road prior to contraction because they were that confident. How wrong they were and I knew it.

I have lived in Vista over thirty five years and worked in law enforcement that entire time. Traffic on Hwy 76 has impacted Gopher Canyon since before I 15 was completed. It is a more direct route into Vista and South Oceanside because you can stay on the freeway longer at higher speeds until you turn west. It is faster for the commute from Riverside County to North County coastal area.

1 After being told there would be no impact, they closed Hwy 76 for three nights and used Gopher Canyon for a bypass for semi trucks that are not allowed on Old River Rd. Guess what, they are not allowed on Gopher Canyon Rd. either. This occurred one more night several months later.

My point is, the shorter, faster and less congested route you choose for the third phase would make a great impact on lessening the commuter traffic on Gopher Canyon. I was told your study said most of the traffic on Gopher Canyon was local. I beg to differ. You sit at I 15 and Gopher Canyon in the morning and evening commute and tell me those are locals getting on and off the freeway. If Hwy 76 is as true a limited access, multiple lane roadway as it can be, commuters will use it and not clog our neighborhood roadway. Osborne St. suffers the same issue as it is the continuation through a neighborhood to N. Santa Fe and Melrose southbound.

The alternative Cal Trans picks will directly effect the residence of Gopher Canyon Rd and all it's side streets, along with Osborne St. From our property values, quality of life and SAFETY, your choice will affect us.

2 My last point. My 15 year old son starts to drive on his permit in November. I have total confidence in him and his ability. But..... I am scared to death for him as a new driver trying to enter or exit Margale Ln. with the traffic. We have had numerous accidents here including a CHP Motor Officer being rear ended by a car that failed to stop for traffic waiting for someone to turn left onto Margale Ln. There is not a person off out road who has not seen or been involved in a traffic collision at or near our roadway because of heavy traffic flow and high speed vehicles including me and my wife, on numerous occasions.

Please choose the route that will be good for the entire community no matter the price.

Thank You
Keith McClanahan
HM 760-941-0820
CE 760-310-0667

1 Caltrans tries to avoid or minimize the use of local streets as much as possible, but in a situation where the Caltrans facility does not have ramps or freeway connectors in the areas needed, then Caltrans would look at using local streets. The District Traffic Manager's office would prepare the detour plans according to the Project Engineer's request. A Traffic Management Plan (TMP) is prepared. The plan proceeds through the construction phase and Caltrans would work with the local authorities/agencies to coordinate the use of local streets within the detour plan if necessary.

2 In the instance you are describing, Caltrans prepared a TMP in coordination with local authorities and traffic was temporarily detoured to Gopher Canyon Road during night work. Margale Lane is located off of Gopher Canyon Road, which is outside the project area. There may be detours on local streets during construction of the SR-76 South Mission to I-15 project; however, specific detours would be addressed during the final design phase.

Ellie Hennessee
<ellie4re@hotmail.com>
10/03/2010 12:40 AM

To <debra.soifer@dot.ca.gov>
cc
bcc
Subject FW: SR-76

To: debra.soifer@dot.ca.gov
Subject: SR-76

Debra Soifer

Department of Transportation
debra.soifer@dot.ca.gov

1 We are in agreement with the **SR76 Action Committee** and **FAVOR THE SOUTHERN ALIGNMENT ALTERNATIVE.**

Sincerely,
Jack and Ellie Hennessee
332 Lemonwood Drive
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

SR76
<sr76@keepsandiegomoving.com>
10/04/2010 11:38 AM

To "arlanhp@aol.com" <arlanhp@aol.com>
cc "ann_fox@dot.ca.gov" <ann_fox@dot.ca.gov>, "debra_soifer@dot.ca.gov" <debra_soifer@dot.ca.gov>
bcc
Subject Peterson - Thank you for contacting KeepSanDiegoMoving.com

Dear Arlan Peterson:

Thank you for contacting KeepSanDiegoMoving.com and for your interest in and comments on the SR 76 East, S. Mission Road to I-15, Highway Improvement Project. I have forwarded your email to Ms. Debra Soifer, Acting Chief, Environmental Analysis at Caltrans for consideration in the review process. All substantive comments will be addressed in the Final Environmental Impact Report / Environmental Impact Statement.

If you have additional comments, please submit them to the following address by November 2, 2010:

Ms. Debra Soifer, Acting Chief, Environmental Analysis Branch A
California Department of Transportation, District 11
4050 Taylor Street, M.S. 242
San Diego, CA 92110

Thank you,
Destree Bascos
KeepSanDiegoMoving.com

From: arlanhp@aol.com [arlanhp@aol.com]
Sent: Thursday, September 30, 2010 4:29 PM
To: SR76
Subject: KeepSanDiegoMoving: Question inquiring about SR 76

Name: Arlan Peterson
Email Address: arlanhp@aol.com
1 Phone Number: 760 728 7972
Question: please follow the advice of traffic engineers rather than 100 NIMBY nuts who are wanting to ignore good engeinering advice. The taxpayer should not need to pay the high cost of their unqualified , selfish requests.

1 The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The project development team does not include elected officials. The Existing Alignment Alternative (Preferred Alternative) has been chosen as the preferred alternative as it would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Judith Erickson
<j.erickson42@gmail.com>
10/04/2010 02:55 PM

To Debra.Soifer@dot.ca.gov
cc
bcc
Subject SR 76

1 I live in Fallbrook just off Old 395 near the Pala Mesa Golf Course. I frequently drive on 76 as I do most of my grocery shopping at Daniel's Apple Market on the corner of 76 and Mission Rd. This section of 76 is largely a local road with turn offs to other streets. That is the reason Caltrans needs to build their thru-fare on the southern route!

2 I have lived thru 3 major fires in this area and 2 that required me to evacuate. The route that is planned may cost less in the short run.....but in the overall scheme it will end up a very costly mistake. Is there a problem with heeding the advice of people who actually live in the area and drive the roads under consideration?? Please don't let anyone make a decision that is based on maps. Drive the roads at different times of the day when the traffic patterns can fluctuate tremendously.

3 Let me again clearly state my opposition to SR 76 taking the less expensive northern route. My vote (for good reason) is for the southern route on the Bonsal side.

Sincerely,
Judith N. Erickson
4202 Los Padres Drive
Fallbrook, Ca. 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

2 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

3 Caltrans has considered comments received from the public, Native Americans and resource agencies after circulation of the draft environmental document and the public meeting prior to identifying the Preferred Alternative. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region.

John Fox
<jfox@palatribe.com>
10/04/2010 07:52 AM

To "Debra_Soifer@dot.ca.gov" <Debra_Soifer@dot.ca.gov>
cc
bcc
Subject CA 76 project East segment - Bonsall to I-15

Ms. Soifer,

First, "no build" is not an option. The road needs to be widened.

Upon reviewing the DEIR, I can't see any good reason for the proposed Southern alignment. I've read comments in the local papers and online claiming how the Southern alignment will be less disruptive, provide more lanes and allow for emergency evacuation on both sides of the river in conjunction with the existing two-lane CA 76. Upon reading the DEIR, I don't see any of that being true other than the potential for being disruptive over a longer stretch of the project during construction. Both alignments plan the same number of lanes and cut the same swath. Both begin and end before any major North-South highway can ease the flow of whatever emergency evacuation traffic might be jamming CA 76 ... in other words, six or more lanes in the middle isn't going to make any difference if they all have to squeeze into four at each end. Environmental damage mitigation is budgeted the same for both alignments, even though logic would suggest the one that crosses the river twice and tears up new land as opposed to existing right-of-way would require more mitigation effort and funds. And the capper ... the Southern alignment will cost $322 million tax dollars. That's 63% more than the Northern alignment. That's an irresponsible waste of scarce resources. 1

The argument against the Northern alignment must all be from NIMBY's desiring to throw their garbage in someone else's yard. Not one of them can honestly say they never dreamed having property abutting a state highway that's been there since before any of them were born could one day be a problem. Public works projects are important to commerce, safety and quality of life. But in this economic reality, there has to be fiscal sanity. CalTrans needs to choose the Northern alignment option for the East segment of CA 76.

Respectfully,

John Fox

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Oct. 5th, 2010

Ms Debbie Soife
Cal. Dept. of Trans.

I want you to know that I am apposed to the changing of the existing, 2 lane, 76 Hiway between Mission/U.S.13 and Interstate 15. I vote for the alternative southern route, thru a small portion of Vessel's Ranch.

I live off of Via Monserate and traffic would more than double on my street, to accommodate all those people along 76 who could no longer make a left turn to
1 enter 76. I do not want to have to cross a 4 lane highway, with traffic going 65 miles an hour, starting from a dead stop. I do not want the traffic noise or the air and ground pollution that close to my rural neighborhood. And how will you widen this highway again to 6 lanes in years to come? The southern route is the only viable alternative.

Concerned Fallbrook Res. Joyce Brazel

Ms Joyce Brazel
3847 Alta Vista Dr
Fallbrook CA 92028-8406

1 Please refer to Section 3.18, Air Quality, and Section 3.19, Noise, for a discussion of potential air quality and noise impacts associated with the project.

Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

SR76
<sr76@keepsandiegomoving.com>
10/06/2010 02:28 PM

To "pamela05n@peoplepc.com" <pamela05n@peoplepc.com>
cc "ann_fox@dot.ca.gov" <ann_fox@dot.ca.gov>
bcc
Subject RE: KeepSanDiegoMoving: Question inquiring about SR 76

Dear Ms. Nelson:

Thank you for contacting KeepSanDiegoMoving.com. This email responds to each of your questions in the order they were asked in your email.

1. Wildlife Corridors and Crossings:
Wildlife crossings have been proposed for both the existing alignment and southern alignment alternatives. Locations of these proposed wildlife crossings can be viewed on Figure 2.1-2a to 2.1-5. You may also want to refer to the Project Brochure,* which includes a chart that compares key features of each alternative. Additionally, starting on page 3-237 of Chapter 3 of the Draft Environmental Document, there is information about the mitigation of impacts to the local and regional wildlife corridors for each alternative.

2. Southern Alternative and San Luis Rey River Area:
Please refer to Chapter 3 of the Draft Environmental Document, page 3-232, Impact to Wildlife Corridors section, to read about the impacts and proposed mitigations for wildlife corridors in the San Luis Rey River area.

3. Existing Farmland, River Bed and Wildlife Crossings:
For information about Farmlands, please refer to page 3-52 to 3-54 under the sections: environmental consequences for the proposed alternatives and the avoidance, minimization, and/or mitigation measures.

If you have additional comments, please submit them to the following address by November 2, 2010:

Ms. Debra Soifer, Acting Chief, Environmental Analysis Branch A
California Department of Transportation, District 11
4050 Taylor Street, M.S. 242
San Diego, CA 92110

*The SR 76 East Draft Environmental Document and Project Brochure can be found at:
http://www.keepsandiegomoving.com/SR-76-Corridor/SR76-intro.aspx

Thank you,
Destree Bascos
KeepSanDiegoMoving.com

From: pamela05n@peoplepc.com [pamela05n@peoplepc.com]
Sent: Monday, September 27, 2010 3:12 PM
To: SR76
Subject: KeepSanDiegoMoving: Question inquiring about SR 76

Name: pam nelson
Email Address: pamela05n@peoplepc.com
Phone Number:
1 Question: My main concern is for wildlife corridors and crossings. Will the southern route be a better environmental fit for the river area, by avoiding the Gird rd.area? Will the existing land use (ag) be turned back to natural riverbed and include wildlife crossings throughout that route?

1 Potential impacts to the natural environment are described throughout the Final EIR/EIS. These impacts have been evaluated based on potential impacts associated with the entire alignment rather than focusing in on potential impacts associated with one particular area, such as the area near Gird Road.

Under the Southern Alignment Alternative, some portions of the existing SR-76 roadway would be removed and the area would be converted back to natural conditions. However, the majority of the existing SR-76 roadway would remain and would be relinquished to the County of San Diego in good repair. It is anticipated to function as a frontage road for local access.

Wildlife crossings have been included in the design of both build alternatives and the locations of the proposed wildlife crossings are shown on Figure 3.20-4. Wildlife crossings have been sized for various species. Directional fencing would guide wildlife to the wildlife crossings. Escape areas are also included to reduce animal fatalities on the future SR-76 roadway.

October 6, 2010

Ms. Ann Fox
SR76 Project Manager, Caltrans
4050 Taylor St.
San Diego, CA 92110

RE: DEIR release for the East Section, SR76

Dear Ms. Ann Fox,

I wish to comment on your recently released DEIR for the East Section as follows:

The Southern Alignment Alternative is the safest route.

1 The Southern Alignment Alternative is a plan to construct an essentially uninterrupted expressway extending from Sweetgrass Lane to almost the old 395/I-15 intersection. Although this route would initially be constructed as a 4 lane divided roadway, it could easily be increased to 6 lanes to accommodate future traffic increases.

2 Additionally, by going South with the new road, Pala Road becomes a frontage road to serve both everyday needs as well as emergency needs of the Fallbrook/Bonsall community.

3 Construction of the Southern Alignment Alternative could be accomplished without the slow down of and traffic interruptions that would occur should the Existing Alignment be adopted. All phases of Construction would go smoother with the Southern route, hence a lower cost to build.

These factors and more, cause me to recommend the Southern Alignment Alternative.

Thank you for your consideration.

Sincerely,

Dennis Flanagan
4444 Fallsbrae Road
Fallbrook, CA 92028

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

2 For the Southern Alternative, the existing SR-76 roadway would be relinquished to the County of San Diego in good repair and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3—Southern Alignment Alternative.

3 Project construction is expected to be completed by the year 2015. Construction activities would be staged to minimize disruptions to existing traffic and to provide a safe working area for construction activities. For each phase of construction, Caltrans would develop a Transportation Management Plan (TMP) that would detail the steps taken to minimize construction related disruptions, such as the planning of detours, staging of work, use of night work, etc. Also, community outreach programs would be developed so information about the construction can be widely and quickly shared. During construction, the number of lanes would not be reduced, but when there is a need for full or partial closure, these closures would be done with sensitivity to traffic. Please refer to Chapter 3, Section 3.10.4, "Construction Related Measures" for further discussion on traffic handling during construction.

Herman Nied
<hanied@roadrunner.com>
10/07/2010 11:04 AM

To Debra_Soffer@dot.ca.gov
cc
bcc
Subject 76 Highway Alignment

1 I support the Highway 76 Southern Alignment because it is the safest and best design for present and future requirements. The Southern Alignment will have the least impact on the environment, current connecting road infrastructure and existing communities. From the engineering and highway access considerations. the Southern Alignment Alternative design is superior to the Existing design. The selection of the Southern 76 Alternative design should only be based on the safety and best design for the San Luis Rey River region!

It is imperative that the correct decision be selected and constructed for the San Diego North County Community for its future needs and expansion.

Very truly yours,
Herman A. Nied, PE, PhD, FASME

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

"deb zinn"
<scotty21@roadrunner.com>
10/08/2010 05:03 PM

To <Debra.Soifer@dot.ca.gov>
cc
bcc
Subject road

1 We moved to Fallbrook because it is rural. Or used to be until the powers that be decided to turn the 76 into a freeway.
Please, at least have the decency to keep Vessels Ranch as is!!! What else can we say?
Gene and Deb Zinn
Fallbrook, Ca 92028

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

08 October 2010

4371 Fallsbrae Road
Fallbrook, CA 92028-8906

TO: Ms. Debra Soifer
Calif. Dept. of Transportation
4050 Taylor St. (MS 242)
San Diego, CA 92110

SUBJ: Alignment of Eastern Segment, SR 76

Dear Ms. Soifer:

I wish to add my comments to those expressed by Mr. Voigt and Ms. Coulombe in the Opinion Section of the Oct. 7th issue of the Fallbrook/Bonsall Village News.

I firmly believe that since the land for the first two segments of the SR 76 expansion were planned and graded for SIX lanes, then the "Southern Alignment" is the only way to achieve an effective East-West corridor for SR 76, without creating another "bottleneck" effect as it narrows down from 6 to 4 lanes.
1 The "existing alignment alternative" fails to plan for future projected increased traffic volumes on SR 76 in both directions.

The "existing alignment alternative" will serve to isolate the communities of north of Pala Road, including Rancho Fallbrook, and will involve RIGHT TURNS ONLY as egress from these communities. PLEASE do not vote to let this happen. Let's keep existing Hwy. 76 as a safe "frontage" road for Emergency vehicles.

I know that you are quite familiar with the arguments for the advantages of the Southern Alignment, but I have taken the liberty of enclosing some of the literature in support of it.

Respectfully,

Roger C. Breslau

ROGER C. BRESLAU, M.D., F.A.C.S.

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Each build alternative would include six signalized intersections along the highway segment. Other access points would have restricted movements as noted in Section 3.10, but no local access would be removed. Although Flowerwood Lane would lose direct access to SR-76, Flowerwood Lane is being routed to Gird Road which has a traffic signal to service left turns to travel east.

Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Fix 76 and Keep Pala a Local Road

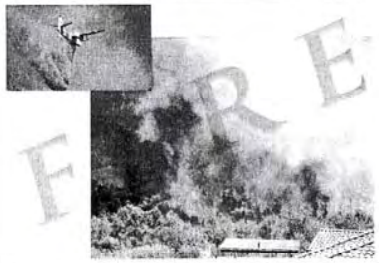
CALTRANS:
DON'T TRAP US

GIVE US SAFE ACCESS TO 76

KEEP HWY 76 A SAFE FRONTAGE ROAD AND BUILD THE "NEW" 76 TO THE SOUTH.

LEARN MORE

WWW.KEEPFALLBROOKSAFE.COM



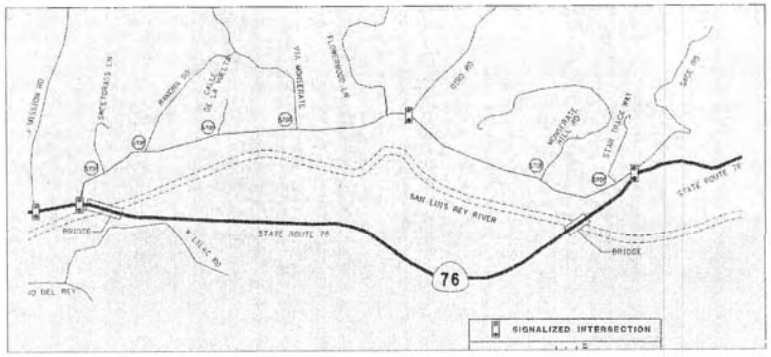
Advantages

- Pala becomes a primary evacuation route
- No increase in medical emergency time
- No only Right turns in or out
- No "U" turns to go East
- 5 nonstop miles from I-15 to Mission
- 4 new SR76 lanes expandable to 6 lanes
- Easy access to San Luis Rey Regional Park
- Fewer construction delays

Community support for Southern Route

- **Fallbrook Community Planning Group**
- **Fallbrook Oaks residents**
- **Sycamore Ranch residents**
- **Champagne Crest residents**
- **Monserate Country Club residents**
- **Pala Mesa Resorts residents**
- **Bella Vista Estates residents**
- **East Ridge residents**
- **Malabar Ranch**
- **Golf Club of California**
- **2025 signed petitions already on file at Caltrans and more are coming in!**

The Southern Route is the Safest Route!



Did You Know?

Following, an exhaustive review of Caltrans' Draft Environmental Impact Report (DEIR), on September 20, 2010, the *Fallbrook Community Planning Group* unanimously approved a motion that states, "[w]ithout a proposal for a six-lane Existing Alternative, and if forced to choose between the two alternative presented in the SR-76 DEIR, the Fallbrook Community Planning Group ***endorses*** the Southern Alignment Alternative. . .." [Emphasis added.]

Here are some of the reasons why FCPG concluded that the **Southern Route Alternative** was the most viable option of the two alternative routes presented in the DEIR:

- The proposed design of the Existing Alignment Alternative presents serious safety risks to residents.
- A six-lane right-of-way road design is necessary to handle projected increased traffic volumes on SR76. The Existing Alignment Alternative doesn't do this.
- The road design should match the expanded design of the initial and middle phases of SR76. The Existing Alignment Alternative doesn't do this.
- A roadway must be constructed which will not only handle increased traffic volume through 2030, but which is capable of being efficiently expanded to six lanes in the future. The Existing Alignment Alternative doesn't do this.
- The projected additional cost of building the Southern Alignment Alternative will seem minuscule when compared to the cost of redesigning the final section of SR76 in the future.
- Caltrans design of the Existing Route Alternative as a four-lane highway (with no ability to expand it to six lanes) is based on an outdated 1999 traffic study.

We encourage you to review the DEIR at www.keepsandiegomoving.com and the detailed analysis and conclusions of the FCPG at www.keepfallbrooksafe.com. Our community, safety and quality of life depend on Caltrans making the correct route selection. Short-term decisions will have long-term consequences to our community.

October 8, 2010

Ms Debra Soifer
Environmental Analysis Branch A
Calif. Dept. of Transportation, District 11
4050 Taylor Street, MS 242
San Diego, California 92110

Dear Ms. Soifer,

Please be aware that everyone north of SR 76 seems to be in favor of the Southern Alternative. My wife and I are members of a number of Fallbrook civic organizations and we have yet to hear a favorable comment regarding building the Northern Alternative.

1 That Caltrans would even consider building the Northern Alternative leads many of us to think that someone is selling and someone is buying a political favor. It would be outrageous for Caltrans to choose a route where the thousands who use SR 76 are so overwhelmingly opposed to the Northern Alternative.

I am one of those opposed. The only justification for the Northern Alternative appears to be inconveniencing some horses and the owners of a ranch. While I do sympathize with the ranchers, they will hardly be impacted to the extent that those of us in Fallbrook will be.

Please, support leaving the old road as it is and build the Southern Alternative.

Most sincerely yours,

Thomas S. Evans

Thomas S. Evans
1311 Brook Crest Lane
Fallbrook, California 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

"Bob Beecroft"
<NFFSflyer@roadrunner.com
>
10/09/2010 05:29 AM

To <debra.soifer@dot.ca.gov>
cc
bcc
Subject Highway 76

Dear Ms. Soifer:

1 I'm in favor of the southern route for the new 76 alignment, most especially if it means that the old 76 will stay in place as a frontage road for access to the businesses along it now. We really need a frontage road I believe and this would be a huge help to these businesses.

Bob Beecroft
Fallbrook

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

For the Southern Alternative, the existing SR-76 roadway would be relinquished to the County of San Diego in good repair and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3—Southern Alignment Alternative.

"wmaughanriv@juno.com"
<wmaughanriv@juno.com>
10/09/2010 05:28 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject Route 76 , Mission to I-15

Ms Debre Soifer

Ca Dept of Transportation, District 11

PLEASE, PLEASE do NOT build the northern route as described---requiring many of us in the SE portion of Fallbrook to turn east on 76 towards the probable fire area until we could make a U turn to get to I-15.

It may look good on paper, but there are many who would panic and turn east on the westbound lanes, believing that their "skill" in avoiding oncoming traffic would more than offset the danger of turning west into the direction of the FIRE. Such people will not think. They will just do it, even if highway patrol officers are stationed at each of the entry points.

1

The southern route will be a SAFE route in time of fire danger.

As a by- product the south route will also result in 6 lanes rather than the 4 to be built.

Yes, the southern route is more expensive, but WELL WORTH IT.

Our lives are at stake in case of fire.

Please build the southern route.

Weston F Maughan, 3644 Lancewood Way, Fallbrook, CA 760-645-3600

1 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR 76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four lane facility is consistent with both the current 2030 RTP and draft 2050 RTP.

"Krista Eisenbeisz"
<KristaE@revmortgages4u.com>
10/09/2010 07:23 PM

To <debra_soifer@dot.ca.gov>
cc <bill.horn@sdcounty.ca.gov>
bcc
Subject Petition

http://keepfallbrooksafe.com/Petition.html

Ms Soifer,

1 As a tax-paying, voting resident of Fallbrook, I too am extremely concerned about the very possibility of the final leg of the expansion of Highway 76 taking the "Northern Route". For starters, without regurgitating all the gory details, suffice it to say that there are more than enough major errors and basic assumptions regarding the Northern Route as summarized in the Fallbrook Community Planning Group SR76 Motion for there to be a serious consideration of that Northern Route.

2 Secondly, it is quite apparent that the vast majority of the communities impacted by this expansion are in favor of the "Southern Route" which in and of itself, from a democratic viewpoint, should strongly suggest that this would be the preferred alternative.

3 Thirdly, to emphasize the obvious, there are some very serious resident safety and fire evacuation issues associated with the Northern Route none of which are applicable with the Southern Route. In the current vernacular, this is "a no-brainer". Additionally, from my studies of the situation, evidently the environmental impact is not anywhere near as severe with the Southen Route compared with the Northern Route. I understand that the monetary impact is greater to the tune of approximately $300 million with the Southern Route, but as responsible, caring members of the community, wouldn't we always want to err on the side of saftey--i.e., don't we always want to value human life above all else?

4 Lastly, which also ties in with the previous point, recent studies clearly indicate that within a relatively short period of time, the Northern Route will be grossly inadequate and out of date. Why in the world would ANYBODY select a route that didn't have "in place" expansion capabilites? Built-in obsolesence may be just fine within the circles of some industries, but when we're discussing tax-payer dollars and fiscal responsibility, this is quite simply unconscionable. Obviously, a "long term viewpoint" decision would involve factoring in that additional $300 million as an intelligent investment in the future for the region.

5 Fortunately, as yet, the final decision has not been made which makes it possible for all those involved to exercise a degree of dicernable critical thinking in this route selection process. I believe that the above provides a very succinct overview and summary of the issues at hand that would ultimately cause one to come to the conclusion that the Southern Route is the choice that must be persued for the final expansion.

Respectfully,

Rob Hass
1577 Green Canyon Road
Fallbrook, CA 92028
robinsurancegroup@gmail.com
(760)518-9051

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

2 In accordance with CEQA, NEPA, and FHWA project development regulations regarding alternative analysis, the build alternatives, Existing Alignment Alternative and Southern Alignment Alternative, were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs.

Caltrans has considered comments received from the public, Native Americans and resource agencies after circulation of the draft environmental document and the public meeting prior to identifying the Preferred Alternative.

3 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

4 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

5 Thank you for your comments and your support of the Southern Alignment Alternative.

Herman A. Nied
3570 Lancewood Way Fallbrook, CA 92028

CALIFORNIA DEPARTMENT OF TRANSPORTATION
Attn.: Debra Sofer
4050 Taylor Street
San Diego, CA 92110

Dear Ms. Sofer,

I support the Highway 76 Southern Alignment because it is the safest and best design for present and future requirements. The Southern Alignment will have the least impact on the environment, current connecting road infrastructure and existing communities. From the engineering and highway access considerations. the Southern Alignment Alternative design is superior to the Existing design. The selection of the Southern 76 Alternative design should chiefly be based on the safety and best design for the San Luis Rey River region! 1

It is vitally important that the correct decision be made for the selection and construction of this highway expansion to satisfy the San Diego North County Community future needs and later expansion. Consequently, the most appropriate decision is the Southern Design!

Sincerely yours,

Herman A. Nied

Herman A. Nied, PE, PhD, FASME

Tel 760-451-1591 Email hanied@roadrunner.com

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Future access points and/or multimodal connections between State and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region. Please contact the County of San Diego about your specific concerns.

Oct 11, 2010

Debra Soifer, Acting Chief Environmental Analysis, Branch A.

Subject Route 76 EIR Impact

Dear Ms Soifer.

I am in support of Caltrans Northern alignment for Hwy 76.

I have ~~points that~~ two points that I will use to support my position.

(1) The Northern alignment is much cheaper. The extra funds are needed to complete other projects.

1 (2) The Northern alignment has a much lesser impact on the environment. The Southern route would serve to close off access to the river area entirely. Wildlife would have to cross a roadway on each side of the river. This would create more road kills.

We property owners along the existing

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2. Wildlife crossings, directional fencing, and escape areas have been included in project design to minimize wildlife fatalities.

1
Cont.

Hwy 76 have been waiting some
30 years for completion of this
project. Lets build the Northern
alignment.

Sincerely
Peter Niebles
Peter Niebles
APN. 124-351-15-00

2685 Alta Vista Drive
Fallbrook, CA 92028

October 11, 2010

Debra Soifer
Environmental Analysis Branch A
CALTRANS
4050 Taylor St., MS 242
San Diego, CA 92110

Re: The DEIR for the East Section (Fallbrook/Bonsall) of SR76

I strongly support the Southern Alignment Alternative for the proposed East Section of State Route (SR) 76 in the Fallbrook/Bonsall area. For the record, I live a few miles north of both road alternatives and would not be visually or audibly impacted by either alternative.

Here is my reasoning for preferring the Southern Alternative:

1 1. SAFETY ISSUE #1: Fallbrook needs better roads for escape in the event of a mass evacuation and the Southern Alternative provides better relief for the reasons given below. Trying to get out of town when we were ordered to evacuate a few years ago because of wildfire turned into a congestion nightmare because of limited road options.

2. SAFETY ISSUE #2: The number of side roads coming into the Northern Alternative would create a dangerous merging traffic situation.

3. SAFETY ISSUE #3: The Southern Alternative is less "bendy and twisty" and gives a smoother traffic flow.

4. MONEY WELL SPENT: There is the capability of expanding the Southern Alternative to 6 lanes whereas the Northern Alternative will be limited to 4 lanes maximum. It makes much better financial sense to go with the Southern Alternative now in anticipation of the inevitable future expansion to 6 lanes. This would be public money well spent.

Again, I strongly support the Southern Alignment Alternative. Thank you for your consideration.

Robert F. Gonsett

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

Both build alternatives have been designed to meet Caltrans safety standards. Design of the Existing Alignment Alternative includes curve corrections to improve safety. As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

DuMonte & Joan Voigt
3688 Lancewood Way
Fallbrook, CA 92028

email: cad4775@sbcglobal.net telephone: (760) 731-2820

Date: October 11, 2010

Ms Debra Soifer
California Department of Transportation, District 11
4050 Taylor St. MS 242
San Diego, CA 92110

Ms. Soifer,

1 This is my response to the 76 Draft Environmental Impact Report currently out for public review for SR76 improvements from Mission Rd. to I-15. My initial reaction is the text is "skewed" favoring the existing alignment by not fully disclosing the finer attributes of the alternative Southern alignment.

Lets consider specifics:

2 1. Currently 76 is operating at a level of service F with greater than 21000 ADT, and has reported 33 accidents including 3 fatalities on the East Section between January 2009 and June 2009. Fixing 76 is a 20 year old project that needs to be finished with a highway design that is not obsolete 12-15 years after completion! Caltrans own traffic studies state the ADT will more than double by 2030! Independent traffic studies are projecting higher number of ADT indicating a FOUR LANE highway will be obsolete by 2030 and will have to be widened to 6 LANES! Widening the existing alignment to 6 lanes would violate Historical Cultural sites, invade riparian habitat, and encroach further into the San Luis Rey River bed while a southern alignment is not encumbered with these environmental issues. The DEIR Environmental summary clearly states there are fewer environmental issues with a southern alignment!

Fix 76 and Keep Pala a Local Road!

3 2. Defacing a designated Scenic route is wasteful of Community resources and Character. Caltrans plans for cutting 2:1 slopes for the highway ROW into the rolling hills is the same as graffiti on buildings; unnatural and unbecoming to the landscape and certainly is not representative of a scenic highway! The Existing Alignment requires 87% cut while the southern alignment requires 13%. Has Caltrans missed this simple fact? More CUTS are required on the existing alignment means more of the landscape is defaced and a greater negative impact on the Community Character!

Fix 76 and Keep Pala a Local Road!

Sincerely;

DuMonte Voigt

Cc: Supervisor Bill Horn
Congressman Darrell Issa
Assemblyman Kevin Jeffries

1 In accordance with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and Federal Highway Administration project development regulations regarding alternatives analysis, the two build alternatives, Existing and Southern were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs.

2 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

3 SR-76 is part of the Scenic Highway System but is not designated as a Scenic Highway; it is listed as eligible for Scenic Highway designation.

The cut slopes as well as all proposed landform alterations were assessed for their visual impact for each of the alternatives and the appropriate mitigation measures were recommended to minimize these impacts including grading techniques that complement the natural configuration of the landscape. All disturbed areas would be planted with the appropriate plant materials.

Barbara Chahbazian
<fiddlebarb@earthlink.net>
10/12/2010 04:59 PM

To Debra.Soifer@dot.ca.gov
cc "Dr. Chahé & Barbara Chahbazian" <fiddlebarb@earthlink.net>
bcc
Subject SR 76

Oct. 12, 2010

Dear Ms. Soifer,

We have lived in the Bonsall /Fallbrook area for over eighteen years. We are witness to the drastic changes that have developed along SR 76. It is now regarded as one of the most UNSAFE roads in California!. We are incredulous at the prospect of CalTrans expanding the road on the so called "northern route". There have been many times that we have had to wait for over FIVE MINUTES at Via Monserate and Hwy 76 in order to make a left turn towards Interstate 15, and now we can NOT IMAGINE trying to make a left turn into 60 mile per hour, four lane traffic!!.

1 Please use good common sense and locate the new highway on the "Southern" route. It will be MUCH safer for thousands of people, it will move thousands along a route uninterrupted for approximately five miles, it will 'net" us six lanes for potential evacuations, it will keep a local access road to use to our local merchants, and will engender a respect for your organization that you would relish! Yes, it will be more expensive NOW, BUT in the long run, it will be more economical when it comes time to expand again!. We also wonder if the purchase of the Vessels Ranch property is quite over inflated!!!

Thank you for reading this. There are MANY angry citizens right now. Please hear us and do the right thing!!

Sincerely,

Dr. and Mrs. Chahin M. Chahbazian
2213 Via Corto, Fallbrook, CA 92028
fiddlebarb@earthlink.net

1 Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern

Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

KDVesselsfrm@aol.com
10/13/2010 01:01 PM

To Debra.Soifer@dot.ca.gov
cc
bcc
Subject Opponent to Highway 76 Southern exposure

Dear Ms. Soifer:

1 As you can see by my signature below, I'm an obvious opponent to the widening of the 76 freeway to the Southern Alignment. However, for many more reasons than the major disruption it would cause in my life, I'd like to expand on a few of them with you! This Fallbrook Planning Commission who are mainly representing a fellow named Monty Voight are making many false claims about the impact the southern alignment would or would not have on us.

2 First, I've seen numerous discrepancies in the number of signatures they claim to have acquired on a petition favoring the southern exposure. Has anyone from your agency requested verification of those names and addresses? I've seen Mr. Voight's team strategically placed all over Fallbrook for months, they even put up a booth at the annual Fallbrook Avocado Festival seeking signatures from anyone who'd sign. There are people signing this petition that will experience no impact whatsoever by either route and we feel should invalidate this petition!

3 They claim that a major freeway bisecting our ranch will not effect our operation. Obviously an erroneous claim, as ALL of the 8 families currently residing on the property will be required to cross a freeway to get to where the horses are maintained. From what I've seen on your schematics of the Southern alignment there are no on or off ramps located anywhere on the current Vessels Ranch property. Explain to me how you intend Vessels employees to get to work under this scenario, perhaps they could use the tunnels being constructed for wildlife to cross under the freeway!

The residents of Sycamore ranch, including Mr. Voight are crying foul about a "Right Turn Only" endangering them in the event of an emergency evacuation much like what occurred during the 2007 October wildfires. Do they seriously think that should such an event occur, that the local fire and police departments would endanger them by forcing them to turn in the direction of a potential disaster? Surely they'd be provide an adequate escape route in either direction should that scenario arise!

4 Also, I'd like to mention that during the wildfires of 2007 Mr. Vessels opened his home, his stables, virtually his entire property to anyone who needed refuge from the devastation. There were no terms attached, they could stay as long as needed without any payment required! He fed them, bathed them, housed them, even provided clothing to a few who left their threatened properties with only the clothes on their backs. He became emotional upon their departure saying "I feel like my family is leaving me!" In all, we took in 350 horses, several dogs, cats, pot bellied pigs, a gold fish and coolest of all an African Parrot, who had a huge vocabulary ....for a bird anyway!

5 Vessels employees anywhere from 30-50 people on several properties, imagine the economic impact our small community will feel if these folks are displaced.

6 Several of the homes on the property that will be dramatically impacted if not demolished all together were built in the late 1800s. Unfortunately they are not registered with the state but are landmarks nonetheless. There are numerous Indian archeological artifact sites on the property that may be worth noting!

The nay sayers have no pertinent arguments against widening the existing route. Aside form the huge financial discrepancy between the northern and southern routes, the environmental footprint setforth by the construction of the southern route would be a significant detriment to the whole of north San Diego County. NIMBY..or Not In My Back Yard is the only argument of merit the southern route proponents have.

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

2 Petitions submitted have been included in the project files. Although some commenters may not be residents of the immediate project vicinity, as users of the State Highway System, Caltrans acknowledges these comments and considers them in the final decision making process.

3 Caltrans acknowledges that the Southern Alignment Alternative would substantially impact Vessels Stallion Farm and has identified the property as a full property acquisition in Section 3.7 Relocations.

4 As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

5 Section 3.7 of the environmental document acknowledges that displacement of the Vessels Stallion Farm would result in a loss of 30 to 50 jobs and identifies relocation impacts associated with the proposed project as unmitigable.

6 Thank you for your comments. All known cultural resources within the projects Area of Potential Effects (APE) are being avoided. This project was specifically designed to avoid all known prehistoric as well as built resources within the project footprint.

Lastly, I must commend you for the lack of inconvenience the local communities of Bonsall and Fallbrook have experienced during the current 76 "middle" section expansion.

Please include this letter in your public record. Keep the 76 where it is!

Kindest Regards,

Kevin Dickson
Farm Manager
Vessels Stallion Farm
PO Box 776
5820 W. Lilac Rd.
Bonsall, CA. 92003
Office (760) 414-3300
Fax (760) 414-3304
kdvesselsfrm@aol.com
http://www.vesselsstallionfarm.com/

Linda Andrews
<land426@msn.com>
10/14/2010 12:00 PM

To <debra.soifer@dot.ca.gov>
cc
bcc
Subject Highway 76

1 I am a resident of Sycamore Ranch and, as such, was forced to evacuate three years ago during the fires. PLEASE consider how you will be trapping thousands of people if you choose the northern route for Highway 76. I am now a widow and it is a very scary thought that we might find it even more difficult to leave our homes. As you well know, the southern route will disrupt far fewer residents. It will only be taking a small portion of the Vessels property which is being sold off bit by bit anyway.

Thank you for your time.

Linda Andrews
3904 Limber Pine Road
Fallbrook, CA

1 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

Lumreek@aol.com
10/14/2010 02:12 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject Widening of the 76 .....

We live off Camino del Rey in Bonsall, and obviously prefer the southern route, since it would not be as much an interference for us.

1 However, on looking at all of the driveways which would be affected if the northern route took effect, it would not be fair to ask them to be inconvenienced as much as they will be if the northern route is taken, so I guess the kindest answer would be to do the southern route, even though Vessels Ranch will not be able to function if it does. No breeding farm should have to have a freeway run through it, with high priced stallions, mares and foals taken out of their rural environment, and having a freeway next to them.

You have a very difficult situation on your hands. Good luck - you won't be able to please everyone.

2 On another subject, why is it that Club House Drive, Bonsall, is still not useable? It has been closed through flooding which happened years ago, and the excuse has been the spotted toad, or horny owl, or gnatcatcher, or something equally invisible. If the flow of the creek were moved literally a few yards away, the road could be opened, and everyone would b e happy. The San Luis Rey Country Club has suffered for too long, seemingly for these environmental reasons, which could be amended very easily, and the stagnant water must surely be a wonderful breeding ground for mosquitoes.

Sincerely
Fiona Kennelly

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

2 Club House Drive is not maintained by Caltrans and is not within the purview of this environmental document; however, environmental analysis is a major portion of project development. Caltrans, as a good steward of the environment, strives to avoid and minimize impacts to the maximum extent possible. It is important to protect the river and the species and habitat that it provides along with the scenic value of the river valley.

Joyce E. Wood
3191 Los Verdes Dr
Fallbrook, CA 92028
760.731.3193

October 14, 2010

Ms. Debra Soifer
Environmental Analysis Branch A
California Department of Transportation District 11
4050 Taylor St., M.S. 242
San Diego, CA 92110

Dear Ms. Soifer:

You have received many letters and e-mails, as well as having received a petition signed by almost 5,000 signators, all in favor of building the southern extension of Highway 76 as opposed to the northern route. I strongly support that position.

I have only one issue: safety!

1 You are certainly aware of the treacherous nature of the 76, which has been made even more treacherous by the additional, distracting, signs put up by Caltrans! The huge signs that have gone up saying "Drive Safely, Stay on your side of the road" or similar verbiage, are simply a waste of money and a huge distraction. There should not be one sign except for those that are for direction - i.e., names of roads.

Please do not put those of us on the north side of 76 in obvious danger of trying to get onto the road by crossing lanes of oncoming traffic. According to Caltrans statistics, during the period of January 2009 through June 2009 on the section of Highway 76 and Highway 395, there were **33 accidents including three (3) fatalities.**

Please keep this in mind as you make your decision.

Respectfully submitted,

Joyce E. Wood
Caltrans 10.14.10

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

The petitions have been received and are included in the project files.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

A Erard
<erardcal@yahoo.com>
10/15/2010 02:53 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject Route 76 Mission to I-15

1 We are very concerned about the proposed northern extention of route 76, Mission to I-15. In the case of an emergency fire evacuation, which has happened before, we are very concerned that there may only be west bound access to route 76 from a number of the cross roads.

The southern route improves access both directions and is the safer of the two proposals.

Sincerely,

Aileen Erard, 3646 Lancewood Way, Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

H / M Clyde
<theclydesmail@yahoo.com>

10/16/2010 02:25 PM

To Debra.Soifer@dot.ca.gov
cc Ann.Fox@dot.ca.gov
bcc
Subject State Route 76 East Comments

October 16, 2010

State Route 76 East

I would like the following comments included in the public record for this project:

1 I left the September 23rd meeting in Bonsall with a number of concerns regarding the proposals for completing the widening of Hwy 76 from Bonsall to I-15. My primary concerns are twofold: safety and long-term costs.

Safety
I have recently had several occasions to make a left turn onto Hwy 76 from Via Monserate. It's currently necessary to cross one lane of high-speed westbound traffic and merge into a single lane of high-speed eastbound traffic. During heavy traffic times it has been extremely difficult to complete that maneuver safely. The new Existing Alignment proposal calls for this to be a full access intersection. With the new alignment the maneuver will become even more difficult since it will become necessary to cross two lanes of high speed westbound traffic before attempting to merge into
2 a third lane travelling in the opposite direction. This is a fatal accident waiting to happen.

Hwy 76 is a major evacuation route in times of disaster. Hopefully, we will never have a repeat of the 2007 fires but an evacuation route with a number of only right-in / right-out intersections is also a very bad idea. In addition to the safety aspect, on a daily basis those intersections will create a major inconvenience and require extra driving miles for a number of residents. The extra miles driven on a regular basis will also have a negative economical and environmental impact as the result of burning more fuel and creating more pollution.

Cost comparison
Your cost comparisons appear to be flawed. Various Caltrans representatives told me that the Southern Alternative would cost between $100 – 200 million more than the Existing Alignment. Unfortunately, it appears that you are using different standards to compare the two projects. The costs used in the Existing Alignment are for straightening and widening an existing 2-lane highway
3 to 4 lanes with no consideration for additional future widening. The Southern alternative costs include construction costs for a 4-lane highway with costs for acquiring a 6-lane easement. To make cost comparisons truly comparable, the Existing Alternative should also include estimated costs for ultimately widening the easement to 6 lanes.

1 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. Please see responses to specific comments below.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. Median openings were spaced to provide the least interference to through traffic on SR-76 and were also evaluated to minimize out of direction travel to those local streets with restricted access; for this project, the out of direction travel distance for local street access was designed to be under 1 mile, with most distances being closer to 0.5 mile, see Table 3.10-10 in Section 3.10. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

2 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

3 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

3 Cont. I was told by your representatives that as much as $100 million of the Southern Alternative cost estimate was for purchase of the entire 2000 acre Vessels ranch and other properties along the route. If it becomes necessary to purchase properties outside the easement I'm sure the State will ultimately sell the excess properties to developers or other third parties and recoup some of the initial cost. The cost of those excess properties should be eliminated from all comparisons of the two routes.

Short term vs. long term planning

4 Your traffic studies appear to be extremely out of date. Traffic has been steadily increasing along the Hwy 76 corridor during the last few years. Planned development east of I-15 (college, quarry, landfill, casino-resorts, and subdivisions) will accelerate that increase in traffic volume. It is apparent to most local residents that Highway 76 will ultimately have to be widened to six lanes. Caltrans has anticipated this need when acquiring property and constructing the Western and Middle sections of the project. At the September 23rd meeting, Caltrans representatives told me that it would not be feasible to expand the Existing Alternative beyond 4 lanes. If that is true it is pure foolhardiness to consider anything other than the Southern Alternative. If you believe the Existing Alternative may ultimately be expanded, those cost figures should be included in the current review documents so the two route costs are comparable and an educated decision could be made.

For the reasons stated above, I strongly support construction using the Southern Alternative.

Harry Clyde
2560 Wilt Road
Fallbrook, CA 92028-9587
(760) 728-6681
TheClydesMail@yahoo.com

Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

4 In 2007, Caltrans began traffic technical studies for the SR 76 east segment from South Mission to I-15. Those studies were based on SANDAG's Series 10 projected year 2030 traffic volumes and land use. During the course of the project development process, SANDAG released both the Series 11 modeling, with year 2030 forecasts, and more recently released the Series 12 modeling, including year 2035 and year 2050 forecasts. The table and chart added to Section 3.10 of the FEIR shows that the Series 10 (2030) future traffic volumes used for the current project's traffic studies fall in-between the Series 12 year 2035 and year 2050 traffic volumes.

A four-lane conventional highway is typically warranted when traffic volumes on the roadway are between 20,000-60,000 ADT. The traffic data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs. Upon review of these different data sets, the project team determined that the initial 2030 traffic volumes that were used for the basis of the traffic studies were indicative of year 2035-2040 volumes of the latest Series 12 forecasts. Updating the project's Series 10 traffic studies to the most recent Series 12 traffic volumes would not substantially alter the resulting volumes used for determination of the roadway width and other project features. Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Debra Soifer
C/O CALTRANS
4050 Taylor St. MS 242
San Diego, CA 92110
RE: DEIR for the East Section of Hwy SR76

I herein provide my comments to the referenced DEIR *October 16, 2010*

The local Village News paper provided excellent coverage of the CALTRANS' public meeting held on September 23rd regarding your plans and the DEIR for the East Section of SR76. I had heard so much about this upcoming presentation through friends as well as the local 76 Action Committee but I was not able to attend because of a prior commitment.

1 *Like so many of the people that attended, I favor the Southern Alignment route so it was refreshing to read the article which evidently reflected the true 'sentiment' of most of the visitors. At the same time, I was able to learn more about CALTRANS' process for planning and developing a new roadway and to better understand many of the problems with which you are faced.*

I thought the article was very fair and presented 'the facts' of this proposed roadway expansion including the many flaws that residents expressed with the proposed Existing Route Alternative. It was interesting too, to read of the interviews with members of the Fallbrook Community Planning Group who also expressed their
2 *concerns with this route. I'm very apprehensive about the Existing route alternative for the many reasons outlined in the article including safety, community access, as well as emergency and fire department response uses. The impacts of the steep grading cuts upon our community's rural character is another negative against the Existing alignment route. The Southern route alleviates most of these problems by allowing the existing Pala Rd. and the surrounding countryside to remain much as it is today.*

As Mr. Phelan of CALTRANS states in the article, "public opinion is just one of the deciding factors in determining the finally selected route." Unfortunately, as private citizens, submitting our comments to CALTRANS is the only way we can influence the selection of the final route because it is the only tool provided us.

Marion Summers

Marion Summers
2098 Vista Valle Verde
Fallbrook, CA 92028

1 Thank you for your comments and your support of the Southern Alignment Alternative.

2 The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

901 Crescent Bend
Fallbrook, CA 92028
October 16, 2010

Debra Soifer
Environmental Analysis A
Caltrans District 11
4050 Taylor Street MS 242
San Diego, CA 92110

Dear Ms Soifer:

I have read the arguments pertaining to the choices between an existing and a southern alignment for the State Route 76 East Project which concerns the section between South Mission Road and Interstate 15.

1 I have no expertise in these matters, but it certainly seems very clear that in nearly every aspect discussed in the DEIR comments dated September 17, 2010 and the color brochure by Transnet that the wiser choice would be taking the southern alignment.

Certainly allowing Pala Road to remain alongside the new highway would offer so many benefits that the additional cost of the extra required bridge would be rationally acceptable. In my humble opinion, it seems it could even hold off the necessity of making an expansion to this road as early as 2030.

Sincerely

M Beverly Warburton

M. Beverly Warburton

CC: Cindy McKim, Director Caltrans

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

31278 Afton Farms Lane
Bonsall, CA 92003

Oct. 17, 2010

Debra Soifer
Acting Chief Environmental Analysis, Branch A
California Dept. of Transportation
4050 Taylor St., MS 242
San Diego, CA 92110

Re: Highway 76 Widening/**In Support of Existing Alignment Alternative**

Dear Ms. Soifer:

1 My husband and I have resided in Bonsall, CA for seven years. Already we have started to see the encroachments of civilization on the native chaparral and wildlife. We ask that Caltrans please adopt the **Existing Alignment Alternative** for the widening of Highway 76 from South Mission to I-15. The land south of the current 76 should be preserved as long as possible for use as a wildlife refuge, county park, or other environmentally appropriate use. There is not much land left in the county like this – please keep it! The choice of the Existing Alignment Alternative would also be in keeping with the overall objective of concentrating future development in the County to already developed areas.

Thank you for your consideration of this appeal.

Sincerely,

Cynthia Meketa

Cynthia Meketa

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Environmental analysis is a major portion of project development. Caltrans, as a good steward of the environment, strives to avoid and minimize impacts to the maximum extent possible. It is important to protect the river, the species and habitat that it provides along with the scenic value of the river valley. Please refer to Table S-1, Summary of Impacts for Alternatives.

Sue E. Burke
1905 Santa Margarita Dr.
Fallbrook, CA 92028

October 17, 2010

Debra Soifer
Caltrans
4050 Taylor St
M-S242
San Diego, CA 92110

Dear Debra Soifer,

I prefer the northern route between Mission and interstate 15 on 76 in Fallbrook, Ca.

1 There is no need for more than four lanes.

Because of the economy it is best to have the northern route.

Sincerely,

Sue E. Burke

Sue E. Burke

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Lucy E Dickson
<ledickson@sbcglobal.net>
10/17/2010 05:50 PM

To Debra_soifer@dot.ca.gov
cc
bcc
Subject 76 east section - DEIR

Dear Ms. Soifer,

Thank you for the opportunity to provide input to the thought process Caltrans will undertake to make their final decision as to which route would be best for SR 76.

The first issue I would like to address is one of logistics. Since relocating to California in 2002 from the Atlanta area, I have taught one term at one of Mira Costa's campuses and also continue to substitute when needed. Driving east on SR 76 to return home in Fallbrook, I have encountered delays and dangerous driving conditions as cars need to merge from 2 lanes into 1 just east of Melrose. I see no difference in this situation and the one that will exist if you plan to widen the west bound SR 76 east of South Mission Road to 3 lanes from the 2 that will be built starting in 2012. This appears to be one of the major points being used by the 76 Action committee for selecting the southern route. I have in front of me, as I write you, a flyer saying that an advantage to relocating 76 to the southern route is that the 4 new lanes will be expandable to 6 lanes. SR 76 from South Mission to I-5 will be or is now 4 lanes. SR 76 is designed to be a connector and not an interstate highway. The DEIR states that it is anticipated that a substantial volume of the traffic will exit onto South Mission as opposed to continuing east on SR 76. Depending on the term and whether classes are AM or PM, I have managed to drive quite safely at the posted 55 mph from Melrose to the necessary exit to reach the campus. I ask you to please leave SR 76 north of the San Luis Rey River and never consider adding 2 additional lanes that would more than likely create a traffic bottleneck like the one that exists now at Melrose and SR 76 where 2 lanes become 1. **1**

Cost is my second concern. In our 8 years residing in California we have seen our annual income decrease while our taxes have increased. Financially we are losing ground. Therefore it makes no sense for the state to incur additional debt to build 2 bridges over the river, purchase the land necessary to construct the southern alignment and buy the Vessels horse breeding business. An increase in our taxes might very well be necessary to help pay for the increase in the cost. Part of the property has been deemed to be bottom land. It is my understanding that property with this designation cannot be developed, neither by VSF nor the state. So why even consider the southern route. Another concern is the lack of access from the south to the north sides of the proposed southern alignment for any people or vehicles. I see from a map that is in the report that allowances have been made for small mammals, reptiles, amphibians, etc. Horses would require more than concrete culverts. **2**

I grew up on the coast of Texas where year after year my family had to evacuate from approaching hurricanes. All 4 lane highways were designated to carry traffic away from the coast under these circumstances. Wouldn't the same be true in the case of fire? If the fires were burning east of I-15 as was the case of the 2007 fires, all traffic from the south part of Fallbrook would be able to access the 4 lane highway and drive west toward Oceanside and I-5. In reverse, in the unlikely case of fires to the south or west of town, all 4 lanes of SR 76 would be designated "east only" lanes. Many more cars would be able to leave town in either of these scenarios. Therefore the argument that the homes along the existing route are trapped is not true. **3**

Please allow me to remind you of the 350 horses and numerous horse owners that became refugees in the 2007 Rice Canyon fire. Some owners brought their horses and left for safe locations. Others brought feed for their horses, then left. A third group brought their horses and stayed on the ranch. The Vessels Stallion Farm provided stalls, corrals, food when needed for the horses as well as food for the owners who stayed with their animals, and a house with toilet and shower facilities. The particular residence to which I refer was constructed in the 1860's and has been maintained by the Vessels family for over 50 years. Wouldn't it be ashamed not to be able to provide a safe haven for these animals and people that came from as far away as Valley Center and beyond? **4**

Again, thank you for reading my concerns. I do not envy you as you and your colleagues attempt to make the most appropriate decision for SR 76. I purchased a license tag frame for the rear tag on my car that says, "Fallbrook, the Friendly Village." The issue of "southern alignment" vs "northern alignment" has been anything but friendly for many Fallbrook residents. It has made me sad to hear and/or read so many articles and comments that bear falsehoods.

Again, thank you.

Lucy Dickson
1211 Via de Maranatha
Fallbrook, CA 92028
(760) 723-5884
ledickson@sbcglobal.net

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

2 Thank you for your comment.

3 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

4 Thank you for your comment.

October 18, 2010

Ms. Debra Soifer
Enviromental Analysis Branch A
Calif. Dept. of Transportation, District 11
4050 Taylor St. MS 242
San Diego, CA 92110

Dear Ms. Soifer:

1 We favor the Southern Alignment for Caltrans 76 East Section route for many reasons. The existing route alternative has many flaws, including safety, access, and emergency and fire department response uses. The southern route alleviates most of these problems by allowing the existing Pala Road to remain as a frontage road. Also, the southern route can be built without any interference from traffic, far less hillside cuts and grading, and simpler construction due to the straightness of the road.
The southern route is the only viable alternative.

Sincerely,

Mr. & Mrs. Erv Lemke
1047 Inverlochy Drive
Fallbrook, CA 92028

CC:Cindy Mckim, Director-Calif. Dept. of Trans.
Bill Horn- Supervisor 5th District
Kevin Jeffries-Assemblyman, 66th District
Congressman Darrell Issa

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Highway 76
October 18 2010

Dear Ms Soifer
I am a Fallbrook resident and wish to voice my concern about the direction the next phase of the Highway 76 upgrade will take.
The Southern route has my vote for the reasons listed below.

There are 5 major issues supporting the southern route;
1. Provides 6 East/West lanes for emergency evacuation
2. Easy access to the SLR regional park
3. Keeps Pala Rd from So Mission to 395 a scenic route
4. Traffic will double by 2030 and the southern route with Pala Rd will not require widening
5. KEEPS FALLBROOK SAFE
1 6. Fallbrook residents will not be able to make a LH turn to access hwy 76 east but will be required to take hwy 76 west to mission and do a U turn – totally unacceptable. This will greatly stress the minor roads in S Fallbrook as people look for alternative routes to 76 i.e. Via Monserratte and Palomar road – more vehicles driving through quiet residential communities.
7. During the next fire in Fallbrook how will residents be able to quickly and safely evacuate – by turning right on hwy 76 and performing a U turn at Mission – I don't think so!!!

Please listen to Fallbrook residents – make the right and honest choice – the Southern route is the only sensible way to go.

Thanks
Peter Hanna

PHanna

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Under the Southern Alignment Alternative, the current roadway section between Sweetgrass Road and Sage Road would be utilized as a frontage road. This roadway would remain unchanged, retaining the existing curves, sight distance issues, and side street access issues that are currently observed for the current SR-76 facility.

Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

State Route 76
South Mission Road to Interstate 15
Highway Improvement Project

San Diego County California
District 11 – SD –76,15 PM 12/4/17.6:46.1/47.1

Draft Environmental Impact Report/
Environmental Impact Statement

Summary statements:

1 First, the roadway system would be best served by abandoning the South Mission Road to Interstate 15 project totally. The best alternative would be connect I-5 and I-15 through a connection at SR76 and the vicinity of E. Vista Way with the construction of a 4 lane roadway following the existing Gopher Canyon Road that intersect I-15 near the Lawrence Welk Property. The majority of the right-of-way already exist, access to Gopher Canyon currently is very limited. Traffic signals and access to the new road would be minimal and it would inconvenience fewer people. This will address the "No Build" statement in the DEIR/EIS.

2 If the Northern or Southern Alignment project is continued then the Northern Alignment along the existing SR76 should be adopted because of common sense, cost, aesthetics and other issues. A substantial portion of the needed right-of-way already exist if the Northern Alignment is utilized whereas no right-of-way exist for the Southern Alignment. If the Southern Alignment is chosen there are other cost factors that are not currently listed in the DEIR/EIS such as access from one side of the bisected ranch to the other. Access roads into and out of each side of the bisected ranch to West Lilac Road and/or Old Highway 395, the eventual purchase of the entire ranch property and business, or removal to another comparable location. Entry and exit ramps to and from the ranch property to the projected Southern Alignment are not shown in the DEIR/EIS. Under the present DEIR/EIS plan there is no way to enter or exit the property in any manner from either side of the roadway. To add these added necessary components is increasing the cost of the Southern Alignment by millions of dollars that are currently not in the plan. There are approximately 20 Wildlife Crossings (Figures 2.1-3A thru Figure 2.1-3G) shown but no landowner crossings from one side of SR76 (Southern Alignment) to the other. This is an equine facility and they are too large to pass through a Wildlife Crossing. Under the present plan the entire ranch is trapped according to all of the published maps in the DEIR/EIS. No roads in or out to West Lilac, Old 395 or any roadway and no access to the Southern Alignment. More money to fix this problem which has not been addressed in the DEIR/EIS. These exits/entrys and access roads are going to have to be addressed and implemented regardless of the final disposition of the property. As stated above, the entire property, both sides, are trapped under the current plan.

3 The Middle Section of SR76 that is currently under construction should continue until completion and terminate permanently at South Mission Road. This portion should continue due

1 As discussed in the Summary, Section S.2, the project is needed in response to (1) local and regional congestion that has resulted from current and future (projected) population growth, increased residential development, and increased commercial development primarily within areas surrounding the corridor; (2) the constraints of the existing roadway system, which limit the ability of the facility to operate efficiently; (3) the congested nature of the existing facility; and (4) the need to have the facility meet the current design standards of Caltrans. Many alternatives were considered during project development. The build alternatives and alternatives considered but rejected are described in Chapter 2.0.

2 Thank you for expressing your support for the Existing Alignment Alternative. Access to the Vessels Stallion Farm under the Southern Alignment Alternative would be provided by the current access afforded by Lilac road and an underpass on the property. Therefore, additional access would not be required for the Southern Alignment Alternative. If the Vessels Stallion Farm remained in place and was split by the proposed Southern Alignment Alternative, a highway undercrossing may be required to provide the Vessels Stallion Farm access on both sides. This scenario could add to project costs and would further support identification of the Existing Alignment Alternative as the Preferred Alternative.

3 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

3 Cont. to the fact that CalTrans studies (S.3, PROPOSED ACTION, Paragraph #2) indicated that a large portion of the traffic leaves SR76 and continues North along the existing South Mission, SR13, corridor into and out of Fallbrook. This will alleviate the need for a 6-lane road on either the Northern or Southern alignment. Traffic will be reduced at this intersection and there will be no need for a 6-lane roadway to continue to I-15.

In all but three letters to the editor regarding the Vessels Ranch it has been referred to as "Undeveloped Land". This property is far from undeveloped land. The current and past owners have developed this ranch land to its intended use for almost 150 years; there is one home on the property (addressed in the DEIR/EIS) that was built in the 1880's. It has been constantly maintained in a livable condition and currently is occupied fulltime as a residence. Other homes there were built in the early 1900's and are all livable and currently occupied. Two of these historic homes will be within approximately 100 yards of the 4 lanes Southern Alignment of SR76.

4

During the 2007 Rice Canyon Fire this ranch became the refugee stop for approximately 350 horses, some goats as well as other animals along with approximately 100 human refugees that chose to stay with their animals on the ranch. All animals that were there without their owners were cared for by the Vessels family and staff for the duration of their stay, many for longer than the week of the fire, without any charges for feed, time, housing or any other normally chargeable items. Mr. And Mrs. Vessels opened all available facilities to the human refugees so they could shower and meet their personal needs. Food was provided to the human refugees as well as the animals at no cost and no expectation of repayment from anyone. These refugees, animals and humans, took refuge on the ranch for approximately a week. Build SR76 on the Southern Alignment and this place of refuge is gone forever as explained in the second paragraph below.

I have seen and heard that Vessels Stallion Farm could be relocated to one side or the other of the existing property. In theory this would work if it were an Avocado or Citrus Grove but it will not work for an equine ranch. It will actually not work for a grove simply because both side of the property is currently trapped with no ingress or egress under the present Southern Alignment plan. The ranch is currently located away from all traffic, except that through the ranch and that traffic is limited to 15 Miles per hour by posted signage. Vehicles and persons visiting the farm are not allowed any waving objects, like flags or grocery bags, on the outside of their vehicles, that some people use to keep birds away from their cars. The reason for this is that the horses, at times upwards of 500 Quarter Horse and Thoroughbred mares with babies at their sides are on the ranch during breeding season. These horses, mares, babies and stallions, are all there for one thing and one thing only, to produce racehorses. Many of the mares on the ranch during breeding season are non-resident in a strange location to begin with. They are all racehorses and as such they are very "high strung" animals. The flags and waving objects mentioned can cause them to bolt and run crashing through fences, walls and any type of enclosure breaking necks, legs and other serious and minor injuries. A horse with a broken limb is most often doomed. They do not survive broken limbs as a general rule. If a flag or waving bag can cause this, imagine what heavy construction equipment, backfiring vehicles and the constant movement of construction equipment would do as this equipment runs through the middle and adjacent to the pastures

5

4 Thank you for providing us with this information.

5 Thank you for providing us with this information.

5 Cont. where these animals are kept. The construction is projected to go basically through the middle of the equine operation so there is no possibility of separating the equine operation from the construction. Then, all of the construction aside, imagine a 4 lane raceway with speeding vehicles passing in both directions 24 hours a day within very close proximity to pasture land where the horses are kept. It is very obvious that this is a totally unworkable plan for the operation for any equine ranch. Option, move it to like property away from this or any future construction projects and in proximity to Del Mar and Los Alamitos as suggested in the DEIR/EIS. More expenses not accounted for in the current budget.

6 Both the Northern and Southern Alignment are intended to be a connector between I-5 and I-15. SR76 and has never been intended to be another interstate highway. As construction continues on the middle section of SR76 and the completed section of SR76 to I-5 there are no six-lane corridors except for the short stretch West of College Avenue and SR76 and a short stretch through Oceanside near East of the Oceanside airport. Building a six-lane road from I-15 to the South Mission project end, approximately 5 miles, is ludicrous. By doing this West bound traffic will be experiencing the same "traffic jams" as now exist at SR76 and Melrose Drive at the Home Depot intersection. Six lanes is a waste of money and will accomplish nothing but headaches, especially with West bound traffic. Six lanes does not seem to be too much of a concern as the Middle Section of SR76 is currently being constructed and is being built with only four lanes. If six lanes were a priority common sense would tell one that CalTrans would be including the additional two lanes with the current construction. Going back years later to add two additional lanes will most likely cost as much or more than the construction of the current four lane middle project and existing SR76 from SR76 and Melrose to the I-5 connector. More money in the future. Again, this roadway is intended to be a connector, not an Interstate Highway. Adding 2 more lanes, more money not currently budgeted.

7 There has been much ado about the lack of a left turn issue if the Northern Alignment is adopted. The vast majority of this is based on supposition and has no substantiated facts. This is a concocted tale from the "76 Action Committee" and deals with Flowerwood Lane at the Sycamore Ranch sub-division. To the best of my knowledge there has never been a profession study, that one would expect, done to either confirm or deny the existence of a "life and death" problem in this area. The vast majority of this opposition has come from a "76 Action Committee" from within the Sycamore Ranch sub-division. They started out by complaining that "auto emissions" were going to be a problem. This is a very true statement regardless of the Northern Alignment or the Southern Alignment. Auto emissions flow with the wind along with all the dust and noise that is produced. Their next tactic was the "inconvenience" of a non-left turn lane. Then the last scare and fear tactic, without merit, is that all of the residents in the Sycamore Ranch sub-division are all trapped because of a non-left turn at Flowerwood Lane and SR76 (Northern Alignment). What they fail to point out in all of their literature and letter writing and I would imagine, multiple letters to you, is that Knottwood Way is an unusually wide street that provides an egress for the whole sub-division. Knottwood dead-ends at Gird Road on the East. A left or right turn can be made at Gird Road. A left turn takes the traveler to the North to his/her destination. A right turn takes the traveler to the intersection of Gird Road and SR76 where there is a traffic signal and according to the DEIR/EIS maps one will continue be with the Northern Alignment. At the traffic signal either a left or right turn can be made under ordinary circumstances. Should an emergency evacuation be declared Gird Road and SR76 will

6 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Under the Southern Alignment Alternative, the current roadway section between Sweetgrass Road and Sage Road would be utilized as a frontage road. This roadway would remain unchanged, retaining the existing curves, sight distance issues, and side street access issues that are currently observed for the current SR-76 facility.

Thank you for your support of the Existing Alignment Alternative.

7 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

be designated by law enforcement as travel in only one direction away from the location of the event causing the evacuation. If residents heed the notice of evacuation and not wait until the last minute then travel is normally easier to deal with. The turn problem at Flowerwood Lane existed on day one when they property was opened to present SR76 and did not appear to be a problem with the owners at that time. Not really sure why it has now become such a concern. Nothing has changed. The following paragraph as described in the DEIR/EIS has completely resolved the problem of the "left turn" danger that is espoused by the "76 Action Committee" alleging that they are "trapped" and doomed in an emergency. See DEIR/EIS Figure 2.1-2d .

7 Cont.

A review of Figure 2.1-2d of the DEIR/EIS clearly shows that exiting Flowerwood Lane from the Sycamore Ranch property takes travelers to and from Gird Road which appears to be approximately 1000 feet East from the Flowerwood Lane exit. According to the map in this illustration the existing portion of SR76 would be utilized as a roadway, in both directions, that dead ends into Gird Road on one end Flowerwood Lane on the other. At the Gird Road intersection the traveler can make the same choices of travel as demonstrated in the paragraph above. So there are two, the same number they now have, legitimate exits from the Sycamore Ranch sub-division with travel in both directions to and from Gird Road. Nothings changed except they'll have much better turn abilities at the light at SR76 and Gird Road than they now have at Flowerwood Lane onto the existing SR76. This option in the DEIR/EIS much improves their current turns onto SR76. The left turn "problem" that is presented by the "76 Action Committee" is a moot point with the DEIR/EIS planned egress, Figure 2.1-2d.

8

It appears that all the other road that enter the Northern Alignment have an alternate entry/exit except Calle de la Vuelta, Sweetgrass Lane and Monserate Hill Road. Solution- eliminate a median barrier at these location and develop an "emergency" crossover for evacuation purposes and for emergency vehicle use to enter and exit these roadways. As stated earlier, SR76 is not intended to be another interstate highway. Place traffic signals at strategic locations. The existing Oceanside to Melrose SR76 roadway has many traffic signals to allow turns onto and off the roadway. Why cannot the same practice be integrated in the Bonsall – I-15 project along the existing Northern Alignment? If the Southern Alignment is adopted there will have to be either some traffic signals or entry/exits ramps provided. None appear on the current project maps.

The DEIR/EIS states that if the Southern Alignment is utilized the current SR76 will revert to San Diego County as a "Frontage Road". This is a waste of taxpayer dollars to transfer this existing roadway to the County. The unused portion/s of the existing SR76 roadway property should be transferred to the adjacent land owner/s and made a private road like many other roads and streets in North San Diego County. San Diego County residents should not be required to pay for the maintenance of a private roadway when many of us are responsible for maintenance and upkeep of our own "private roadways" without any consideration of any kind of tax-exemption for such. Most of us would object to paying for the "private SR76 frontage road" along with the maintenance of our own roads and streets. Making the SR76 a private road, then residents along the existing roadway could then join a large number of their neighbors in keeping their private road maintained and in order.

9

Hopefully a "petition" that you have, or will receive, will have little or no influence on the decision making for this project. The "petition" that you will be presented by the "76 Action

10

8 Flowerwood Lane is being routed to Gird Road which has a traffic signal to service left turns to travel east. There would no longer be an intersection of Flowerwood and SR-76 under the proposed Existing Alignment Alternative.

9 For the Southern Alternative, the existing SR-76 roadway would be relinquished to the County of San Diego in good repair and is anticipated to function as a frontage road for local access.

10 Although some commenters may not be residents of the immediate project vicinity, as users of the State Highway System, Caltrans acknowledges these comments and considers them in the final decision making process.

The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The project development team does not include elected officials. The Existing Alignment Alternative (Preferred Alternative) has been chosen as the preferred alternative as it would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Committee" from the Sycamore Ranch group should be reviewed carefully. Unfortunately many of the names on the list were obtained at the Fallbrook Avocado Festival, other public gatherings and at a shop in the River Village Center at the intersection of SR76 and South Mission Road in Bonsall. According to the groups published information, in local newspapers, the petition contains approximately "4000" names. At a planning meeting in Fallbrook the number was given as "5000". Unless they have been removed or not included in the count there are many names on the "petition" that are not stakeholders in the SR76 project. I work at the Fallbrook Avocado Festival each year and I have personally interview individuals that signed the "petition" and they were from not only Fallbrook and Bonsall but from Orange County, San Diego, Santa Ana, San Bernardino and other locations completely out of the area and have no stake in the alignment of SR76. They were asked simply to "sign the petition", according to them, without any information, other than signage in many cases, regarding the issue. This petition should be viewed by you as a listing of names until the stakeholders are identified and a proper count established if the "76 Action Committee" intends to use this information as a supporting document for their proposal. Until the stakeholders are authenticated the "Petition" should be thrown out. As the "Petition" exist it does not represent the true stakeholders in the 76 Project. The numbers are totally inflated and unrealistic as related to true stakeholders.

10 Cont.

The economic effect on the Bonsall community particularly should be factored into the equation. Most, if not all, employees and their families that live on the Vessels Ranch shop in Bonsall for various needs. The ranch purchases many of their supplies and equipment from merchants in the area contributing a substantial amount of funds to the community. Should the Southern Alignment be adopted this significant financial resource will be eliminated from the community.

11

In reviewing this document you can see that the estimated cost for the Southern Alignment of SR76 is missing major budget items pointed out to you. With these necessary additions the Southern Alignment budget is grossly underestimated. When these additional cost factors are added to an already much more costly Southern Alignment, economics alone should dictate that the Northern Route is the most practical, common sense, and much less expensive way to complete this project. It is hard to see how huge differences (millions of dollars) in cost can be ignored in a project like this.

12

Kenneth P. Dickson
1211 Via de Maranatha
Fallbrook, CA 92028
kpdickson@sbcglobal.net

11 Caltrans agrees that the loss of this facility would cause economic impacts to the local community and the County. The Community Impact Assessment (CIA) prepared for the proposed project identified potential economic impacts associated with displacement of the Vessels Stallion Farm. The CIA states the following:

"Loss of the Vessels Stallion Farm could also affect businesses within the horse breeding and racing industries that work with the Vessels Stallion Farm both within the surrounding communities and throughout San Diego County. Therefore, implementation of the Southern Alignment Alternative would result in a reduction of local tax revenue."

12 Thank you for your comment and expressing your support for the Southern Alignment Alternative.

Linda Beckett - Personal Account
<lbfallbrook@earthlink.net>

10/20/2010 04:36 PM

Please respond to
Linda Beckett - Personal Account
<lbfallbrook@earthlink.net>

To debra.soifer@dot.ca.gov
cc
bcc
Subject Hwy 76 - North vs South

Ms. Soifer:

I am a resident of Fallbrook. I live off of Via Monserate on Monserate Way.

We use the 76 access of Ramona to go in and out of our area when approaching from the West or going Westbound. (We use Via Monserate when going eastbound.)

The reason we currently use the Ramona Drive route rather than taking Via Monserate to Mission, which is actually a closer route, is because of safety. We have found that the Via Monserate / Mission intersection is not only difficult to manuever because of the steep grade and sharp turn, but it is also impacted with traffic during the peak work commute hours, which makes left turns unsafe.

1 It is also my understanding that traffic impact studies were done on the Via Monserate /Hwy 76 intersection when a church had applied for permits to build on Via Monserate. If I recall, the studies indicated that the traffic impact would be unsuitable without installing traffic signals.

This rural area has a great deal of traffic which feeds in and out of the existing Hwy 76 route. This was very evident during the evacuation of the area when we had the fires a couple of years ago.

As a resident that travels these routes, I see that having a "frontage" or "rural" route which compliments the highway will allow for safer access in and out of the highway to the residents of the area, and it will also eliminate additional traffic to the highway when rural area residents are traveling within the rural area using the current "frontage" roads.

In the long run, the State will save money if it will invest in a plan that will facilitate the needs of this area. Please consider the safety and traffic flow facts. We would like this project to be a great investment in our county, not a failed experiment that will need to be revisited.

Sincerely,

Linda Beckett
1704 Monserate Way
Fallbrook, CA 92028

We originally chose our home in Fallbrook so we could be close to the Golf Club of California. Although we are no longer members there, our frequent visits to that location would be greatly impacted should the existing plan be adopted.

1 In accordance with CEQA, NEPA, and FHWA project development regulations regarding alternative analysis, the build alternatives, Existing Alignment Alternative and Southern Alignment Alternative, were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

For the Southern Alternative, the existing SR-76 roadway would be relinquished to the County of San Diego in good repair and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3—Southern Alignment Alternative.

"Marlys Holman"
<Marlys2@roadrunner.com>
10/21/2010 11:30 AM

To <debra_soifer@dot.ca.gov>
cc
bcc
Subject expansion of the eastern third of hwy.76

1 Please take note of the safety of citizens entering Interstate 15 from route 76. What a waste it would be to build a new highway already obsolete before it is completed! We need to have the southern route adopted for our safety as well as our future residents' convenience.

Adopt the proposed southern route, not the expanded existing roadway!

A concerned and voting citizen,

Marlys J. Holman

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Heather Jacobs
<monsoonbloom@live.com>
10/21/2010 01:47 PM

To <debra_soifer@dot.ca.gov>
cc
bcc
Subject Expansion of eastern third of hwy 76

Dear Ms. Soifer
1 I would like to encourage the use of the Southern alignment alternative in the expansion of the 76 HWY's eastern third of development for the following reasons.
1.) there are less safety risks for traffic that uses this southern alignment alternative route, including and especially for for emergency vehicles.
2.) It offers an alternative route for those traveling out of the San Luis River Park area.

Thank you in advance for your attention in this matter,
Heather

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Future access points and/or multimodal connections between State and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region. Please contact the County of San Diego about your specific concerns.

<jbeeby@roadrunner.com>
10/21/2010 02:58 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject Alinment of SR76

1 I endorse the southern alignment alternative of SR 76.
James F. Beeby
4650 Dulin Road # 175
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

"vinciacarlstrom"
<vinciacarlstrom@cox.net>
10/21/2010 06:23 PM

To <Debra.soifer@dot.ca.gov>
cc
bcc
Subject Route 76 improvement

Ms Soifer,

As a Bonsall resident I would like to encourage Caltrans to implement the Existing Alignment Alternative Plan for route 76.

It maintains the rural character of the area more than the southern route. It does not precipitate the loss to the community of the renowned Vessel's Ranch which is a great asset in that it provides jobs as well as beauty in Bonsall.

1 And finally, the huge cost differential between the 2 alternatives is an important consideration, especially with the financial crisis in the state. It is hard to see a benefit commensurate with the cost.

Surely the new road, even with additional traffic lights and turn arounds cannot be any worse in emergency situations than the current road has been. Those who want the Southern route seem to really just want the 76 to be a little further away from their residences and use the safety issues to make their case stronger.

All of live here because of the rural nature of the area and I hope Caltrans will consider how much Bonsall stands to loose if the Existing Alignment Alternative Plan is abandoned.

Thank you for your time.

Vincia Carlstrom
31380 Lake Vista Terrace
Bonsall, CA 92003

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

"Max & Marlene"
<GrnyGrmp@roadrunner.com
>
10/21/2010 06:30 PM

To <debra_soifer@dot.ca.gov>
cc
bcc
Subject Re: Draft Environmental Impact Report

Hi Ms.Soifer:

1 My name is Glenda Marlene Wicker and my husband is Max C. Wicker. We are both retired from Santa Fe Rwy (which is not BNSF). We live in a little community called Rancho Monserate Mobile Home Park. This is our second time to live here so you know we must really enjoy it here.

However, my understanding is that the peace and enjoyment we have just might be on the brink of being destroyed. I understand you might be just the one to help us out.

Here is the situation. HIGHWAY 76 EXPANSION THAT IS CURRENTLY BEING CONSIDERED.
First of all I most certainly do think that to expand the current highway 76 is a terrible mistake. If you have ever been on this road you know to expand it would be so very tragic and not at all the right path to take. You do need to see to it that the current roadway is not expanded and that it would be so dangerous to all that travel it.
It is a bunch of poppycock that there would be need to purhase the 2,000 acre horse breeding business and that there would be a cost of $94 million dollars to do that. From all the references I have seen only 3 to 5% of the ranch would have to be purchased. So that part is so far just fiction!!! Am I not correct on that part???

It is also my understanding that Supervisor Bill Horn is director of SANDBAG yet he has said he cannot do much to influence the eventual route choice. GIVE ME A BREAK.....This alternate route would certainly benefit HIS San Luis Rey River Park so why can't he help us out????

It is in your hands and the many representative to decide whether the final phase of this roadway. We are concerned about the numerous dangers of the proposed four-lane design for the current road is the one that is approved. While you are making this decision maybe someone above can give you a little help. Please, please, please help us out on this and I am sure you will not regret it.

Thanks for listening to me.

Glenda Marlene Wicker
4650 Dulin Road, Space 20
Fallbrook, Ca. 92028

1 As discussed in the Summary, Section S.2, the project is needed in response to (1) local and regional congestion that has resulted from current and future (projected) population growth, increased residential development, and increased commercial development primarily within areas surrounding the corridor; (2) the constraints of the existing roadway system, which limit the ability of the facility to operate efficiently; (3) the congested nature of the existing facility; and (4) the need to have the facility meet the current design standards of Caltrans.

Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessel's Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

After Caltrans has received and reviewed comments from the public, regulatory agencies, local agencies, the Caltrans District Director, with assistance from an interdisciplinary team of Caltrans specialists, selects the alternative that has the least overall impacts, meets the purpose and need, and meets Caltrans design requirements.

Debra Soifer
Chief Environmental Analyst, Branch A
Caltrans, 4050 Taylor St. MS242
San Diego, CA 92110
RE: DEIR release for the East Section, SR76 Sept 23, 2010

Dear Debra:

1 Regarding the two alternative routes set forth in the DEIR, I select the Southern Alignment Alternative. This is based on the fact with your planned layout of the Existing route, safety is jeopardized and life is threatened via right turn only and "unprotected" intersections.

Sincerely,

ROBERT MITCHELL
3194 CAMINO PORTOFINO
FALLBROOK, CA 92028
(760) 731-0619

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

DuMonte & Joan Voigt
3688 Lancewood Way
Fallbrook, CA 92028

email: cad4775@sbcglobal.net telephone: (760) 731-2820

Ms Debra Soifer
California Department of Transportation, District 11
4050 Taylor St. MS 242
San Diego, CA 92110

Ms. Soifer,

1 This is my response to your Draft Environmental Impact Report currently out for public review for SR76 improvements from Mission Rd. to I-15. Although, I have not been able to read the full DEIR report released earlier this month my initial reaction is the text is written in such a fashion to those not familiar would accept the content as accurate and complete. Indeed, the text is "skewed" favoring an existing alignment by not fully disclosing the finer attributes of the alternative Southern alignment. Caltrans own studies show the southern alignment has fewer encumbrances than the existing alignment when you discount the COMMON areas of the alignment. Enough of the "SKEWED" up text in the report, I think that is the correct spelling.

Lets consider specifics:

2 1. Both existing and southern alignments fail to address public Transportation except to say "rail transportation is not considered". This is a myopic statement as some form of public transportation should be included in the NEW 2030 road that is 30 years late! FOSSIL fuels are fast becoming a commodity that is as extinct as those that produced it! Why would Caltrans fail to address the need for a public transportation system when it will service a coastal beach area, amusement area, a new college area, and of course a San Diego County Regional Park? Your not BRAIN DEAD plan beyond your tenure!

3 2. Safety is a concern not only for Non residents but Residents, improving safety on SR76 MUST include safety of the Local residents! The existing alternative is plagued with safety issue for local residents accessing a "posted" 55MPH highway without acceleration and decelerations lanes due to the out of direction travel condition imposed on local roads. Unsignalizied intersections are accidents waiting to happen! Is Caltrans blind to public safety issues?

Time does not permit surfacing more flaws until I digest more of the DEIR.

4 Please consider the most viable alignment as a route South of the San Luis Rey River!

Sincerely;

DuMonte Voigt

DuMonte Voigt

1 In accordance with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and Federal Highway Administration project development regulations regarding alternatives analysis, the two build alternatives, Existing and Southern were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs.

2 The proposed project is one component of the larger regional transportation network that includes public transportation. Implementation of the proposed project would not preclude use of public transportation resources within the area. The sprinter would not be impacted by the proposed project. The Transportation Management Plan would include specific locations for relocated North County Transit District (NCTD) bus stops or bus detours. Bus stops would be clearly identified and accessible to pedestrians through safe walkways and connections to business and residence centers. The bus detours would be posted on both the Caltrans and NCTD websites. Additionally, the proposed project would interface with and serve to complement mass transit, rail, pedestrian, and bicycle modes of travel in several ways that are described in Section 1.3.4 of the Final EIR/EIS.

3 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

4 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

"Jeanette Pettersen"
<apoohbear@roadrunner.com>
11/01/2010 09:31 AM

To <debra_soifer@dot.ca.gov>
cc
bcc
Subject California 76

Representative Darrell Issa
Senator Dennis Hollingsworth
Assemblyman Kevin Jeffries
Supervisor Bill Horn
Charles Stoll, Director SANDAG
James Earp, Chairman CTC
Cindy Mckim, Director Caltrans

We are residents of Rancho Monserate Country Club and are strongly in favor of the SOUTHERN ROUTE for the SR76.

1 As our representatives, you have the ability to influence whether the final phase of SR76 will be expanded on the existing roadway, or whether a new modern expressway will be built to the south. Are you listening to the outcry of concerned residents about the numerous dangers of the proposed four-lane design on the existing roadway?

We expect each of you to look into this matter. Our safety and lives are at risk and you have the OBLIGATION to do the right thing.

Pete and Jeanette Pettersen
4650 Dulin Rd. 212
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

pamela05n
<pamela05n@peoplepc.com>

10/06/2010 12:04 PM

Please respond to
pamela05n
<pamela05n@peoplepc.com>

To debra.solfer@dot.ca.gov
cc
bcc
Subject 76 expansion

Hello, Debra,
I was not able to attend the open house Bonsall recently, but I have a comment to submit.

1 My main concern is the wildlife passage and crossings. I noted that the I-15 was mentioned, but I don't think connections across adjacent frontage roads and properties are sufficient to keep connections open for wildlife for their travel from the west and east sides of 15. The wildlife have to travel adjacent to the freeway to find crossings and so connection to the area of 76 expansion will be difficult.

Pam Nelson
Sierra Club
Santa Margarita group
951 767-2324

PeoplePC Online
A better way to Internet
http://www.peoplepc.com

1 The SLR River provides a major animal movement corridor just south of the 76/I-15 interchange. East of I-15, a bridge over Horse Creek allows north to south movement. Environmental analysis is a major portion of project development. Caltrans, as a good steward of the environment, strives to avoid and minimize impacts to the maximum extent possible. It is important to protect the river, species, and habitat that it provides along with the scenic value of the river valley.

Wildlife crossings, directional fencing, and escape areas have been included in project design to minimize wildlife fatalities. Wildlife crossings are described in Section 3.20 and the locations of the proposed wildlife crossings are shown on Figure 3.20-4.

Ms. McKim,
This is a copy of the letter I sent to Ms. Soifer re. the Hwy 76 northern alternative
RF

October 20, 2010

Debra Soifer
Environmental Analysis A
Caltrans District 11
4050 Taylor St. MS242
San Diego, CA 92110

Dear Ms. Soifer,
I am a resident of Fallbrook with apprehension about the pending construction of the Eastern section of our local Hwy. 76. I live just north of the current Hwy. 76 route and I am concerned about the noise, pollution, interruption of rural life and environmental impact that construction of an additional two lanes will cause if the northern option is pursued. This construction will undoubtedly cause much inconvenience, as well.

I feel the solution to our need for additional traffic lanes would be building on the proposed southern alternative. This area is actually San Luis Rey riverbed that is currently being used as farmland and I feel that highway construction there will not interrupt commuters' daily activities.

Correspondence from "Keep San Diego Moving" indicates that Caltrans has set the project goals to: (1) relieve existing and future traffic congestion, (2) improve motorist safety, and (3) protect and enhance the natural environment.

1 In response to the first goal, I suggest that inasmuch as the cost would be close to the same for two east- and two westbound lanes on the southern side of the river, as for one east- and one westbound lane on the northern side, it does not seem prudent to pursue the northern alternative. Also, I understand that Caltrans projects that the four lanes of traffic on our Hwy 76 will be obsolete in 2030. It seems an opportune time to consider a more long lasting project by constructing six lanes instead. Since the middle section of the project is six lanes, there will certainly be congestion at the merging points. I am also wondering if traffic from the new campus of Palomar College (@ Hwys 76 and 15), the new casino and the Rancho Viejo development, as well as other new developments are being considered as the alternatives are reviewed. It is clear that construction of the northern route will undoubtedly cause much more congestion and inconvenience, with delays and detours, than the southern alternative.

The second goal seems to be contrary to the planned construction because it will undoubtedly limit highway usage (including safety hazards and emergency vehicle access) for the highway in general, as well as several appendage roads along the route, due to concrete barrier construction.

While there seems to be focus on the environment with the third goal, it is clear the northern route will affect the floodplain, natural habitats, six cultural sites and 33 acres of wetlands while the southern alternative would only affect 15 acres of wetlands, no cultural sites and fewer acres of land overall.

I hope you will select the southern alternative as the preferred alignment for this project.

Very truly yours,
Richard A. Follis

Richard A. Follis
3184 Old Post Road
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

The SANDAG Regional Model already accounts for trips to be made based on existing land uses, land use policies, and proposed transportation infrastructure. Most developments within incorporated areas and County unincorporated areas are accounted for. Certain developments are required to mitigate for traffic impacts to the transportation system under CEQA. Cumulative impacts are discussed in Section 3.29.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

As stated in the comment letter, the Existing Alignment Alternative would result in environmental impacts. However, the Southern Alignment Alternative was excluded as the Preferred Alternative since it would have the greatest amount of impacts overall. These impacts would include: 1) increases in impervious surfaces and corresponding increases in volume and velocity of polluted storm water; 2) hydrologic and sediment transportation effects influenced by placement of new permanent fill, structures, and crossings; 3) vegetative changes and disturbance to wetlands habitat which result in a reduction in functional capacity of adjacent wetlands; 4) impacts to wetlands ecosystems; 5) creation of noise, glare and other similar human-related disturbances to aquatic resources; 6) shading of wetland habitat from roads and bridges; 7) decreases in biodiversity and ecosystem stability; 8) fragmentation of large, undeveloped, high functioning habitat within the pre-approved mitigation area, and 9) would adversely impact cultural resources.

October 20, 2010

Mr. McKim,
This is a copy of the letter I sent to Ms. Soifer re, the Eastern Hwy 76 Construction
cf

Debra Soifer
Environmental Analysis A
Caltrans District 11
4050 Taylor St. MS242
San Diego, CA 92110

Dear Ms. Soifer.
I am a resident of Fallbrook with apprehension about the pending construction of the Eastern section of our local Hwy. 76. I live just north of the current Hwy. 76 route and I am concerned about the noise, pollution, interruption of rural life and environmental impact that construction of an additional two lanes will cause if the northern option is pursued. This construction will undoubtedly cause much inconvenience, as well.

I feel the solution to our need for additional traffic lanes would be building on the proposed southern alternative. This area is actually San Luis Rey riverbed that is currently being used as farmland and I feel that highway construction there will not interrupt commuters' daily activities.

Correspondence from "Keep San Diego Moving" indicates that Caltrans has set the project goals to: (1) relieve existing and future traffic congestion, (2) improve motorist safety, and (3) protect and enhance the natural environment.

1 In response to the first goal, I suggest that inasmuch as the cost would be close to the same for two east- and two westbound lanes on the southern side of the river, as for one east- and one westbound lane on the northern side, it does not seem prudent to pursue the northern alternative. Also, I understand that Caltrans projects that the four lanes of traffic on our Hwy 76 will be obsolete in 2030. It seems an opportune time to consider a more long lasting project by constructing six lanes instead. Since the middle section of the project is six lanes, there will certainly be congestion at the merging points. I am also wondering if traffic from the new campus of Palomar College (@ Hwys 76 and 15), the new casino and the Rancho Viejo development, as well as other new developments are being considered as the alternatives are reviewed. It is clear that construction of the northern route will undoubtedly cause much more congestion and inconvenience, with delays and detours, than the southern alternative.

The second goal seems to be contrary to the planned construction because it will undoubtedly limit highway usage (including safety hazards and emergency vehicle access) for the highway in general, as well as several appendage roads along the route, due to concrete barrier construction.

While there seems to be focus on the environment with the third goal, it is clear the northern route will affect the floodplain, natural habitats, six cultural sites and 33 acres of wetlands while the southern alternative would only affect 15 acres of wetlands, no cultural sites and fewer acres of land overall.

I hope you will select the southern alternative as the preferred alignment for this project.

Very truly yours,
Carolyn Follis

Carolyn Follis
3184 Old Post Road
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

The SANDAG Regional Model already accounts for trips to be made based on existing land uses, land use policies, and proposed transportation infrastructure. Most developments within incorporated areas and County unincorporated areas are accounted for. Certain developments are required to mitigate for traffic impacts to the transportation system under CEQA. Cumulative impacts are discussed in Section 3.29.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

As stated in the comment letter, the Existing Alignment Alternative would result in environmental impacts. However, the Southern Alignment Alternative was excluded as the Preferred Alternative since it would have the greatest amount of impacts overall. These impacts would include: 1) increases in impervious surfaces and corresponding increases in volume and velocity of polluted storm water; 2) hydrologic and sediment transportation effects influenced by placement of new permanent fill, structures, and crossings; 3) vegetative changes and disturbance to wetlands habitat which result in a reduction in functional capacity of adjacent wetlands; 4) wetlands ecosystems; 5) creation of noise, glare and other similar human-related disturbances to aquatic resources; 6) shading of wetland habitat from roads and bridges; 7) decreases in biodiversity and ecosystem stability; 8) fragmentation of large, undeveloped, high functioning habitat within the pre-approved mitigation area, and 9) would adversely impact cultural resources.

Caltrans District M.S. # 243
4050 Taylor Street
San Diego, CA 92110
Attn: Debra Soifer

RE: State Route 76 East, South Mission Rd. to Interstate 15

Dear Ms. Soifer,

I would like to express my approval of the "existing alignment" (alternative 2) for improvement of the State Highway 76 East Project. This alignment was proposed by Caltrans experienced engineers and I
1 feel is a very reasonable proposal.

On the other hand I would like to voice my opinion that I strongly disagree with the proposed Southern alignment (Alternative 4), The proposed construction of the new bridges over the San Luis Rey River will be extremely expensive to construct and there is no good reason for this expense by the State of California.

I thank you for your time,

Sincerely,

Kristie McCormick

Kristie McCormick
15556 Sycamore Canyon Rd.
Poway, CA 92064
858-883-2246

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

from THOMAS + MARJORIE GORDON Nov. 2, 2010
SITE: 4141 PALA Rd, ROUTE 76, BONSALL, CA
HOME: 1742 SUNSET DRIVE, VISTA, CA 92081
phone: (760) 724-2363

TO BE IN THE PUBLIC RECORD PERIOD:

OUR POSITION SHOULD BE RECONSIDERED!

1 OUR 63+ ACRES WAS PURCHASED TO USE AS A HORSE FACILITY BECAUSE OF ITS TRANQUILITY, (FOR HORSES MINDS) EXCELLENT FOOTING (SAND + NO ROCKS): " " HOOFS, + FINE ½ MILE RACETRACK, FOR SCHOOLING YOUNG HORSES.

I LEARNED TODAY THAT NOISE, IN DECIBELS, IS AN AVERAGED FIGURE. HOWEVER - A SUDDEN LOUD NOISE ELICITS AN IMMEDIATE RESPONSE WHICH IS INVOLENTARY AND FORCEFUL. THE ANIMAL RARES UP HIGH, MAY FALL BACKWARD (BREAKING ITS NECK + DYING INSTANTLY) OR LAND ON ITS RIDER OR HANDLER WITH DISASTROUS RESULT. THE POSSIBILITY OF THIS SCENARIO - FOR A JUMPER ABOUT TO JUMP OR A YOUNG HORSE RUNING FAST PRESENTS EXTREME LIABILITY TO US AND TO CAL-TRANS.

WHEN AN OFFER TO PURCHASE WAS MADE, IN 2009 - THE ABOVE WAS NOT IN MIND.

PLEASE LET US REVIEW + RECONSIDER.

YOURS SINCERELY,
Marjorie Anne Gordon

P.S. THERE IS VIRTUALLY NO NOISE FROM THE PRESENT LOCATION OF ROUTE 76

Mr. & Mrs. Thomas E. Gordon
1742 Sunset Dr
Vista, CA 92081

1 Thank you for your comments and participation in the environmental process for the SR-76 highway improvement project. If your property is required for the proposed project, an appraisal would be performed to determine the fair market value and an offer of just compensation would be made. The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished.

PHILIP L. & CAROLYN L. ANTHONY
3701 Monserate Hill Road
Fallbrook, California 92028
Telephone 760-723-8173
Facsimile 760-723-2255

November 1, 2010

Ms. Debra Soifer, Acting Chief
Environmental Analysis Branch A
California Department of Transportation, District 11
4050 Taylor Street, M.S. 242
San Diego, California 92110

Subject: Comments on Draft EIR/EIS on SR 76 East Section Project

Dear Ms. Soifer:

Based on the information available, we strongly support the Southern Alternate and strongly oppose the Existing Alternative for the subject project.

1 However, it appears that the project descriptions for both alternatives are inaccurate and out of date. We believe that both project descriptions should be corrected and updated and the EIR/EIS be redone accordingly.

2 As we recall, the subject project was included in the original 20-year TransNet plan and one-half-cent sales tax increase approved by the voters in 1987. In other words, this project should have been completed by 2008! Obviously, much of the data and planning assumptions used for that first TransNet plan and projects are now very old and outdated. In particular, we believe the "current" traffic counts and the projected future traffic counts for the subject project are now incorrect and should be redone based on the latest data.

3 In the subject Draft EIR/EIS, it also appears the public traffic access, land use, grading, public safety and emergency vehicle access impacts, among others, are incorrectly analyzed and evaluated. As a result, the many of the proposed mitigations are inadequate.

4 Most egregiously, the Existing Alternate that CalTrans seems to favor cannot realistically be expanded to six lanes in the future. The first two sections of the I-5 to I-15 expansion of SR 76 are planned for expansion to six lanes…why not the final section? The Southern Alternative can be so expanded so why is not it the obvious choice?

5 With the horrendous traffic increases on SR 76 already, and the obvious trends for more and more traffic in the foreseeable future (think of the ever-increasing casino traffic alone) we believe the selected East Section Alternative must be expandable to six lanes.

Sincerely,

Philip L. Anthony Carolyn L. Anthony

Philip L. Anthony Carolyn L. Anthony

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Details of both build alternatives were current as of the publication date of the Draft EIR/EIS, which was circulated for public review August 2010. Any changes made in response to comments received during the public review period have been incorporated into the Final EIR/EIS. Please refer to Chapter 2 for the most current descriptions of each of the build alternatives.

2 The technical Traffic Operations Report, which was used to prepare the traffic analysis in the environmental document, was prepared in March 2009 and used the projection year 2030 to identify potential impacts. The project would contain funding from the TransNet sales tax, and the data used in the traffic analysis is current.

In 2007, Caltrans began traffic technical studies for the SR 76 east segment from South Mission to I-15. Those studies were based on SANDAG's Series 10 projected year 2030 traffic volumes and land use. During the course of the project development process, SANDAG released both the Series 11 modeling, with year 2030 forecasts, and more recently released the Series 12 modeling, including year 2035 and year 2050 forecasts. The table and chart added to Section 3.10 of the FEIR shows that the Series 10 (2030) future traffic volumes used for the current project's traffic studies fall in-between the Series 12 year 2035 and year 2050 traffic volumes.

A four-lane conventional highway is typically warranted when traffic volumes on the roadway are between 20,000-60,000 ADT. The traffic data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs. Upon review of these different data sets, the project team determined that the initial 2030 traffic volumes that were used for the basis of the traffic studies were indicative of year 2035-2040 volumes of the latest Series 12 forecasts. Updating the project's Series 10 traffic studies to the most recent Series 12 traffic volumes would not substantially alter the resulting volumes used for determination of the roadway width and other project features.

3 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal

standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

4 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

5 See Response #4 above.

ALLAN J.KUEBLER

260 LANDIS AVENUE CHULA VISTA, CALIFORNIA 91910 619.422.8334

November 3, 2010

Debra Soifer
Cal-Trans District 11, MSA 242
4050 Taylor Street
San Diego, CA 92110

Ms. Soiffer,

1 Please review my comments on the proposed alignment of SR-76 East. The southern route appears to call for the construction of 2 unnecessary bridges across the San Luis Rey River, a great costs to the State of California, already in financial turmoil, for a solution which is not optimal. Good design in conjunction with a fiscally responsible economic analysis should be requisite in the design of all Cal-Trans roadways.

Regards,

Allan J. Kuebler

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The Existing Alignment Alternative (Preferred Alternative) has been chosen as the preferred alternative as it would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

October 30, 2010

TO: Debra Soifer, Caltrans District 11, MS#242,
4050 Taylor Street, San Diego, CA 92110

SUBJECT: SR-76 East

FOREWORD

Although this letter/packet is primarily being submitted to the DEIR on the SR-76-East Project, it is not a collection of comments pertaining specifically to the contents of the DEIR which, for the most part, I do not feel qualified to comment on. Rather it is a vital commentary mostly relating to the collecting of signatures by a Fallbrook group in support of the southern alternative – a matter which I feel eminently qualified to comment on, and which came to dominate the media reports on this project.

1 I am willing to attest to all the assertions herein that are in plain text. My opinions, which follow many of the factual statements, are not fly-by-night opinions but are, I contend, well-informed and considered opinions. They are clearly labeled as such and are further differentiated by being in italics. One of the reasons I am submitting this input on hard copy is to insure that all of the format, including italicization, is conveyed as intended.

In order to make this input more readable, I have included some details and other auxiliary information on separate, clearly labeled documents attached to this letter.

I am a resident of Fallbrook and am providing my street address and email address as required and appropriate, but am doing so on a separate page in the document section (See ABCD #1). I request that neither address be included in any published document, which I have been assured by CalTrans officials is an acceptable request.

Each point made in this letter is labeled, for ease of reference, with the prefix ABC while the documents are labeled with the prefix "ABCD".

- - - - - - - - - -

ABC~1: I first became aware of the group called "76ACTION" in late May of this year when it had an announcement placed on the front page of our Homeowners Association (HOA) monthly newsletter (See ABCD #2). It urged our HOA membership to attend a presentation by one Mr. Voigt on "The Future Route of Highway 76". The wording clearly implied that this presentation would inform us about each alternative (for the last segment of the SR-76 improvement project) to help us make up our minds on which route to support. The resident homeowners here, all very mature citizens and most of whom retired professionals, turned out in large numbers.

1 The petitions have been received and are included in the project files.

ABC~2: There was no mention by anyone of this speaker's background or credentials regarding this matter, except that he was a member of the Fallbrook Community Planning Group (FCPG). Because I was very active in community affairs in Santa Barbara and Monterey counties over a period of some 35 years, serving on various school district, water district, water agency, city and county committees, including many years on the Salinas Traffic Commission (including as chair), I have attended numerous presentations on various infrastructure projects. I found this presentation to our HOA on SR-76 to be of very poor quality in conveying relevant information, and very biased in favor of one alternative. *Opinion: It was definitely more in the nature of a sales pitch than a balanced professional presentation, and it included much fear-mongering and confusing visual aids; much of it was incoherent and lacked crucial information. From an education standpoint I would rate it an "F".* 2

ABC~3: Another troubling thing is that there was little time allotted for questions from the attendees; and when the questions finally came, there were even fewer answers: the speaker had virtually no cost figures, except for saying "the southern route was far more expensive". He didn't know how many if any access points to the southern route there would be between the two end bridges. And while statements were made (or alleged) about the whole community of Fallbrook, only the proposed two highway route alternatives were displayed.

ABC~4: Early on during the talk, the speaker claimed repeatedly that "CalTrans had made up its mind on which alternative it would go with, but he did not give one shred of evidence as to how he knew this. If there was evidence that CalTrans had already selected the route, it is reasonable to infer that some tax group would have filed a lawsuit on grounds that all the work being done at this time (toward helping choose the better route) was in vain and thus an utter waste of tax money. But I have heard of no such effort by any tax group.

ABC~5: Not only that, the speaker said he knew which of the two routes CalTrans had already selected – namely the northern (= existing) route. Again he cited no evidence whatsoever for this assertion. It was repeated several times to an audience evidently too polite and reserved to interrupt and challenge any of his statements.

ABC~6: The shocks continued: The speaker then gave his opinion as to what the two reasons why CalTrans "had selected the northern route", namely: (a) our local politicians favored it, again giving no source for this info that one could check up on; (b) CalTrans wanted to assure continued employment for its workers. This was the last straw -- for me at least! Why would CalTrans need to resort to a ploy to guarantee itself continuing employment when there are numerous long-overdue road improvement needs throughout the state? After this point I no longer considered either this speaker or his presentation credible in any way.

ABC~7: *Opinion: The preceding may well have been a case of using an age-old tactic of sales persons and demagogues to demonize a person or product or institution in order to get the listeners riled up into supporting any action against that person or institution, in this case CalTrans. The desired action in this case was the signing of a petition which no one in the audience had time to read.*

ABC~8: The speaker then started to talk repeatedly about how restrictive and thus dangerous the "right-turn-in" and "right-turn-out" situation would be if the northern route was adopted. I will comment on this matter further down, but the point here is that he spoke as if this situation would affect the whole Fallbrook community. 3

2 Comment noted.

3 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

ABC-9: *Opinion: The preceding (ABC-8), I believe, used another technique employed effectively by sales persons and demagogues: you use the word "we" without defining who "we" refers to: in this case, a limited number of Fallbrook residents as opposed to the overwhelming majority of Fallbrook residents; reinforcing it with the age-old technique of repeating it several times. The audience (fellow resident/homeowners who all reside some six miles north of those "right-turn-ins" and "right-turn-outs"), after being told repeatedly they would be in grave danger in a wildfire, clearly believed it.*

4 **ABC-10:** The presentation that had been announced as an informative program presumably to give us facts on both alternative versions of a project, ended with a strong sell for everyone in attendance to sign a petition in support of a particular one – the southern one – "in order to avoid mass tragedy". I have rarely if ever seen what to me was panicky, irrational action by an otherwise demure group. *Opinion: I contend that in case of any wildfire, our safety is not affected in the least by which of the two alternate routes is chosen for SR-76 East.* This is because, in my estimate, at least 90% of all our escape routes, because they are all two-lane, shoulder-less roads full of hills and curves, are, even in the best of times, dangerous and can be perilous during any wildfire; and most of us Fallbrook residents are several miles away from SR-76 East, and we are quite unlikely to use that part of SR-76 in any escape. In the past seven years since moving to Fallbrook, I have used that section of SR-76 barely four times.

ABC-11: *Opinion: It is reasonable to assume that the "76 Action" group who made that presentation to our HOA did the same type of presentation with many other HOA's in Fallbrook, thus generating a great number of signatures.*

ABC~12: Shortly after that presentation (in early June) and several times thereafter, I went to the main office of the North County Protective Fire District's office in downtown Fallbrook and asked them to issue a statement on whether my stance was correct -- namely whether we, the vast majority of Fallbrook residents, would be safer in case of a wildfire if one alternative of SR-76 EAST was chosen instead of the other. In each of my visit the Fire District said they were not taking a position on this matter. *Opinion: This is a most unusual stance for any fire agency anywhere. It would seem to be one of their responsibilities to inform the public and other agencies of their professional opinion on such matters: are they not more qualified to render an opinion on such things than any citizen group?*

ABC~13: Some two weeks ago I made another trip to our fire agency and delivered a letter with many questions including the crucial one in ABC-12. I have not yet received a reply. *Opinion: As in my previous visits, I could sense from the "body language" that they seemed ill at ease about issuing a public statement on that issue. This could only be as a result of pressure from "the power structure" in this community.* More on this later.

ABC~14: There were more shocks: after the early June presentation to my HOA ended, I asked the speaker if I could attend the next meeting of his group, since he had mentioned that he would be getting more information on the two routes soon. He hemmed and hawed and totally refused to give me that information. Is this anything like a group that wants to educate the public?

ABC~15: At least two individuals informed me that the 76 Action group also collected signatures at the Avocado Festival in downtown Fallbrook, including from people who were from way out of town.

4 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Although some commenters may not be residents of the immediate project vicinity, as users of the State Highway System, Caltrans acknowledges these comments and considers them in the final decision making process.

ABC~16: At various stores, such as Major Market, this group (most likely 76-Action) was collecting signatures favoring the southern route, again without offering credible relevant evidence as to why either of the two routes would be safer in case of evacuation. I know because I asked questions and got no helpful factual answers, just pronouncements.

5 **ABC~17:** I attended 2 &½ hours of the three-hour meeting by CalTrans on September 23 in Bonsall. All of the officials there were courteous, knowledgeable and very helpful. I was very surprised however that there were no officials from any safety agency present, as far as I could tell, given that safety has been a paramount issue in the selection of the preferred route. The only explanation I could think of for this incongruity is that again there must be intense pressure by powerful groups in Fallbrook to keep the true experts in matters of fire and traffic safety from talking to the general public.

ABC~18: At that CalTrans meeting on September 23, as you undoubtedly know, there were many people with large signs by the front entrance, including some inside the hall, advocating going for the southern route. This was certainly inappropriate and no doubt kept some people from going in to avoid unpleasant confrontations. It nearly had that effect on me. *Opinion: Such tactics at a meeting intended for the general public to gather information on both alternatives was certainly out of line, if not illegal. I know that Intimidation of voters is illegal in certain other states and it should likewise be in California.* Beyond that, why were these groups evidently so fearful of other local residents obtaining information on each alternative in a non-threatening setting?

ABC~19: Many of the signs at the meeting mentioned in the preceding two items read "Safety, not Politics". *Opinion: This is yet another tactic employed by unscrupulous people: it consists of accusing others of doing something they are themselves doing. Namely in this case, playing politics – which carrying signs at meetings certainly is.*

ABC~20: A few weeks ago, there was a short article in our weekly paper ("The Village News") by a large private organization inviting anyone to attend their next meeting where the issue of SR-76 East would be discussed (See ABCD #3). It announced among other things that there would be a presentation by a CalTrans official. So I decided to attend, still eager to obtain impartial facts on the issue. It turned out that the CalTrans official got eight minutes to speak, and even then was told twice to hurry her presentation! Following that, Mr. Voigt, the same individual (from 76-Action) who had spoken to my HOA in early June was allotted more time than CalTrans and he again advocated for the southern route, with a similar presentation as before. The speaker in favor of the southern route was allotted barely three minutes! And no questions
6 were permitted from the audience.

ABC~21: After Mr. Voigt's presentation at that meeting, the person in charge reminded the audience of something we Fallbrook residents know all too well, namely that in the 2007 fire it took a long time, up to three hours, to escape Fallbrook. *Opinion: This was another case of the same tactic employed at my HOA's meeting in early June, namely you juxtaposed two statements in such a way as to imply, though not stating it explicitly, that the two are related when in fact they are not -- in this case, the* ability of the overwhelming majority of Fallbrook residents to escape our community in a wildfire on the one hand, and which of the two routes for SR-76 East will be in place on the other hand.

5 Thank you for your attendance at the Public Meeting for the Draft EIR/EIS.

6 Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

7 **ABC~22:** This past Thursday (October 28) our Fire District officials finally made their views known on the issue of the two proposed routes for SR-76-East in The Village News – the weekly paper in Fallbrook. They are to be commended for this, though certainly late in the process. However, in that long article they still did not answer these two crucial questions:

(a) Is my contention, expressed in ABC-10 and ABC 21 above, a valid one?

(b) Is it correct, as claimed by many long-time residents of this area, that most of our wildfires here have come from the east? And that the second likely but far less frequent direction is from the west?

ABC~23: Now to the fact that our Community Planning Group (the FCPG) recently passed a unanimous resolution supporting the southern alternative, once again citing safety concerns. The first thing that comes to mind is: "What business does an official Fallbrook planning group have passing an official resolution supporting a section of roadway that lies almost entirely, if not entirely, within another community (Bonsall) – a community with its own planning group (known as a "sponsor group" or some such)?

ABC~24: More important, why would a Fallbrook planning group be so concerned about our community's safety when it doesn't appear to have done anything in years about bringing our lagging infrastructure in line with our current residential load (= all current housing units), let alone with the additional load (= new housing) they recommend for approval each year? The lagging infrastructure I refer to of course is primarily our water supplies and arterial road network.

ABC~25: To help confirm this last point, I wrote to the chair of the FCPG several weeks ago asking for a tally of the number of new housing units his group had recommended for approval during each of the past eight years. To date I have not received an answer, although my query was acknowledged. So on this point I have to rely for information on reports from tradesmen who have done various work at our house: as part of their job they travel to many parts of this widespread community, so their information is fairly reliable. They report that there has been ongoing home construction. The point here is that this has occurred despite a shortage in our water supplies, thus making it a little bit more difficult to fight fires when needed with each added housing unit; and the previously-mentioned drastic shortage of *adequate* arterial roads to allow timely evacuation in times of wildfires.

8 **ABC~26:** Now to the claim that the "right-turn-in, right-turn-out" situation in the northern alternative will cause Fallbrook residents to get "trapped in a wildfire". First off, the number of such restricted turns they cite is far greater than the smaller number (c. 24) that Caltrans has mentioned. Second, I have never heard in my whole life of anyone getting trapped in a wildfire as a result of a "right-turn-in-right-turn-out" situation. Third and most important, in any wildfire situation safety officials (fire and police agencies) have the authority to redirect traffic *and traffic lanes* in any way they deem necessary to maximize safety and facilitate swift evacuation.

9 **AFB~27:** Furthermore: Long-time residents have stated that most of the wildfires in this area come from the east (a claim that the Fire District has declined to confirm when asked). In all such cases, residents along or near SR-76 East on the north side clearly would be turning right anyway to proceed southwestwardly toward Vista or Oceanside. I am not aware of any residents on the south side of that stretch of 76.

7 As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

The most recent fires in 2003 and 2007 began in the undeveloped areas east of I-15 and spread due to east and west (Santa Ana) winds.

8 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

9 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

10 **AFB~28:** As to the FCPG, they say they oppose the northern alternative because it is designed for only four lanes, while the middle segment of SR-76 (Melrose to S. Mission) will eventually be expanded to six lanes and this will cause "six lanes to merge into four lanes". If that were really the case, it would indeed be a "no-no". But it seems the FCPG has it backwards. Is it not actually four lanes into six lanes? Indeed: since the traffic continuing eastward beyond S. Mission (into SR-76 East) is only about 2/3rds of the traffic from the middle section (Melrose to S. Mission) because approx.1/3rd of the latter ends in Bonsall or proceeds northward on S. Mission into Fallbrook, then there is need for only four lanes in the East corridor (S. Mission to I-15). Yet the FCPG supports the southern alternative which would provide *six lanes* through the East corridor – four lanes on the new highway south of the river, plus the two existing lanes (converted to a county road but certainly not removed)!

AFB~29: How then can there be any logical explanation for any and all of the above (the 28 previous items)? After much pondering on this question, I have come up with only one feasible scenario, which follows. This scenario is of course hypothetical, thus all in italics, but as with all previous opinions in this paper, I maintain that it is informed and well-considered.

AFB~30: Likely Explanation

- *According to several issues of the annual yearbook "SourceBook", the overriding sales pitch theme of the de facto power structure in Fallbrook is to represent this community as a "village", despite the fact it has a population of some 44,000. At times it further admits that "our village is growing". This yearbook is written and published by the weekly Valley News, and a large amount of the pages in both the yearbooks and the weekly papers are ads by countless realtors, all very well done incidentally.*

- *It is clear that to support such a large number of realtors, there is need for a steady flow of home construction and sales, and thus for a strong theme to promote the community to every corner of the country. They could have chosen for this theme the fact that we enjoy here an ideal climate and other amenities, but these prime attractions are shared by many other communities in the nearby general area. So a true PR genius came up with the idea of calling this sprawling community a "village", and almost everything has come to rely on that designation. (For the record, my parents moved the family from our big northeast city every summer to spend very pleasant times in various villages – all of which consisted of about 300 – 700 people the rest of the year).*

- *Evidently one of the last things one would want to do is to have a nice, safe, fairly straight, reasonably wide road anywhere within this mythical village. It would shatter the image. Never mind convenience. Never mind traffic safety. Never mind timely evacuation in times of wildfires, as this area is so prone to. The image is everything here. Even having such a needed sensible road too close to the "village", let alone bordering it, is out of the question for the groups who run our community.*

- In part support of this hypothetical but very plausible scenario, please see ABCD #4 and ABCD #5.

10 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

11 • *So when CalTrans announced that it was considering, as one of two alternatives, a beautiful, four-lane road with shoulders and as such a much safer highway to replace the deadly current stretch of 76 along our southern edge, the powers-that-be here went bananas. They had to grasp at straws and come up with any argument, no matter how far-fetched or implausible, to prevent it from happening. One big thing in their favor is that they are sales people and this is why, I contend, they managed to accomplish what they did (described in previous pages).*

• *One of their strategies was to get residents along and near the north side of the proposed improved road completely riled up by painting the worst of possible pictures. They produced and distributed leaflets stating or implying that we Fallbrook residents would get trapped by fire if the northern alternative gets built, when in actuality they have been the ones to have made sure that this risk has existed and continues to exist within Fallbrook by failing to improve our seriously-lacking infrastructure.*

If you have read this paper through to the end, I most sincerely thank you.

11 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings was evaluated and included in the project to minimize head-on collisions along the SR-76 roadway, which limits left turn access at two local streets. Subsequent to the Draft EIR/EIS circulation, supplemental traffic studies at Via Monserate were completed and it was determined that a traffic signal is warranted at this intersection. To enhance roadway operations and safety within the proposed project, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

ABCD #2

THIS NOTICE APPEARED ON THE FRONT PAGE OF THE JUNE 2010 NEWSLETTER OF A HOMEOWNERS ASSOCIATION (HOA) IN FALLBROOK.

Wednesday – June 2nd – 12:00 Noon

The program will be about
THE FUTURE ROUTE OF HIGHWAY 76

The future route of Highway 76 through Bonsall and Fallbrook will be decided soon. It is important to understand what the differences are between the two routes currently under consideration. To help us become more familiar with these issues, Monty Voight, who is a member of the Circulation (Traffic) Committee of the Fallbrook Community Planning Group and has been active in the discussions about where the final segment of the new 76 Highway should be located will be our speaker. The consequences of this decision will have serious ramifications for the residents of Fallbrook, so we hope you all will be able to attend. You are welcome to invite a friend.

Thank you for submitting this information to Caltrans.

ABCD #3

PAGE A-2 September 30, 2010

FALLBROOK/BONSALL VILLAGE NEWS THEVILLAGENEWS.COM

ANNOUNCEMENTS

Fallbrook Encore Club relocates

FALLBROOK – The next regular meeting of the Encore Club, on Oct. 5, will be at 10 a.m. at its new location, the Bender Room of the United Methodist Church, 1844 Winterhaven, at Green Canyon. This new venue offers a comfortable meeting room and plenty of parking.

The program will feature speakers from CalTrans and the 76 Action Committee on the topic of the Route 76 improvements and alignment, including the section from Mission Road east to Interstate 15.

Encore Club is a social club offering friendship and a variety of activities. Prospective members

ABCD #4

~ A NEWCOMER'S MOST UNUSUAL AND SHOCKING EXPERIENCE ~

My wife and I moved to Fallbrook from Monterey County in late 2003. This, as it turned out, was one of the years when there were serious wildfires in this area which some long-time residents and fire officials said could have "wiped out" the community of Fallbrook if wind conditions had been just a bit different!

It made good sense that after such an event the local fire district decided to hold a public meeting where residents were invited to offer comments and ideas on how this community could be made safer from devastating wildfires. Having been involved in community affairs for some 35 years in Santa Barbara and Monterey counties, I was eager to participate and felt able to contribute to that endeavor. I have long believed that newcomers can more readily observe certain situations than long-time residents of an area (and vice-versa of course).

Nonetheless being very new here, I wanted to test my suggestions first with a neighbor, about whom I knew only that he was a realtor. Essentially I had been shocked during my first few days here by the fact that most all of Fallbrook's arterial roads were very hazardous two-lane, shoulder-less roads with numerous curves and hills. Furthermore, speeding and tailgating appeared to be as rampant as traffic law enforcement was scarce. Given especially the periodic wildfires, this situation was a profound mystery to me, especially in a community that seemed to be fairly well-to-do to a large degree.

I expressed those concerns to this neighbor, along with my suggestions on what the community should do: it seemed obvious that the top priority should be to improve the state of these roads, adding lanes, shoulders, what have you. My neighbor's reaction was swift, abrupt and shocking: "If that's what you want, you should go back to Fresno!" Well I've never lived in Fresno, but I got the drift– lots of freeways in Fresno. I was quite shocked for two reasons: (1) Why this need to jump from one extreme to the other? (I wasn't proposing freeways in Fallbrook) ; (2) How could I have received such an unfriendly retort in a community that constantly prides itself in being friendly? Could we not at least respect differing opinions?

That shock was reinforced shortly thereafter when I learned that this neighbor just happened to be the chair of the traffic committee in the local community's advisory group. If he, of all people, felt that way, there was most likely no hope that there would ever be any road improvements. And indeed in the seven years since, there has been no improvement to any of Fallbrook's arterial roads except for small exceptions in the downtown area.

To allay my deep concerns, I hoped that this was an aberration, that it may have been the attitude of just one individual, a maverick in the community. But shortly afterwards, the other shoe dropped: I read in one of the local publications that it was *the policy* of this community to keep those roads just as they are, so that local officials can continue to advertise Fallbrook to the nation as a "village", not ever mentioning in their ads and articles that the actual population is upwards of 40,000 !

ABCD #5

Myrtle Creek Nursery the Sherman Family

A whimsical pair of tin giraffe statues that peer out of the trees are a familiar landmark at Myrtle Creek Nursery on Reche Road.

The giant garden sculptures—along with a rearing horse, an elephant spouting water in a pond, and several more pieces—are just part of the appeal that draws visitors to the family-owned garden center year after year.

A stroll through the lush gardens, which visitors are encouraged to do, reveals that Myrtle Creek is much more than a place to buy plants. Trails meander past cascading fountains, blooming flowers, and eccentric garden art…all under a canopy of live oaks.

"We're not just a garden center but an interesting place to visit, a fun place to bring the family," says Melissa Clark, one of the three Sherman siblings who own and manage the second-generation enterprise.

Under the capable management of Rich, Melissa, and Matt, Myrtle Creek has grown from a tiny nursery with about a hundred plants for sale in 1978 to its current 25 acres of retail ornamental plants and growing grounds.

Bruce Sherman had moved his family to Fallbrook from Long Beach intending to grow avocados. Instead, he turned to nursery plants and his three young children pitched in. "Our parents raised us to be involved in whatever the family was doing. It was part of our family duty to help out, water, and mow. We've always gotten along great so it was fun instead of hard work," Melissa explains of the family's success in working together.

Apparently, Bruce Sherman's green thumb rubbed off onto his offspring. The children all graduated from Fallbrook High School in the 1980s, where Melissa and Matt participated in the F.F.A. agriculture program. All three went on to attend California Polytechnic; Rich and Melissa earning Bachelor of Science degrees in Ornamental Horticulture and Matt a degree in Landscape Architecture. After college the siblings returned to Fallbrook to lend their expertise to the burgeoning enterprise. Someone is always on the property to guide customer's choices and offer advice.

With so much new residential construction taking place around Fallbrook, many of the Sherman's customers are homeowners who wish to establish lawns, gardens, and trees. "We pride ourselves on helping customers with new landscaping. We try to offer them the right choices for their yard to make their surroundings more beautiful," Melissa said.

In addition to providing a wide variety of plants and trees, including California natives, Myrtle Creek offers unique garden accessories—fountains, statues, and pottery—from around the world that appeal to all sorts of gardeners. Family members attend trade shows as far away as Mexico, China, and England to gather new garden techniques and merchandise. Hidden among the trees and flowers are an eclectic assortment of tools and treasures.

The gift shop, a restored farmhouse built in 1900 and which served as the family's first home, is stocked with seasonal items from fruit preserves and gift soaps to home accessories and ornaments—many unique and handcrafted. The ever-changing displays are works of art themselves created by mother, Marilyn Sherman, and her crew.

Through their support of local organizations, the Sherman family has contributed to the greening of Fallbrook. They have donated trees to the Land Conservancy and Live Oak Park Coalition, and they participate in the Ag Boosters auction and offer tours to garden clubs. In December, guests are invited to an open house showcasing Christmas greenery. Families are encouraged to explore the grounds and vintage buildings and enjoy hayrides, hot cider, and music to kick off the holiday season.

Visit Myrtle Creek Nurseries seven days a week and come often to see the new selections, chat with knowledgeable employees, or just relax on one of the benches in the Sherman's idyllic setting.

Myrtle Creek Nurseries
(760) 728-5340
2940 Reche Road

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FALLBROOK OAKS HOME OWNERS ASSOCIATION

October 26, 2010

Ms Debra Soifer
California Department of Transportation, District 11
4050 Taylor St. MS 242
San Diego, CA 92110
debra.soifer@dot.ca.gov

Subject: SR76 DEIR

Dear Ms. Soifer,

On behalf of the residents of Fallbrook Oaks Home Owners Association, I would like to offer the following:

1 A cursory analysis of the SR76 DEIR will lead to the conclusion that the decision on the choice of routes is nothing more than a political decision. It is clear that
2 there is an agreement to protect Vessels Ranch. The statements in the DEIR covering the ranch appear to be so biased they are unbelievable and obviously fiction. Why is the CalTrans design shown going right through the middle of the ranch? Why doesn't the design move to either side of the ranch? The ranch has
3 about 2000 acres. The area required for six lanes on the Southern alternative is less than 100 acres. There is no need to destroy Vessels Ranch as described in the DEIR. Move the road to either the north or the south side that best serves the need of the six lanes and protects the most of Vessels Ranch. A further claim of
4 CalTrans is that the entire ranch must be either physically relocated or much of the buildings must be rebuilt elsewhere. Well, not with a logical, non-political design. Again, this appears to be a political decision, not a decision based on the community needs or desires.

The Fallbrook Oaks Home Owners Association recommends the choice of a well thought out, safe, Southern Alternative for SR76. I

Kenneth Wesson, Ph.D.
President,
Fallbrook Oaks Home Owners Association
3512 Sarah Ann Drive
Fallbrook, CA 92028
Tel: 760-731-0961
e-mail: kcw413@aol.com

1 In accordance with the CEQA, NEPA, and FHWA project development regulations regarding alternatives analysis, the two build alternatives were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs. Caltrans has considered comments received from the public, Native Americans and resource agencies after circulation of the draft environmental document and the public meeting prior to identifying the Preferred Alternative. For a detailed discussion on the Preferred Alternative, please refer to Chapter 2, Section 2.2.

2 Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

3 The route of the Southern Alignment Alternative was developed based on a combination of environmental and engineering factors, including the location of cultural resources, 100-year floodplain, wetlands, and other biological resources as well as roadway elevations and curve radii.

4 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

DuMonte Voigt
<sycamoremonty@sbcglobal.net>
11/01/2010 09:38 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject 76 issues

To: Caltrans

I am writing this to express my concerns about the proposed routing of the eastern segment of the 76 route. I really believe this section of the road needs to use the southern alternative instead of the existing alternative for the following reasons:

1 As indicated by the Fallbrook Planning Group motion we will very soon need six lanes of road, and the existing alternative will not provide for that. Also, by building the southern alternative with four lanes (expandable to six eventually) it would in essence provide six usable lanes now - those four plus the two existing lanes on the northern proposed county frontage road (the existing SR-76).

2 Safety for the residents is another issue - fire evacuation is a big one, plus other emergencies, and just regular traffic in and out - this road is used a great deal by the local residents, and they need a safe way in and out..

3 I think it would be prudent to allow casino, beach, and trucking traffic to have an uninterrupted highway using the southern route.

4 Others have written about the Vessel Ranch issue, and I firmly believe you would not need to use very much of it and the ranch could still operate as it is.

Please take all of this into consideration in your final decision for this important roadway - think carefully about these residents.

Joan Voigt
3688 Lancewood Way
Fallbrook, CA 92028-8688

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

2 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

3 In accordance with the California Environmental Quality Act (CEQA) and Federal Highway Administration National Environmental Policy Act (NEPA) project development regulations regarding alternatives analysis, the two build alternatives, Existing Alignment and Southern Alignment, were compared and analyzed against the No Build alternative to determine which alternative would provide the best balance between potential environmental and community impacts and this proposed project's benefits and costs. The project's environmental process fairly considers the merits of both alternatives, and the Existing Alignment Alternative was chosen as the preferred alternative through that process.

4 Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

1-2

Jeanne 'Jonna' Delahaye
<Jeanne.Delahaye@earthlink.net>
11/01/2010 08:37 PM

To Debra Soifer <debra_soifer@dot.ca.gov>
cc
bcc
Subject Comment letter

October 31, 2010

Ms. Debra Soifer
Environmental Analysis Branch A
California Department of Transportation, District 11
4050 Taylor Street MS 242
San Diego, Ca 92110

Dear Ms. Soifer,

Re: Rte. 76

We live on Calle de la Vuelta, one of the roads which will not have any controlled access and which will be restricted to right turns only. Our deep concerns are as follows:

1 1. Safety: We are seriously concerned that attempting to enter a high-speed highway from our street will put us in grave danger and cause serious accidents. We can be certain that the highway will be high-speed as that has been the result of the widening of Route 76 west to the I-5.

2. Safety again: The fact that we and many families will be limited to right turn only will cause delays and difficult U-turns for Fire and Rescue trucks when minutes can count. Many of us on our street are older people (who have received ambulance assistance) and should not have to experience any delay in critical ambulance response time.

2 Our area also faces threat of wild fires. There have been instances when having to turn right would have sent us into the path of the fire. I was told at the meeting that all would be okay because one-way traffic would be instituted, but in our actual experience, such control was not in place when we had to leave our home quickly. But at least we were able to rush away in the safe direction rather than into the fire.

3. Sound: Route 76 is relatively noisy now with 2 lanes and moderate speeds. With a high-speed
3 4-land divided highway, the noise will be unbearable. This will have an impact on all the families on the north side of the roadway as sound travels uphill. We were told at the public meeting that the decibel level was acceptable, determined by a calculation of future noise. We

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

2 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

3 The noise level measured near your home (Receptor #16), was 54 dBA and the Existing Alignment, without a barrier is predicted to be 58 dBA. This increase in noise would not exceed the noise abatement criteria and would not result in an adverse impact at your residence. See Section 3.19.2 in the EIR/EIS.

3 Cont. would like to have this decision and calculation reviewed as the noise level will certainly increase dramatically.

4 4. Economic decline: The widening of the present route will have a serious detrimental affect on the value of the properties along the north side of the highway. This will cause severe economic damage to us and to many other homeowners. The Southern Alternative does not cause this harm to hundreds of citizens.

5 5. Future expansion: Your studies indicate that the traffic levels will increase in the near future and it is clear that any necessary widening of the route would be far more economical on the Southern Alternative. Our tax dollars should be spent wisely.

6 To sum it all up, we absolutely do not feel that it is right to place us and hundreds of residents living along the existing 76 in danger while exiting or entering the roadway, cause delay in receiving emergency assistance, and seriously damage our home values when a clear alternative exists to the south. Residents' safety and security should come first!

Sincerely yours,

Jeanne Delahaye
4715 Calle de la Vuelta
Fallbrook, Ca 92028

--

4 The community impact assessment prepared for the proposed project concluded that the Existing Alignment Alternative would result in a reduction in traffic congestion along SR-76 which could incrementally increase the residential desirability of the area. It would generally result in positive impacts to circulation/accessibility and to a lesser extent, community cohesion.

5 Based on traffic forecasting using the SANDAG regional model, the need for six lanes in 2030 is not warranted. A four-lane facility is consistent with both the current 2030 RTP and the Draft 2050 RTP. The Existing Alignment Alternative has been identified as the Preferred Alternative and would cost approximately $100 million less than the Southern Alignment Alternative.

6 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

BONSALL COMMUNITY SPONSOR GROUP

Dedicated to enhancing and preserving a rural lifestyle

October 21, 2010

Debra Soifer
4050 Taylor Street MS242
San Diego, CA 92110

RE: Highway 76

Dear Ms Soifer:

At our last Bonsall Sponsor Group meeting we re-affirmed our vote of three years ago or more when we unanimously voted to keep Highway 76 in its current alignment from Melrose to Highway 15.

Our concerns that we addressed in our re-affirming vote were as follows:

1. Cost overrides to purchase new easement for the alternate or southern route
2. Two additional bridges that would impact the San Luis Rey river and wildlife as well as the new County San Luis Rey River Park
3. Additional time quoted at two years for completion if alternate or southern route was selected
4. If alternate or southern route selected vacation of old 76 would become a county road at the cost of $200,000 to $300,000 dollars a year. With today's economy as it is would the County want to assume this unplanned maintenance cost burden?
5. Concern for the viability of River Village business with the Highway changed to another direction they would lose their access to Highway 76 customers.

1

At the meeting Mark informed the Bonsall residents that if the alternate or southern route was selected there would not be any off or on connection to any roads in Bonsall and would be a road going through the residential community creating impacts without any benefit to the residents.

The need for cost containment was also a topic at our meeting which was answered by Mark in this way "we are sending out the bids for construction on Highway 76 in increments (lay speak) so we can work and make changes if needed prior to a contractor requiring a change order thereby holding cost down on the project and hopefully coming in on time or ahead of schedule."

http://www.bcsg.org

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

BONSALL COMMUNITY SPONSOR GROUP

Dedicated to enhancing and preserving a rural lifestyle

2 A bit of old history regarding the Highway 76 project goes back to prior to the sales tax increase to provide funds for the improvements. I walked several sections from Mission to 15 on two separate occasions once with Congressmen Issa and his staff and again with Supervisor Horn's staff. The discussions on both occasions resulted in the same conclusion which was how to widen the current alignment. Never at any time during either walk with either group was an alternate considered.

3 The Bonsall Sponsor Group has been involved in the planning process with CALTRANS since the beginning and understand the state requirements of an alternate route to be studied for the impacts and community considerations. I participated in a two day workshop with CALTRANS engineers to improve the intersection at Olive Hill and Highway 76 prior to the start of the road work in Oceanside at Melrose and had first hand information and great discussions regarding the design and alingment from the engineers doing the design of Highway 76.

Again the Bonsall Sponsor Group supports the logical cost saving and environmentally safe conclusion of remaining in the current alignment.

Sincerely,
Margarette Morgan

Margarette Morgan, Chair
Bonsall Sponsor Group

http://www.bcsg.org

2 In accordance with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and Federal Highway Administration project development regulations regarding alternatives analysis, the two build alternatives, Existing and Southern were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs.

Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region.

3 Thank you for your comments and expressing your support for the Existing Alignment Alternative and your participation in the environmental process regarding the SR-76 highway improvement project.

I-?

November 2, 2010

Ms. Debra Soifer
Acting Chief, Environmental Analysis Branch A
California Department of Transportation, District 11
4050 Taylor Street, M.S. 242
San Diego, CA 92110

Re: 34 Acres at the NW Quadrant of SR-76 and I-15 (APN 125 – 050 – 56/60/61/62)

Dear Ms. Soifer,

We have recently had an opportunity to review the Draft Environmental Document as prepared for the SR-76 East Highway Improvement Project. Our comments are as follows:

1 A) A seasonal creek exists along the west boundary of the subject property. Based on a Biological Resources study conducted by REC Consultants in 2004, the creek is considered to be "Blue-line" drainage. See attached Figure 3 as excerpted from the study. A driveway access to the our property appears to be indicated graphically on several exhibits, including Figure 2.1-3g. As shown, the driveway would cross the creek and require a bridge or pipe cover along with all related Agency permits. Design of the proposed Wildlife Crossing in this area will also require further review, given the presence of the seasonal creek.

2 B) Figure 3.4-1 suggests that the subject property is to be designated SR-2 (Semi-rural Residential) as part of the County of San Diego General Plan updated. The County is currently reviewing several options as represented in four separate maps. Two of the maps, "Draft Land Use" and "Environmental", reflect the SR-2 designation at this point in the process. The remaining two maps "Referral" and "Hybrid", call for General Commercial (GC) designation. It would be more accurate to reference both General Commercial and Semi-rural Residential at this time, although other designations such as Village Residential (VR-7.3) are also under consideration. We would suggest that for highway planning purposes, the more intensive land use, General Commercial, should be used.

3 C) Given the commercial and residential uses contemplated for a predominant portion of the subject property and allowing for the future possibility of commercial uses on the residual land within the southern portion of the existing right-of-way, a signalized intersection would seem warranted near our western boundary. Access to the existing commercial groves and hillside residences could also be provided at this location. Modification of the "Blue-line" drainage along with the provision of a wildlife crossing could be attained in one consolidated intersection design.

1 Impacts to the disturbed wetland on this property have been included in the impacts acreage totals, and would be fully mitigated. The wildlife crossing is designed to be at this drainage and to support wildlife movement and habitat connectivity. Please refer to Section 3.21, Jurisdictional Wetlands and Other Waters, for a detailed discussion related to potential impacts on wetlands.

2 Thank you for your comment. The land use designations depicted on Figure 3.4-1 are based on data obtained from SANDAG who coordinates with the County of San Diego to provide the most accurate and update land use designations for the county.

3 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

4 D) Figures 3.4-2 and 3.20-4 contain reference to the North County MSCP and related conservation lands. It should be clearly noted that the North County MSCP is a draft proposal and has not been adopted by the County.

5 E) In addition to the above comments we would offer a third alternative for re-configuration of the I-15 Interchange and the Old Highway 395 frontage. Please see the attached sketch. Connecting the southbound off-ramp directly to the Old 395 frontage road would allow for the elimination of one signalized intersection on the highway. Combined with relocation of Hwy 395 to the east, greater separation with our proposed intersection at the western boundary could be accomplished. Additionally, the reclaimed area around the Mobil station would allow for greater flexibility in dealing with driveway access and other issues at the existing intersection.

Thank you for consideration of our comments.

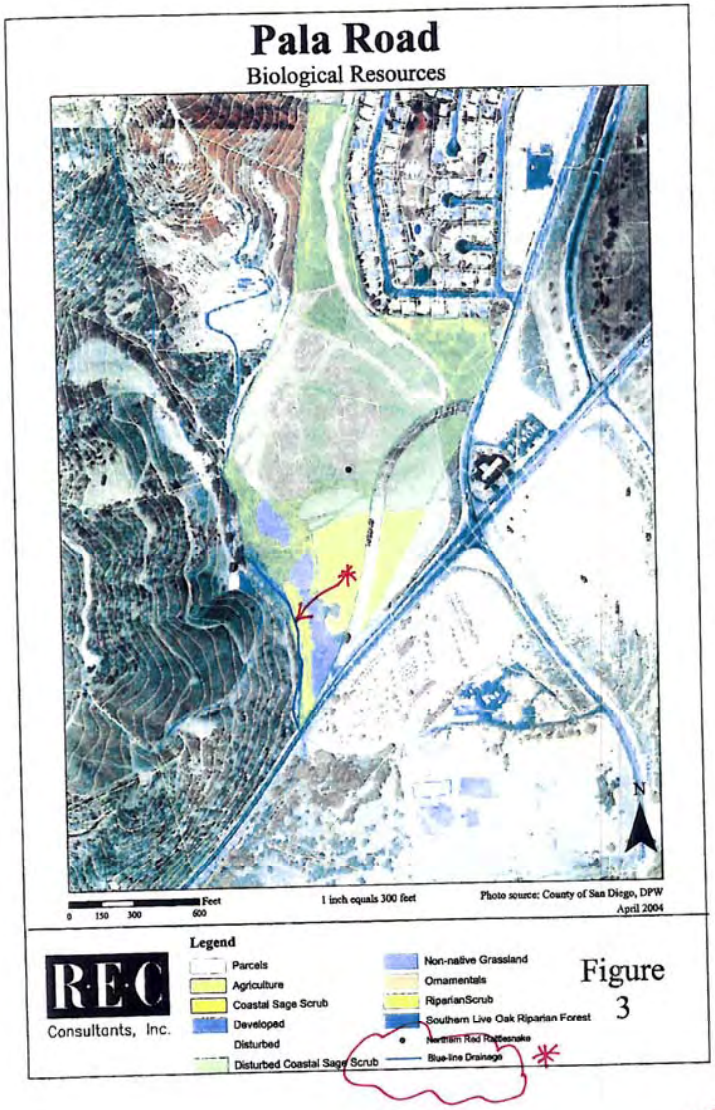
Regards,

Jeff Rogers
On behalf of Pala Mesa Pacific Properties

Cc;
Steve LeFevre, PMPP

4 Both maps have been revised to show that the North County MSCP is in draft form.

5 Thank you for your suggestions.


Pala Road
Biological Resources
N
0 150 300 600 Feet
1 inch equals 300 feet
Photo source: County of San Diego, DPW
April 2004
Legend
Parcels
Agriculture
Coastal Sage Scrub
Developed
Disturbed
Disturbed Coastal Sage Scrub
Non-native Grassland
Ornamentals
RiparianScrub
Southern Live Oak Riparian Forest
Northern Red Rattlesnake
Blue-line Drainage
R·E·C
Consultants, Inc.
Figure
3
10·30·10

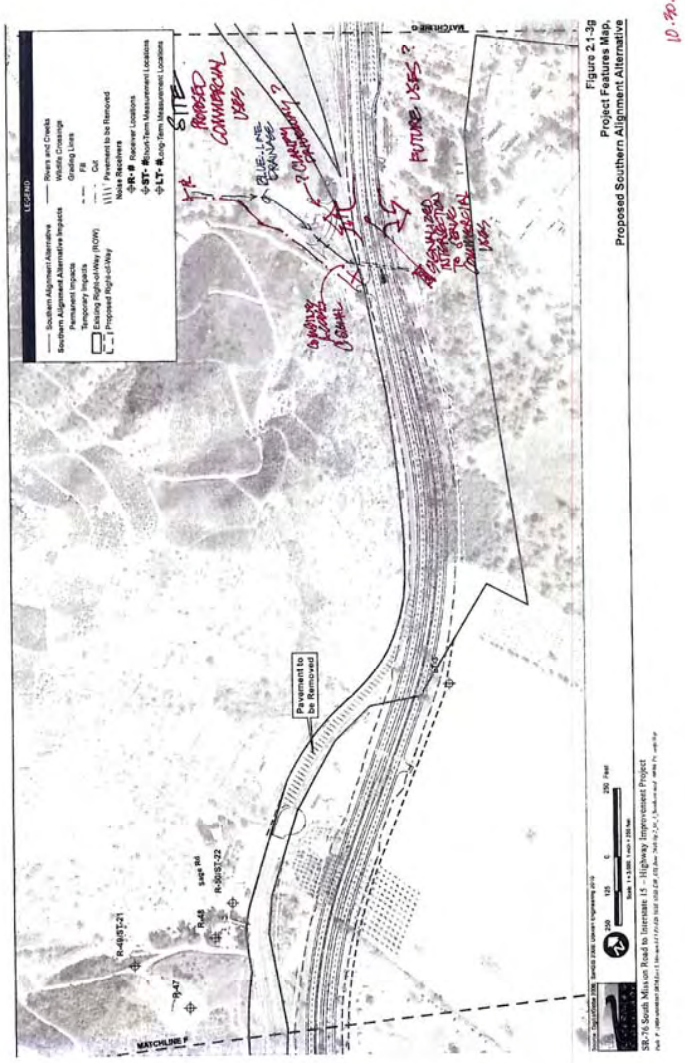
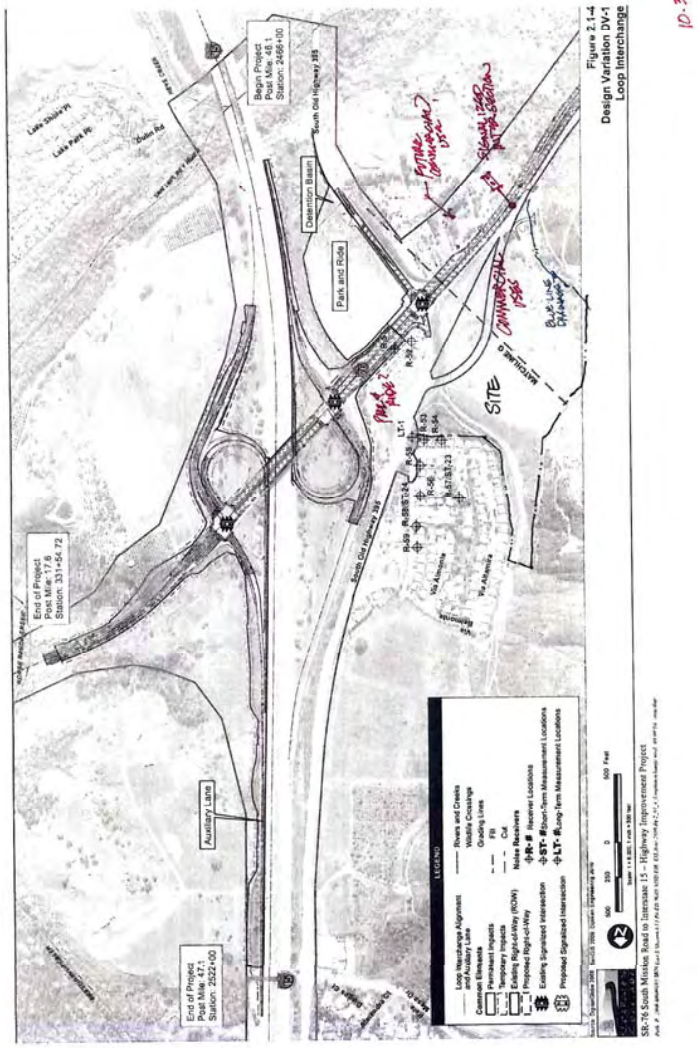
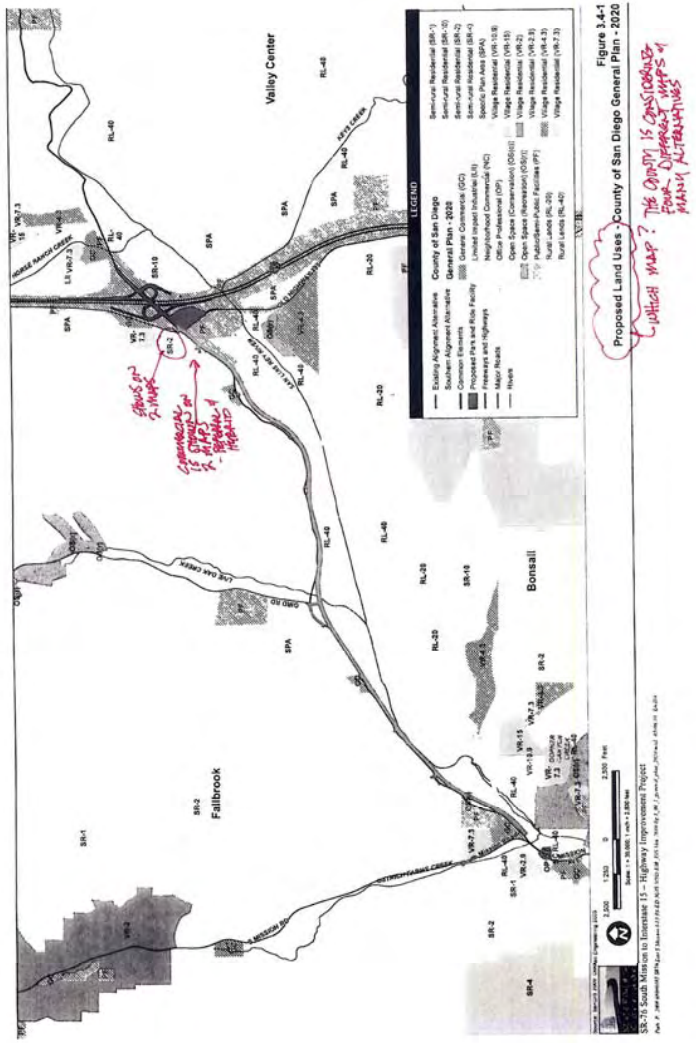


Figure 2.1-3g
Project Features Map,
Proposed Southern Alignment Alternative


End of Project
Post Mile: 47.1
Station: 2522+00
Auxiliary Lane
End of Project
Post Mile: 17.8
Station: 331+54.72
Begin Project
Post Mile: 46.1
Station: 2466+00
Lake Shore Pl
Lake Park Pl
Detention Basin
Park and Ride
South Old Highway 395
Via Almeria
SITE
LEGEND
Loop Westbound Alignment and Auxiliary Lane
Rivers and Creeks
Wildlife Crossings
Grading Lines
Common Elements
Permanent Impacts
Temporary Impacts
Fill
Cut
Existing Right-of-Way (ROW)
Noise Receivers
Proposed Right-of-Way
Existing Signalized Intersection
Proposed Signalized Intersection
Short-Term Measurement Locations
Long-Term Measurement Locations
SR-76 South Mission Road to Interstate 15 – Highway Improvement Project
Figure 2.1-4
Design Variation DV-1
Loop Interchange


Valley Center
Fallbrook
Bonsall
LEGEND
County of San Diego General Plan - 2020
Existing Alignment Alternative
Southern Alignment Alternative
Common Elements
Proposed Park and Ride Facility
Freeways and Highways
Major Roads
Rivers
Semirural Residential (SR-1)
Semirural Residential (SR-10)
Semirural Residential (SR-2)
Semirural Residential (SR-4)
Specific Plan Area (SPA)
Village Residential (VR-10.9)
Village Residential (VR-15)
Village Residential (VR-7.3)
Village Residential (VR-2.9)
Village Residential (VR-4.3)
Village Residential (VR-7.3)
General Commercial (GC)
Limited Impact Industrial (LII)
Neighborhood Commercial (NC)
Office Professional (OP)
Open Space (Conservation) (OS(C))
Open Space (Recreation) (OS(R))
Public/Semi-Public Facilities (PF)
Rural Lands (RL-20)
Rural Lands (RL-40)
Proposed Land Uses - County of San Diego General Plan - 2020
Figure 3.4-1
SR-76 South Mission to Interstate 15 – Highway Improvements Project
2,200 Feet
1,320
0
2,200
Scale: 1:36,000 1 inch = 3,000 feet
LAKE OAK CREEK
MISSION RD
OLD RD
LAKE ST
MACKAY RD
STEWART CANYON
MORRO CREEK
HORSE RANCH CREEK
LAKE ST
LAKE ST
LAKE ST

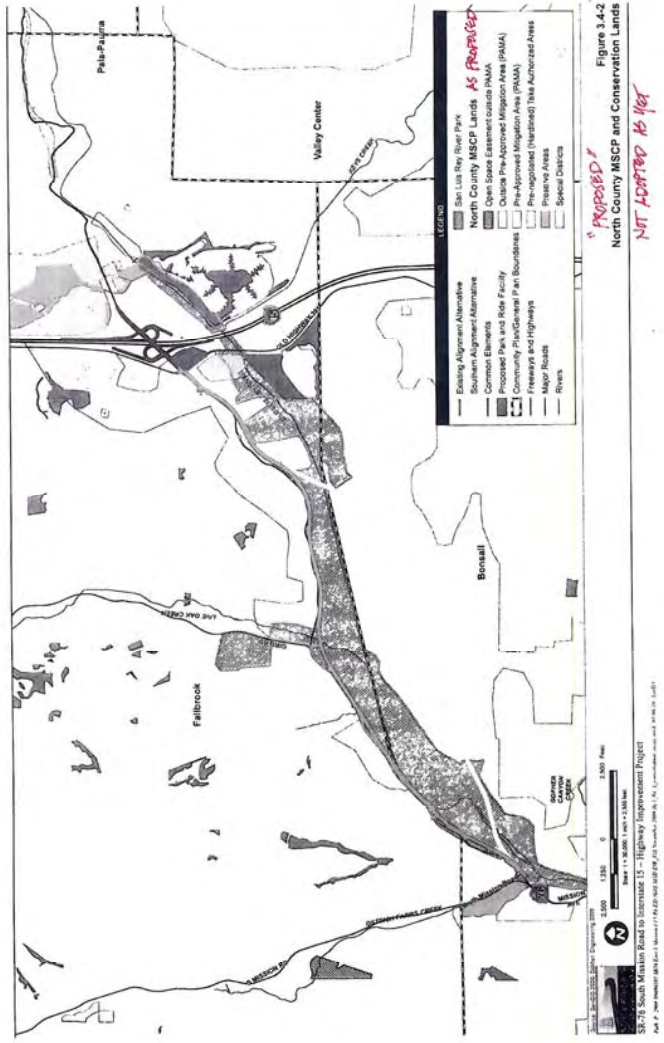


Figure 3.4-2
North County MSCP and Conservation Lands

"PROPOSED"
NOT ADOPTED AS YET

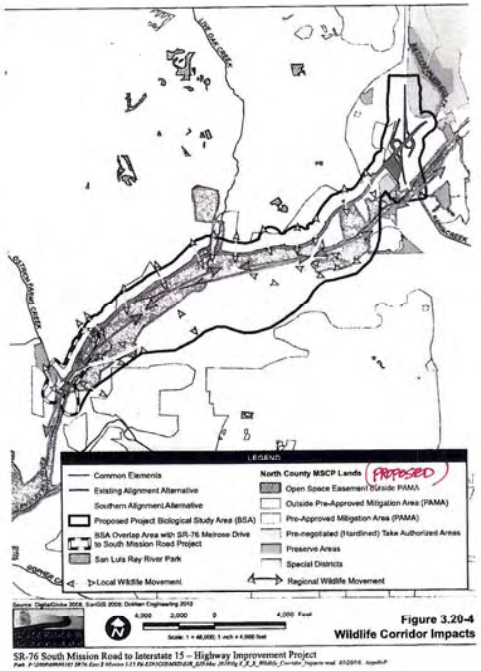
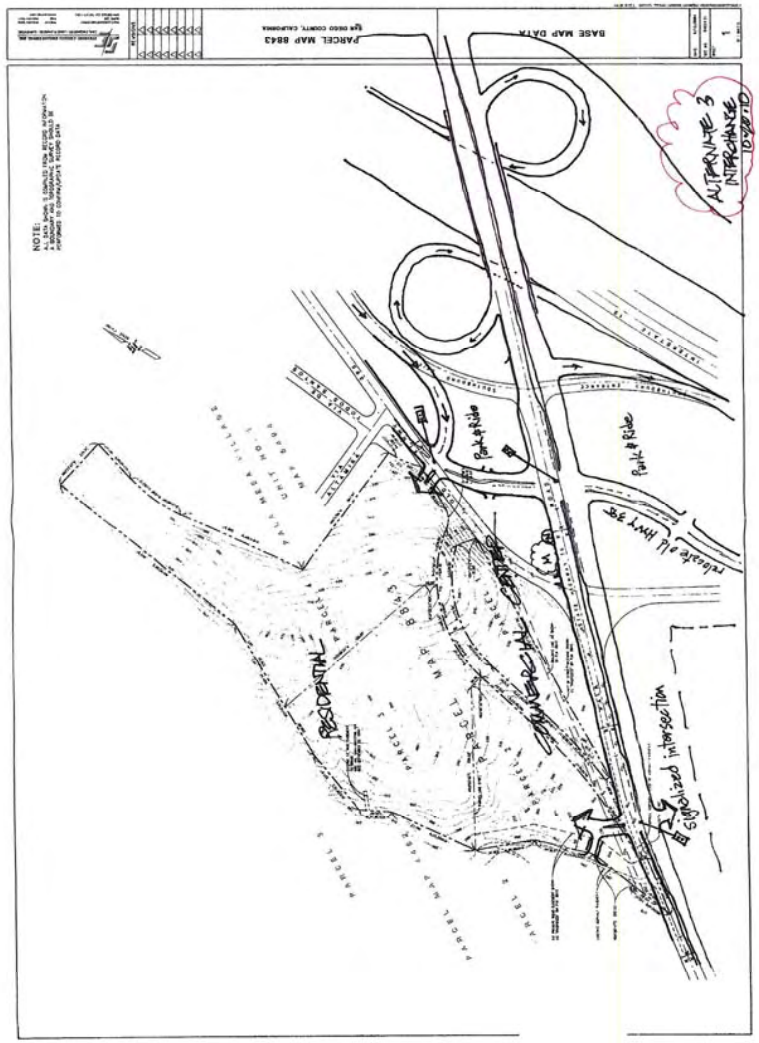


Figure 3.20-4
Wildlife Corridor Impacts

SR-76 South Mission Road to Interstate 15 – Highway Improvement Project


ALTERNATIVE 3
INTERCHANGE
TO BE DELETED
Park & Ride
Park & Ride
Relocate old Hwy 395
Signalized intersection
COMMERCIAL
RESIDENTIAL
NOTE:
BASE MAP DATA
PARCEL MAP 8843
SAN DIEGO COUNTY, CALIFORNIA

"Winfield Wood"
<wnwood@roadrunner.com>
10/24/2010 01:21 PM

To <debra.soifer@dot.ca.gov>
cc "Winfield Wood" <wnwood@roadrunner.com>
bcc
Subject East SR76 Widening Project

October 24, 2010

Debra Soifer
C/O Caltrans
4050 Taylor St. MS 242
San Diego, CA 92110

Dear Ms. Soifer,

I attended the Caltrans DEIR presentation on the East SR76 widening project last month in Bonsall. One thing that has bothered me is the difficulty and cost to widen the highway to six lanes in the future. Let's face it, we could use six lanes now, not ten to twenty years in the future as forecast. Anyone who has dealt with the gridlock of the existing four lanes through Oceanside knows this simple fact.

1 At the meeting I asked Caltrans project director, Mark Phelan if he have done a cost comparison of widening the two alternate routes to six lanes.The answer was NO! Are you kidding me? Caltrans keeps throwing out numbers, that seem to change weekly, that show the southern alternative to be more expensive than the northern route. How can you possibly know this if you haven't even considered the cost to widen either alternative to six lanes? You can't possibly know the final costs yet. Besides all the other known problems with the northern alternative, you don't even know how much more it will cost to widen it to six lanes. This whole project is just smoke and mirrors!

I implore you to consider how much it will cost to widen both alternatives to six lanes BEFORE you make your decision.

Thank you.

Sincerely,

Winfield Wood
3177 Camino Portofino
Fallbrook, Ca 92028

(760) 723-4141
wnwood@roadrunner.com

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

mishelrose@aol.com
11/02/2010 04:49 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject 76 route

Dear Ms Soifer,

1 Thank you for inviting comments on the State Route 76 South Mission Road to Interstate 15 Highway Improvement Project Draft Environmental Impact Report/Environmental Impact Statement. I have already sent you, by mail, a map of the emergency evacuation routes issued by the North County Fire Protection District and others. Your staff, during the public meeting in Bonsall, said they did not have the map, even though they claimed to have studied the issue and discussed it with the emergency response services. I hope you have received it.

2 As the emergency evacuation route map indicates, many of the streets that are used as secondary evacuation and emergency ingress routes will be blocked if the State Route 76 (SR76) uses the existing alignment. Your staff member said that CalTrans would only react to a catastrophe, not plan for one, but I believe that such logic is without merit. In the event of a chemical spill catastrophe, for instance, having no access to eastbound SR76 could prove deadly. As we discussed during the meeting, wildfire is a significant threat to the area, and again, blocking eastbound access for many residents could possibly in lose of life and livestock. The Southern Alignment Alternative would be a better route in an emergency because it would allow east- and west-bound evacuation traffic on the SR76 while local and out of area residents could use the road that is currently Pala Road/76 (I understand that the road may convert to county ownership).

3 The SR76 Report did not take into consideration the crossing of SR76 by riders on horseback. The road is crossed by riders at several locations. Near Faubus Farms, at the east end of the project, riders cross where and when feasible. If the road were widened, it would make it much more difficult to cross SR76 safely, and riders would be compelled to travel longer distances along the road to get to a place in which they could cross safely, and the planned wildlife fencing may block travelers completely. If no improvement was made, it will become more and more difficult to cross due to increasing volume of traffic. If the Southern Alternative were built, riders could cross under the bridges that would be part of the Southern Alternative.

4 The Visual/Aesthetics of the Southern Alternative are preferable to the Existing Route Alternative. The changes in the river area would be more significant if the Existing Route Alternative was implemented. The Southern Alternative goes further away from the riverbed, making recreation and use of the river better than if the road were closer. While the Southern Alternative would increase access to the road, you neglected to mention that the Existing Route Alternative would also increase access, and in a more accessible way, since there are roads that will connect to the Existing Route and none to the Southern Alternative (Growth, Section 3.4, p. S-10). The impacts of growth would be far greater if the Existing Route would used, which you don't even consider.

5 I disagree with the statement on page S-10 "...Vessels Stallion Farm, a business that is representative of the rural character of the community and serves as a focal point of the area." I've never been to Vessels Stallion Farm; I only know of one person who has been there. The 12 foot high fence and patrolling security officers prevent Vessels from being a focal point. There are many businesses of all sorts in Bonsall, and some are open to the community, but not Vessels Stallion Farm. With the death of Scoop Vessels, it has even fewer connections to the community. The business has struggled for some time. In the late 1800s, a Vessels ancestor donated land for the local school, but the relationship has, in recent years, been at times acrimonious . Parents of students at the Bonsall Elementary School parked on south side of Old River Road, thinking that is was an open dirt lot, but the Vessels personnel called the police to have the cars ticketed and towed (they could not have the cars towed because there was not the legally required signage). This problem has gone on for several years, and represents the relationship of Vessels Stallion Farm and the community.

6 It would not be necessary to relocate the Vessels Stallion Farm if access to both halves of the ranch were allowed. It seems that many road projects through large farms, such as Highway 101, have allowed businesses to continue. It is strange to me that the consideration of one small business could outweigh the safety of thousands.

Thank you,
Mishell Rose
2616 Via Alicia
Fallbrook, CA 92028
MishelRose@aol.com

1 Yes, we did receive the map for the emergency evacuation of Fallbrook and the surrounding area. Thank you for sending us this information. The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

2 As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

3 As discussed in Section 3.3 of the Final EIR/EIS, the proposed project and the San Luis Rey River Park are being developed concurrently and Caltrans and the County of San Diego Park and Recreation Department are coordinating the development of both projects. This coordination would include finalizing locations for the multi-use trail system associated with the San Luis Rey River Park, which would allow for safe horse crossings. The bridge over Live Oak Creek has been identified as a potential equestrian crossing and included in the SLRRP. The nearest opening to this crossing would be west of the bridge over Live Oak Creek near Via Montellano.

4 The proposed changes to the visual environment including the river area and adjacent riparian habitat were assessed in the VIA. The Southern Alignment Alternative would result in greater impacts to the existing visual character because it would introduce a new transportation corridor, coupled with two new bridges, guardrails, drainage structures, and other associated construction components into a largely undeveloped area south of the San Luis Rey River. Introduction of this new transportation corridor could reduce the cost of development along the proposed alignment by giving new access to the undeveloped properties. The Existing Alignment Alternative, on the other hand, would generally follow the path of the existing SR-76 roadway.

5 Vessels Stallion Farm represents the rural, mostly open space character of the community. The text has been revised and the statement, "serves as a focal point of the area", has been removed from the Summary and Section 3.6 of the Final EIR/EIS.

6 Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a

full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

"Don Bunts"
<don@dbunts.com>
11/02/2010 02:40 PM

To <Debra_Soifer@dot.ca.gov>
cc
bcc
Subject Hwy 76 East Reach DEIR Comments

I have the following comments regarding the project being circulated. I was not able to download the DEIR from the website and only am able to make these comments based on the brochure that was on the web site and the public meetings that have been held over the last 6 weeks.

1 1) The cost estimates for construction indicate a significant difference between the two alternatives relating to land acquisition costs. It is my understanding that 98 acres would need to be acquired for the southern alignment but that approximately 90% are not actually needed. Understanding that Caltrans typically doesn't include a value for "surplus" land that isn't required for the actual construction and final right of way it would seem that this should be footnoted and that some value should be identified. At a bare minimum this land value should be equivalent to whatever Caltrans is paying for mitigation land on this or other projects.

2 2) There is an expressed hesitancy to purchase the one business and the land that is associated with this business. Comments to the effect that the purchase would drive them out of business and impact the local economy are misleading in that there is absolutely no guarantees that this particular business will stay in business as a horse ranch for the next year or the next 10 years. How was the value of this business appraised and was it done in this economy? How could they not be relocated without costing $90 million? Does this cost include the value of the business or is it just for the land? It seems that replacement land could be purchased and the facilities be reconstructed for substantially less than the $90 million, especially in this economy.

3 3) The right of way sections of the southern alignment that were presented at the open house seemed to indicate a significantly raised portion on one side to allow all the runoff to go in one direction while the existing alignment shows a high point in the middle breaking both directions. This would seem to require significantly more earth moving to accommodate and increase the cost of the construction.

4 4) The cost of constructing the southern alignment would be less expensive than the same work on the existing alignment because there would be minimal coordination efforts with keeping the existing road operational during construction. This would have to reduce the time of construction of the southern alignment compared to the existing alignment which is not reflected in the cost estimates.

5 5) What is the impact of the constructing of the existing alignment on existing property values? This isn't reflected in the "property acquisition" costs but is a real impact.

6 6) What is the impact of the emissions on the homes along the existing alignment? There is a far greater number of residences located within the area that would be directly impacted by the emissions released from the vehicles. The prevailing winds appear to be from the south west and blow to the north east across these homes. If the southern alignment were constructed there would be greater time for disbursement of the emissions before impacting the residences.

7 7) It appears the traffic study is based on old data. The date that this study was performed was before the significant growth in southern Riverside County or the proliferation of casinos

1 Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

2 See Response #1 above.

3 Roadway design is based on standard requirements set in the Caltrans Highway Design Manual. In designing roadway super-elevations, primary factors considered are driver safety and comfort, and hydraulic concerns, and every effort is taken to provide for those, and at the same time minimize cost, by utilizing minimum allowable cross-sections.

4 Project construction is expected to be completed by the year 2015. Construction activities would be staged to minimize disruptions to existing traffic and to provide a safe working area for construction activities. For each phase of construction, Caltrans would develop a Transportation Management Plan (TMP) that would detail the steps taken to minimize construction related disruptions, such as the planning of detours, staging of work, use of night work, etc. Also, community outreach programs would be developed so information about the construction can be widely and quickly shared. During construction, the number of lanes would not be reduced, but when there is a need for full or partial closure, these closures would be done with sensitivity to traffic. Please refer to Chapter 3, Section 3.10.4, "Construction Related Measures" for further discussion on traffic handling during construction.

5 The Community Impact Assessment prepared for the proposed project concluded that the Existing Alignment Alternative would result in a reduction in traffic congestion along SR-76 which could incrementally increase the residential desirability of the area. It would generally result in positive impacts to circulation/accessibility and to a lesser extent, community cohesion. Therefore, implementation of the Existing Alignment Alternative would not cause economic decline along the north side of the existing SR-76 roadway.

6 Future local emissions for both build alternatives were analyzed in the Hot Spot analysis described in Section 3.18 of the Final EIR/EIS. The Hot Spot analysis includes Carbon Monoxide (CO), Particulate Matter (PM 10 and PM 2.5) and Mobile Source Air Toxics (MSAT). The proposed project only warranted a

qualitative analysis for each build alternative and both were determined not to result in adverse air quality impacts.

7 In 2007, Caltrans began traffic technical studies for the SR 76 east segment from South Mission to I-15. Those studies were based on SANDAG's Series 10 projected year 2030 traffic volumes and land use. During the course of the project development process, SANDAG released both the Series 11 modeling, with year 2030 forecasts, and more recently released the Series 12 modeling, including year 2035 and year 2050 forecasts. The table and chart added to Section 3.10 of the FEIR shows that the Series 10 (2030) future traffic volumes used for the current project's traffic studies fall in-between the Series 12 year 2035 and year 2050 traffic volumes.

A four-lane conventional highway is typically warranted when traffic volumes on the roadway are between 20,000-60,000 ADT. The traffic data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs. Upon review of these different data sets, the project team determined that the initial 2030 traffic volumes that were used for the basis of the traffic studies were indicative of year 2035-2040 volumes of the latest Series 12 forecasts. Updating the project's Series 10 traffic studies to the most recent Series 12 traffic volumes would not substantially alter the resulting volumes used for determination of the roadway width and other project features. Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

7 Cont. and the associated impacts on the traffic patterns on the eastern portion of SR 76.

8 8) No discussion was made of the truck traffic that has been diverted to SR 76 as the traffic has become more congested on SR 78.

9 9) Constructing the southern alignment would effectively be providing six lanes of traffic for the eastern reach. The existing roadway could become a frontage road with more than enough capacity to handle the traffic generated between Mission Road and Monserate Hill as it did prior to the influx of traffic from southern Riverside County/eastern casinos. The traffic that is being generated from the central Fallbrook area already seems to either travel east on Mission or on Reche to get to I-15. Increases in east bound traffic that is generated at the Mission/SR 76 intersection would be easily handled with the new southern alignment.

10 10) Only allowing two locations where east bound traffic can turn north or traffic generated north of the alignment able to turn east seems to create significant hardships and concerns.

11 a. What is the additional fuel usage for that traffic that will have to go west and then make a u-turn?

12 b. What are the additional emissions that will be generated by the increase in miles driven due to the need to make the u-turns?

13 c. What is the response time for the emergency vehicles to serve those streets that will not have access?

14 d. The fire department stated that it would be equally hazardous to not have a break in the center divider that is being proposed for the southern alignment. Couldn't a break be located in this center divider similar to that along I-5 near the Border Patrol checkpoint?

15 e. It was stated that if there were an accident along the southern alignment, people would not be able to get through. Conversely, if there were an accident that blocked the southern alignment, couldn't the existing alignment handle the flow, as it currently does, during these rare times.

16 f. If there aren't any turning opportunities on the southern alignment doesn't this actually result in a safer driving condition as all the traffic is flowing in the same direction with no need to slow down for turning vehicles?

11) The peak travel times listed of 11-12 minutes seems to be quite low considering summer weekends. It can easily take 15-20 minutes from Gird Rd to Mission Rd due to the east-west traffic coming from I-15. This traffic does not turn off of SR76 to Mission either but is going all the way to I-5 or Oceanside.

Don Bunts
3534 Sarah Ann Dr
Fallbrook, CA 92028
760 731 7173

8 Traffic volumes and projections were based on the most current data available at the time of development. Forecasts of demographics and future development are shown to be increasing over time but at a slower rate, relative to the forecasts used for this project, based on the most recent SANDAG projections.

Commercial and industrial projects such as Campus Park, Campus Park West, Meadowood, Palomar College and Pala Mesa Highlands were incorporated as part of the future land use and travel volumes forecasts.

9 The project proposes some of the intersections be channelized with up to 6 lanes adjacent to the signalized intersections to provide improved operations for 2030 traffic conditions. At present widening the entire roadway to 6 lanes is not being proposed as part of this project.

10 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. Median openings were spaced to provide the least interference to through traffic on SR-76 and were also evaluated to minimize out of direction travel to those local streets with restricted access; for this project, the out of direction travel distance for local street access was designed to be under 1 mile, with most distances being closer to 0.5 mile. Based on this, fuel usage would be minimal. See Table 3.10-12 in Section 3.10. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

11 Regionally the emissions of this project have been accounted for because it has been programmed by the San Diego Association of Governments (SANDAG) the local Metropolitan Planning Organization (MPO) in the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP), "The design concept and scope of the proposed project are consistent with the project description in the 2030 RTP, the 2008 RTIP, and the assumptions in SANDAG's regional emissions analysis." Additionally, future local emissions for both build alternatives were analyzed in the Hot Spot analysis described in Section 3.18 of the Final EIR/EIS. The Hot Spot analysis includes Carbon Monoxide (CO), Particulate Matter (PM 10 and PM 2.5) and Mobile Source Air Toxics (MSAT). The proposed project only warranted a qualitative analysis for each build alternative and both were determined not to result in adverse air quality impacts.

12 Caltrans coordinated with the North County Dispatch District to model emergency vehicle travel times to local streets within the project limits and found that response times would improve or stay the same for all local streets except for one street under the Existing Alignment Alternative. See Tables 3.9-2 and 3.9-2 of the Final EIR/EIS for projected response times to specific local streets.

13 For the Existing Alternative, a median barrier, with limited openings, is proposed to minimize head-on collisions along the SR-76 roadway. Median openings were evaluated and spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. In addition to the geometric planning and in coordination with North County

Dispatch, JPA (NCD), emergency vehicle travel times to the local streets within the project limits were modeled, since travel time is the only response time variable that Caltrans can partly control or affect. Three modeling scenarios were studied: the current condition for the SR-76 roadway, the Existing Alternative, and the Southern Alternative. Current emergency vehicle travel times were calculated and verified with NCD using their Computer-Aided Dispatch (CAD) system. The models indicated that emergency vehicle travel times improve overall for either roadway alternative when compared to the current condition, with the Existing Alternative demonstrating the greatest decrease in emergency vehicle travel time.

14 In the event of an accident along the Southern Alignment Alternative, the existing SR-76 roadway provide an alternate route for through traffic. However, vehicles may not be able to use the Southern Alignment Alternative for a short period of time due to an accident and the Southern Alignment Alternative would have fewer localized detour opportunities than the Existing Alignment Alternative.

15 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

16 The peak travel times shown are calculated based on an average weekday. Travel times specific to summer weekends would be expected to be higher.

Donna Kerwin
<ceddlk@aol.com>
11/02/2010 11:46 AM

To debra_soifer@dot.ca.gov
cc
bcc
Subject SR76

1 Please be alerted to the fact that several "near" dangerous mishaps have occurred on the Existing Alignment involving Caltrans vehicles & large construction trucks.
The specific incident that I personally was involved in took place on 9/11 as I was following a Murietta T & D trailer pulling AUGERS loaded by Caltrans. I have photographs & a license plate number to document this load that shifted and lost control near Flowerwood Ln on the 76. 2 other residents have stories of near hits & injury (on other occasions this fall) by Caltrans construction vehicles (which can be documented). Therefore, for the sake of thousands of residents & commuters on the existing road, **please build the Southern option to permit traffic to flow to be uninterrupted during construction for safety's sake**.

Donna Kerwin

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

The construction vehicle information was forwarded to Caltrans Construction. The geometrics proposed for the SR-76 include flatter curve radii and tangent sections which would minimize the type of situation where loads may shift traveling through a curve.

john davenport
<retplmbr@sbcglobal.net>
11/02/2010 02:52 PM

To debra_soifer@dot.ca.gov
cc retplmbr@sbcglobal.net
bcc
Subject Hwy 76 east expansion

Ms. Soifer,
After hearing and reading several reports on the expansion we support the
1 southern route because it will be capable of supporting traffic volume through
2030. If the northern route is selected where will the funds come from and
when will they be available to enhance the number of lanes required to allow
for increased volume of traffic as projected by Caltrans' numbers.

Sincerely,
John and Linda Davenport
(760) 723-0039

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Funding for the proposed project would come from the TransNet sales tax.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

Debra Soifer
C/O CALTRANS
4050 Taylor St., MS 242
San Diego, CA 92110

October 26, 2010

RE: Comments to the DEIR for the East Section of Hwy SR76

Dear Debra:

We appreciate the opportunity to provide comment to the above referenced DEIR which covers the final expansion/extension of Hwy SR76. Upon review, we herein submit the following comments which are categorized by the index format included in the report manual.

Chapter 1, Article 1.2 – Project Purpose

1 If the Existing Alternative route were to be selected, we feel that it would not meet the outlined purposes of the project. This route does not fulfill the requirements for improving travel times, future traffic loads, safe corridor for motorists, doesn't facilitate east/west movement of vehicles and certainly does not protect and maintain community character. On the other hand, the Southern Alignment Alternative fulfills most all of the project purposes given the narrowness of selection opportunities for this final link.

Chapter 1, Article 1.3.1 – Capacity

2 The Existing Alignment Alternative, if chosen, will not meet the County's designation as a "prime arterial" route between S. Mission and I-15 because of the interference and interruption of traffic flow that will occur due to traffic traveling to and from the nine intersecting streets between the two terminuses. Again, the Southern Alignment meets the need for a prime arterial route and as a secondary bonus, provides a frontage road (via the existing Pala Rd.) which would be able to service the needs of the local Fallbrook and Bonsall communities.

Chapter 1, Article 1.3.5 – Safety

3 Design for the Existing Alternative must deal with the interface from nine intersecting streets and at least five private driveways. Out of the nine intersecting streets, Via Monserate and Ramona Dr. are the most used as they provide primary access to SR76 for thousands of property owners. These two intersecting streets manage north/south arterial traffic fed by Winterwarm, Alta Vista, La Canada and Linda Vista. The right-in/right-out turns, crossing "uncontrolled" intersections, and U-turns are unsafe design elements that will bring about more accidents than even now are occurring on this Hwy.
The intersections of Sweetgrass, Monserate Hill and Sage Rd have the same unsafe conditions only to a lesser degree because of lower traffic volumes. Traffic accessing or leaving from all of the nine intersecting streets along this proposed route will create driving hazards which, in turn, will diminish travel speed and defeat the intended purpose of this project.

4 The Existing Alignment for SR76 as proposed only provides for a four lane road. If selected, it wouldn't be consistent with the existing (and presently being built) portions of SR76 which are six lane roadways. Reducing the travel corridor from a six lane down to a four lane creates unsafe conditions. To obtain a six lane route following the path of the existing Hwy would mean even further encroachment into both residential and flood plain property.

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

2 The Existing alignment Alternative is consistent with the County of San Diego definition of a prime arterial, which is as follows: "A divided roadway with a median and at-grade interchanges. Capacity for road type is 50,000 ADT."

3 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. Median openings were spaced to provide the least interference to through traffic on SR-76 and were also evaluated to minimize out of direction travel to those local streets with restricted access; for this project, the out of direction travel distance for local street access was designed to be under 1 mile, with most distances being closer to 0.5 mile, see Table 3.10-10 in Section 3.10. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

4 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Comments to CALTRANS DEIR for the East Section of SR76 page 2

Chapter 1, Article 1.3.5 (cont'd)

5 The DEIR is incorrect when it states that the truck traffic will remain static at 12 to 15 percent of the ADT. With the gravel quarry operating a full capacity, this plant alone will increase truck traffic and of course with community growth truck/delivery/service trucks will increase accordingly. The roadways need to be planned safely so that interference of traffic from and to intersecting roads is avoided, especially with trucks which can not slow down or stop quickly. The traffic volumes shown are already outdated because a huge change has occurred since 2004.

The increase of accidents and fatalities on Hwy SR76 has increased commensurate with the increase in traffic volume so this again points to the need to divert as much 'through' traffic as possible via the Southern Alternative.

Chapter 2, Article 2.1.2 – Existing Alignment Alternative

6 Left turn channelization lanes are to be provided at the intersections of Sweetgrass, Via Monserate and Star Track Way. However, the plans/drawings for these intersections allow left turn lane turn-outs from off of the Hwy but no provisions for a lane of safe refuse (and safety lane to tuck into once you've crossed the oncoming east bound traffic) has been made. It will be difficult enough if not impossible to safely cross two lanes of oncoming westbound traffic, therefore once across, an acceleration lane should be provided so that safe merging can be made with the two lanes of east bound traffic.

7 It is noted that a new bridge will have to be built across Live Oak Creek which will certainly impact the cost of the Existing Alignment. Additionally, the cut/fill quantities far exceed that of the Southern Alignment but more importantly the construction operations and logistics of this route would be extreme when compared to the straight through shot that the Southern Alignment provides. Cutting slopes requires grading operations that require protection of normal vehicular traffic and coordination with same. Temporary overpass 'bridges' would have to be built to transport the cut material to its area of fill placement. Traffic would, by necessity have to be halted and/or the work done in a fragmentary way which impacts cost. Also, interlacing portions of the existing SR76 road with portions of new roadway, upgrading other sections of the existing road to 4 lane all lead to excessive cost. All of this is unnecessary if the Southern Alignment Alternative is selected. Hence the cost for either alternative should be equal ($103million) if not less for the Southern Alignment because the work on this route can proceed unimpeded by traffic.

8 Erosion control and landscaping of the major cut slopes will add to the cost and must be factored into the budget. The same holds true with the undergrounding of all utilities – ie; SDG&E, Rainbow Water, Time Warner, AT&T rework is not included in the CALTRANS budget. These costs will add significantly to the total cost to construct the Existing Alternative as opposed to the Southern Alignment route where minor or no relocation work would be required. These costs would be paid for by the ratepayers and recovered via rate increases or assessments.

5 Truck traffic as a percentage of the average daily traffic within the San Diego region tends to remain constant over time, for a given route location. Trucks from the rock quarry were accounted for as part of the traffic analyses as included in the SANDAG model.

6 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. Median openings were spaced to provide the least interference to through traffic on SR-76 and were also evaluated to minimize out of direction travel to those local streets with restricted access; for this project, the out of direction travel distance for local street access was designed to be under 1 mile, with most distances being closer to 0.5 mile, see Table 3.10-10 in Section 3.10. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

7 Cost estimates for each build alternative include potential costs associated with cut and fill described in the comment. However, these costs are only one factor that factor into the cost estimate. Costs associated with the Southern Alignment Alternative are higher due to the need to purchase the Vessels Stallion Farm and construct two bridges. Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process

would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

8 Erosion control and landscaping costs including the cost of their establishment are included in the budget for both alternatives. Caltrans has also developed utility cost estimates for each build alternative that have been included in the overall cost estimates for each build alternative. Caltrans would coordinate with all utility companies that need to relocate their facilities as a result of the proposed project and Caltrans would pay all costs it is responsible for related to the relocation of existing utilities.

Comments to CALTRANS DEIR for the East Section of SR76 page 3

Chapter 2.1.3 Article 2.1.3 – Southern Alignment Alternative

In our opinion, the projected costs for this alternative have been purposefully inflated. The Right O Way costs of $94 million are outrageous and completely unreal. The support costs and the biological costs are also skewed and unsupportable. The entire projected costs of $133 million for construction is not realistic when compared to CALTRANS' projected cost of the Existing Alignment of $103 million. If anything, the cost projections should be reversed. The Southern Alignment would take only about 5% of the Vessels ranch land, most of which is in the flood plain. The practicality of
9 purchasing the entire ranch, when only a few acres of flood plain is needed (80 to 90 acres) is ridiculous. Besides, the projected cost does not reflect the resale value of the ranch property which CALTRANS would receive after the ranch is vacated. There are hundreds of examples of freeways and highways that traverse through ranch properties and the impact is next to nothing. You see horses and cattle grazing right up to the edge of the shoulders on highways in many areas. If Vessels wants to remain a viable entity, they would certainly not be impacted by the Southern Alignment. If they don't want to remain in business, an expressway might be a sales advantage as the property could be developed into smaller parcels having SR76 access.

Chapter 2, Article 2.1.4 – Transportation System Management

Much to-do is made in this article about the efficiencies gained by this type of system. This system only works in a perfect world and in the case of SR76, when it is most important to function at peak traffic periods it will **fail.** We say this because of the existing and presently under construction portions of SR76 have too many stop lights to be able to control and maintain a constant speed during rush hour traffic. The existing portions of SR76 don't function effectively and with eight or nine new stop lights being
10 added to the Middle Section (for just 5.5 miles of roadway) the system will never be effective – especially if the Existing Alternative is the selected route for the final link. The system may have the opportunity of maintaining efficiency if the Southern Alternative is selected because of the uninterrupted roadway it provides.

Further, the Southern Alignment retains the integrity of the existing Pala Rd which can then serve as a frontage road and in the process it adds two more east/west lanes to serve the needs of the corridor traffic.

Chapter 3, Article 3.1 – Land Use

The population growth for the Fallbrook/Bonsall area is projected to increase by 76 to 83% by 2030. This begs the question – why isn't the Existing Alignment Alternative being planned for a six lane roadway right NOW. We feel the primary reasons are the need to encroach into both the residential property on the north side and the flood plain area on the south side of the highway. The acquisition of the necessary ROW's would
11 dramatically increase the cost of the Existing Alignment and at the same time impact the rural character of the communities even more than planned with the 4 lane expansion of this route. The Southern Alignment, on the other hand would allow for easy expansion which could be done in phases without major interruption of vehicular traffic and impacts to the character and terrain of the community.

9 A portion of the $94 million right-of-way costs are associated with purchasing areas at the western and eastern connections to the current SR-76 roadway. Cost estimates for biological mitigation are based on potential impacts identified for the proposed project and mitigation for those impacts. See Response #7 above.

10 For the Southern Alternative, the existing SR-76 roadway would be relinquished to the County of San Diego in good repair and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3—Southern Alignment Alternative.

Traffic modeling indicated that the Southern Alternative would have a lower Average Daily Traffic (ADT) when compared to the Existing Alternative since local traffic would utilize the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity, within and adjacent to the project limits, of signalized intersections would affect the flow characteristics of the roadway alternatives. Each roadway alternative has a total of six signalized intersections within the project limits. (See Tables 3.10-11 and 3.10-13 for a detailed listing of intersections.)

11 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Comments to CALTRANS DEIR for the East Section of SR76 page 4

Chapter 3, Article 3.3 – Consistency with State, Regional and Local Plans

12 It is our understanding that the Fallbrook Community Plan has been updated and formal approval is pending with the Board of Supervisors. This plan supports the anticipated growth of the two communities and points even more conclusively to the need for a six lane uninterrupted arterial roadway.

Chapter 3, Article 3.4 – Growth

13 The inference that the Southern Alignment Alternative would introduce growth to the acquired Vessels property is not accurate. First of all, the general plan calls for very low density for this area and as such will control development. In addition, the flood plain and low lying terrain is not conducive to residential development because of the alluvial soil and high water table in this area. Further, no off/on ramps are to be constructed along the entire Southern route which again leaves this cost to be included in future development, if any, and subject to County approval and permitting.

Chapter 3, Article 3.6 – Community Character and Cohesion

14 The community character would be severely impacted should the Existing Alignment be selected. The major cut slopes proposed would change the very nature and appearance of the community. All one has to do is observe the change in appearance of the topography that has taken place with the construction of the Middle Section of SR76 which is now underway. The Southern Alignment Alternative would provide a roadway that would run basically parallel with the existing Vessels air field/runway and as such would not materially impact the visual character of this area.

Further, the planned Dulin road, bisects the Vessels ranch property within the same general area as the Southern Alignment route. It is a planned roadway which has been shown on County and SANDAG maps for years as an eventual bisecting road running through the ranch property. CALTRANS should have considered this before making statements that the Southern Alignment would destroy the rural character of this property.

Chapter 3, Article 3.7 – Relocation and Real Property Acquisitions

15 The impacts of relocation on the Existing Alignment alternative would be minor in nature as there is basically residential property with very little retail property to contend with. However, the encroachment onto the residential properties and the closing off of private roads and driveways would have real impacts to those affected. With proper negotiations the relocation and acquisition could be handled without any adverse effect.

12 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

13 By displacing the Vessels Stallion Farm and constructing a new roadway in a largely undeveloped area south of the San Luis Rey River, the Southern Alternative could reduce the cost of development along the proposed alignment by giving new access to the undeveloped properties. While there is no development of these areas or access roads to these areas included in the proposed project, construction of the Southern Alignment Alternative opens up the possibility that development plans for this area may be produced in the future due to the new access afforded by the Southern Alignment Alternative.

14 Section 3.6 of the Final EIR/EIS identifies potential impacts to community character associated with the Existing Alignment Alternative, including impacts associated with changes to the existing visual character. However, implementation of mitigation measures related to visual impacts would mitigate these impacts associated with the Existing Alignment Alternative.

Impacts to community character associated with the Southern Alignment Alternative would be unmitigable because it would introduce a new transportation corridor, coupled with two new bridges, guardrails, drainage structures, and other associated construction components into a largely undeveloped area south of the San Luis Rey River. The path of this alternative covers a stretch much longer that the existing Vessels air field/runway and would alter the existing visual landscape along the entire stretch of the alignment that is currently undeveloped.

The proposed Dulin Road alignment is a separate roadway under the jurisdiction of the County of San Diego. Impacts associated with that project would be analyzed separately. Similarly, impacts associated with the Southern Alignment Alternative are totally independent of the proposed Dulin Road alignment. The path of the Southern Alignment Alternative represents an entirely new roadway alignment that had not been planned previously and impacts associated with this alternative must be analyzed as such.

15 No local roads would be closed. The preliminary intersection configuration design of the proposed project is a combination of various studies and attempts to balance the need to reduce accident rates within the project limits. Restricted access intersections are proposed at SR-76/Ramona Drive; SR-76/Calle de la Vuelta and SR-76/Monserate Hill Road. Flowerwood Lane would no longer access SR-76 directly but would use the signalized SR-76/Gird Road

intersection. Full access, non signalized intersections are proposed at the intersections of SR-76 with Sweetgrass Lane and the combined Star Track Way/Sage Road. These non-signalized intersections include median acceleration lanes in the eastbound direction to allow traffic coming out of the side street to accelerate while merging into traffic on SR-76.

Comments to CALTRANS DEIR for the East Section of SR76 page 5

Chapter 3, Article 3.7 – Relocation/Property Acquisition (cont'd)

16 The Southern Alignment Alternative would have been in the same category were it not for the efforts of CALTRANS to tweak the cost and the supposed need for relocating the entire ranch. These acts go beyond the limits of due diligence that CALTRANS is supposedly required to adhere to and borders on violating their State Charter of providing viable alternatives that are essentially equal in nature. To arbitrarily place a value of $94 million for acquiring this property automatically establishes this outrageous price as the "negotiating point" with Vessels. From the DEIR report, there appears to have been no attempt to discuss with Vessels an opportunity to purchase only the acreage needed for the roadway itself. To add further insult to injury, the actual cost of purchasing the entire ranch would be substantially reduced by CALTRANS when the property is offered for resale.

We are insulted too by the attempts of CALTRANS to skew the costs of the Support and Biological mitigation. The support costs should have been calculated rather than budgeted as a percentage increase in costs over and above the support costs for the Existing Alignment. And, budgeting the Biological mitigation costs as being the same ($53 million) for both alternative routes is not real. The mitigation of the biological impacts are much greater for the Existing Alternative than the Southern.

Chapter 3, Article 3.9 – Utilities

17 These costs are not included in the CALTRANS budget and they should be. It is not fair for the ratepayer to have to pay for undergrounding and relocation of all utilities that exist or that are needed for a highway project. CALTRANS should include these costs in their overall budget and then contract separately with all the utility companies involved just as they would with any other construction segment of the project. The way it is presently set up, CALTRANS keeps their total costs low and unknowlingly the ratepayers realize these costs by receiving rate increases.

Chapter 3, Article 3.10 – Transportation

18 There is no question that Hwy SR76 must be improved to handle the ever increasing amount of ADT's. However, the closing off of private driveways and the restriction of left turn access from five other intersecting streets does not coincide with the planning logic that must have occurred with the Middle Section wherein every single intersection to SR76 will have a stop light. It doesn't make any sense. Traffic will creep along at a snails pace and would then be expected to "make up" the time lost in the Middle Section at the sacrifice of the Fallbrook/Bonsall Community. These communities have far greater need for easy and controlled access to and from SR76 than do the less populated areas contained in the Middle Section. The needed access to the southern portions of Fallbrook are enormous when compared to the Middle Section population. Thousands of residents, visitors and users (gardeners, delivery, medical, fire dept) require fluid access off of and onto this road on a daily basis which the Existing Alignment, as proposed, wouldn't provide.

16 Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

The estimates for biological mitigation were based on ratios used by various resource and regulatory agencies to plan for mitigation.

17 Caltrans has developed utility cost estimates for each build alternative that have been included in the overall cost estimates for each build alternative. Caltrans would coordinate with all utility companies that need to relocate their facilities as a result of the proposed project and Caltrans would pay all costs it is responsible for related to the relocation of existing utilities.

18 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Comment to CALTRANS DEIR for the East Section of SR76 page 6

Chapter 3, Article 3.10 – Transportation (cont'd)

19 Table 3.10-8 is silent when it comes to mitigation of the impacts to residents having private driveways that connect directly with SR76 if the Existing Alignment is selected.. These residents would no longer be able to make left hand turns and even more, their ingress/egress would be severely impacted because they would have to use "a collector road" which would be connected to one of the intersecting streets. This same principle would apply to five of the intersecting streets as there would be no opportunity to make left hand turns nor cross over the median area of the proposed design. This not only impairs/impedes use by everyday traffic but more importantly it restrict response time by fire and medical emergency teams and also inhibits quick evacuation in times of a natural disaster. The Southern Alignment again proves to be more trouble free and would provide no interference from intersecting street traffic as does the Existing Alignment. The existing Pala Rd. could then act as a frontage road to service the local communities.

Chapter 3, Article 3.11 – Visual/Aesthetics

20 We don't agree with the DEIR when it states that the Southern Alignment will create landform alterations which would contrast harshly with the existing visual environment. The roadbed would essentially be elevated sufficient to elevate the finished level above the flood plain and would have no adverse impact on the visual environment.

21 As for bridges, CALTRANS evidently didn't hesitate to create a visual impact by building two bridges (one now under construction) across the San Luis Rey river for the Middle Section. If this construction is considered as having no visual impact then we can't see how the two proposed bridges for the Southern route, being separated by almost 5 miles, would cause any greater visual impact.

Chapter 3, Article 3.13 – Hydrology

22 The Existing Alignment Alternative will have severe impact on the hydrology action of this route, particularly in the areas where large 2:1 cut slopes would be created. The diversion and control of run-off water would have to be carefully scrutinized to prevent flooding of the roadway during heavy rainstorms. The Southern Alignment would not be impacted by run-off water.

Chapter 3 – Article 3.15 – Geology and Soils

23 Again, as outline above, there are "some soil series found within the project area that are described as having severe erodibility characteristics while others are described as having high levels of shrink/swell characteristics. For the Existing Alignment where cut slopes are planned, caution is extended because of the many differentials in the soil materials including rock "roll-out potential" for the 16' high cut slopes, to the loose silt and sand, and ground water levels found at the lower river bed levels. It is noted that groundwater elevations would not materially impact the Southern Alignment project. Measures for prevention of liquefaction of the roadbed would need to be designed for both alternatives.

19 The geometrics proposed for the SR-76 South Mission to Interstate 15 project include features characteristic of a typical conventional highway facility. To improve roadway operation and safety, roadway features, such as flatter curve radii, tangent sections, standard shoulder widths, wide medians, and clear recovery zones, were proposed for both alternatives while making every effort to minimize the impacts to property, existing terrain, and environmentally sensitive areas within the project limits.

Intersection configurations and local street access was also analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, is proposed to minimize head-on collisions along the SR-76 roadway. Median openings were evaluated and spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design. See Chapter 2, Project Alternatives, Section 2.1.2 "Existing Alignment Alternative."

Intersection configurations and locations were evaluated and were considered at specific locations where local street connections had low traffic volumes and where the SR-76 alignment was in a tangent section. Full access, non-signalized intersections were proposed at Sweetgrass Lane and Star Track Way access road and median opening. Large truck U-turn facilities were considered at these intersections; however, the roadway width needed would increase the project's footprint and increase impacts. These non-signalized intersections include median acceleration lanes and a left-turn pocket is proposed in the westbound direction.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

20 The Southern Alignment Alternative would result in visual impacts because it would introduce a new transportation corridor, coupled with two new bridges,

guardrails, drainage structures, and other associated construction components into a largely undeveloped area south of the San Luis Rey River.

21 The impacts of the two bridges you refer to in the Middle Section (one existing and on under construction) were also analyzed during their respective environmental processes and mitigation measures were proposed and implemented. The impacts of the proposed bridges in the East Section were assessed in the VIA for the project. The two bridges also contributed adverse impacts to hydrology and biology, as well as visual resources.

Comments to CALTRANS DEIR for the East Section of SR76 Page 7

Chapter 3, Article 3.18 – Air Quality

Although not identified in this section, we would comment that the potential for pollution and the release of carbon monoxide levels would be far greater with the Existing Alignment Alternative. This would be due primarily to the nature of the stop and go, slow down and start up flow on this route. These traffic conditions would be caused by the following:

24
1. Traffic that would be intersecting the main road from the nine 'feeder' streets which would interfere with the free flow of traffic, thereby slowing it down.
2. Due to the design of the Existing Alignment, vehicles would be prohibited from entering or deferred in crossing over the median area of the roadway and therefore being forced to travel westward to the closest stop light – (S. Missiion or Gird Rd.) in order to make a U-turn toward I-15. Again, interference with free flow of traffic.
3. The back up in traffic that would occur at both S. Mission and especially Olive Hill Road because of the excessive stack of vehicles desiring to make a left or U-turn as well as back-up created by interference to the west of Olive Hill from stop light activity in the Middle Section of SR76.

Chapter 4, CEQA Evaluation

Article 4.4 Unavoidable environmental effects

25 We don't agree that the Southern Alignment Alternative would convert present land uses to drastic changes. This route is primarily contained to the flood plain and we don't foresee any impacts that wouldn't be unmitigable or infeasible. Further, we don't agree that the entire ranch need be relocated due to the construction of a 90 foot wide roadway that is basically following the path of the flood plain.

26 We also don't agree with CALTRANS' findings that the Southern Alignment Alternative would noticeably compromise the character and scale of the area by introducing a transportation corridor. As delineated earlier in this letter, there is an already planned roadway that would bisect the ranch and the low elevation of the finished roadway would not make a visual nor environmental impact.

27 In closing, the Existing Alignment Alternative could seriously impact people's health, safety and enjoyment of their way of life should this route be selected. Therefore, we reluctantly must encourage CALTRANS to select the Southern Alignment Alternative as the best and safest route of the two alternatives presented.

Sincerely,

FOR

Charles & Helen Tillotson
P O Box 913
Bonsall, CA 92003

Cc: Ms Cindy McKim, Director, CALTRANS
Hon. Darrell Issa, U S Represenmtative
Hon Dennis Hollingsworth, U S Senator
Hon Kevin Jeffries, State Assembly
Bill Horn, County Supervisor
Ms Ann Fox, CALTRANS
Mr Charles Stoll, Dir of Land Use
Mr James Earp, Chair, Ca Trans Co.

22 A Preliminary Drainage Report was prepared and the drainage pattern for each alternative was analyzed. The final drainage design would include ditches, biostrips, a bioswale, and appropriately sized and spaced cross culverts to effectively collect and treat run-off water.

23 In the event of liquefaction, the roadbed could be rebuilt rather quickly. The work would require grading then surfacing or repairing cracks. It would be extremely costly to include mitigation for the roadbed in design. Structures, on the other hand, do have mitigation incorporated into the design. Structure failures have a high probability to cause substantial damage if liquefaction caused collapse.

Rock roll-out potential is a design consideration at all slopes. Geotech would perform borings prior to construction to investigate soil conditions and Geotech staff would monitor cuts during construction to confirm types of materials and to address the potential for rock roll-out at cut slopes.

24 Carbon Monoxide (CO) emissions were analyzed using the CO Protocol for both alternatives and did not warrant a quantitative analysis. After performing the CO analysis it was found that both alternatives would not contribute localized CO impacts.

Subsequent to the SR 76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR 76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

25 The Southern Alignment Alternative would impact existing and planned land uses by converting undeveloped land to transportation uses. See Response #16 above for a discussion of the displacement of the Vessels Stallion Farm. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

26 Analysis of impacts related to community character is provided in Section 3.6 of the DEIR/EIS. Additionally, see Chapter 2 for a comparison of the alternatives.

27 Thank you for your comment and expressing your support for the Southern Alignment Alternative.

Oct. 24, 2101

Debra Soifer

CDT, 4050 Taylor St. MS 242.

San Diego, Ca. 92110

1 The northern route of Hwy. 76 is a disaster waiting to happen. Several thousands more now will save MANY thousands which will have to be spent a few years from now!

Sincerely,

Jack J. Lypps & Shirley M. Lypps

Jack J. Lypps Shirley M. Lypps

4560 Dulin Rd. # 71

Fallbrook, Ca. 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Barbara A. Stern
3810 Cedar Vale Way
Fallbrook, CA 92028

email: cad4775@sbcglobal.net telephone: (760) 731-2666

Date: October 27, 2010

Ms Debra Soifer
California Department of Transportation, District 11
4050 Taylor St. MS 242
San Diego, CA 92110

Ms. Soifer,

1 This is my response to the 76 Draft Environmental Impact Report currently out for public review for SR76 improvements from Mission Rd. to I-15. My initial reaction is the text is "skewed" favoring the existing alignment by not fully disclosing the finer attributes of the alternative Southern alignment.

Lets consider specifics:

1. Currently 76 is operating at a level of service F with greater than 21000 ADT, and has reported 33 accidents including 3 fatalities on the East Section between January 2009 and June 2009. Fixing 76 is a 20 year old project that needs to be finished with a highway design that is not obsolete 12-15 years after completion! Caltrans own traffic studies state the ADT will more than double by 2030! Independent traffic studies are projecting higher number of ADT indicating a FOUR LANE highway
2 will be obsolete by 2030 and will have to be widened to 6 LANES! Widening the existing alignment to 6 lanes would violate Historical Cultural sites, invade riparian habitat, and encroach further into the San Luis Rey River bed while a southern alignment is not encumbered with these environmental issues. The DEIR Environmental summary clearly states there are fewer environmental issues with a southern alignment!

Fix 76 and Keep Pala a Local Road!

2. Defacing a designated Scenic route is wasteful of Community resources and Character. Caltrans plans for cutting 2:1 slopes for the highway ROW into the rolling hills is the same as graffiti on buildings; unnatural and unbecoming to the
3 landscape and certainly is not representative of a scenic highway! The Existing Alignment requires 87% cut while the southern alignment requires 13%. Has Caltrans missed this simple fact? More CUTS are required on the existing alignment means more of the landscape is defaced and a greater negative impact on the Community Character!

Fix 76 and Keep Pala a Local Road!

Sincerely;

Barbara A. Stern

Barbara A. Stern

Cc: Supervisor Bill Horn
Congressman Darrell Issa

1 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. In accordance with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and Federal Highway Administration project development regulations regarding alternatives analysis, the two build alternatives, Existing and Southern were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs. See Chapter 2.0 for a comparison of the alternatives.

2 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

3 The cut slopes as well as all proposed landform alterations were assessed for their visual impact for each of the alternatives and the appropriate mitigation measures were recommended to minimize these impacts including grading techniques to complement the natural configuration of the landscape. All disturbed areas would be planted with the appropriate plant material. Therefore, the Existing Alignment Alternative would not result in greater impacts to community character due to cut slopes required to construct the alignment. SR-76 is part of the Scenic Highway System but is not designated as a Scenic Highway; it is listed as eligible for Scenic Highway designation.

The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Law Offices

Laurence Miscall, Jr.

3634 Genista Place
Fallbrook, California, 92028
760-723-4904
Fax 760-731-1053

October 26, 2010

Ms Debra Soifer
California Department of Transportation, District 11
4050 Taylor St. MS 242
San Diego, CA 92110

Re: SR 76-next phase.

Ms. Soifer,

1 With respect to the situation involving the location of the remainder of the SR 76 construction and improvements, as I look at the monumental paperwork which has been generated for the South and North locations it seems that the Department is placing far to many obstacles in its own way for the completion of the project.

2 Maybe I am cynical, and I could be accused of having a special interest considering the location of my address, but this project was due to be completed in 1988. Thankfully, the initial construction of this last phase is finally well underway, and now we look to the Northern/Southern route completion..

The 76 Draft Environmental Impact Report, now under public review for the SR76 improvements from Mission Rd. to I-15, has triggered a reaction from top to bottom, since for some reason, it contains elements that, since 1988, have never been previously or PROPERLY disclosed. The result is it now looks to favor a plan to which is sought to be forced upon the community, (which now actually extends all the way to "Casino Row"), the existing 76 road bed for the extension, and deliberately ignores the benefits, FOR THE FUTURE, by not coming close to all of the mandatory disclosures of the alternative Southern alignment.

3 I have had the opportunity to review the presentation analysis of both alternatives, and I frankly feel that far to much basic evaluation matters have been suppressed by the Department when it comes to evaluation of the current "Northern road".

Most of that is glossed over because we are only looking at an Environmental Impact matter. Your Department, in general, has (along with me) considered an EIR to be a very limited, almost useless, document, but one that has to be addressed. To that point, I have picked up documents from your "collection", and also from the folks up here who know what the real world SR 76 is about. As examples:

1 Comment noted.

2 Comment noted.

3 In accordance with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and Federal Highway Administration project development regulations regarding alternatives analysis, the two build alternatives, Existing and Southern were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs.

In keeping with the project goals (1) to relieve existing and future traffic congestion; (2) to improve motorist safety and (3) protect and enhance the natural environment, both roadway alternatives were developed to be consistent with State and Federal standards.

Caltrans has considered comments received from the public, Native Americans and resource agencies after circulation of the draft environmental document and the public meeting prior to identifying the Preferred Alternative.

4 1. SR 76 operates and handles a traffic level of service (F)with greater than 21000 ADT. The Department is well aware of the reported 33 accidents and the 3 fatalities on the East Section between January 2009 and June 2009. That is unacceptable, yet the Department seems to give no REAL consideration to both the past history, and the obvious consequences for the future.

5 2. Remember, 76 is a decades old project that NOW has to be completed, and that to be accomplished with a modern day highway design that will not be obsolete 12-15 years and thus become another albatross around the necks of the residents, the businesses, the education facilities, and the police and fire facilities.

6 3. Caltrans' own traffic studies state the ADT will more than double by 2030, but none of the staff seems to have given much concern to that fact. Other independent traffic studies project higher number of ADT showing that a (NORTHERN cut and paste system of FOUR LANES is a "highway", if it can be called that, is obsolete by 2030

7 4. That being an absolute certainty, it means that the NORTHERN section will then have to be widened to 6 LANES. I need for your people to explain the logic, and produce the data which says I am wrong.

8 5. On just an esthetic side, any widening of the existing country road alignment to 6 lanes would crush historical cultural sites, completely screw up rather unique riparian habitat which this whole area has, for far more decades, fought hard to protect.

9 6. This EIR presentation is woefully lacking in its mandatory evaluation of encroachments further into the San Luis Rey River bed. Thus were is the entire and full disclosure of the facts that a SOUTHERN alignment is not encumbered with any of these environmental considerations, even though the DEIR Environmental summary clearly states there are fewer, if actually any, environmental issues with the implementation of the SOUTHERN corridor alignment.

I fully agree with the folks who have done their homework, much to the chagrin of several of your department' people, and come up with the slogan:

FIX 76 AND KEEP PALA A LOCAL ROAD

10 The information and professional documentation presented to your Department absolutely showing that a careless defacing of the designated Scenic route is wasteful of Community resources and Character. That being a given, the announced Caltrans plans for cutting 2:1 slopes for the highway ROW into the rolling hills, isn't that the same as graffiti, or painting the Statue of Liberty Orange?

11 One highly trained and knowledgeable professional, put it this way; Looking at the construction of the current extension of 76 to Mission, if for what ever reason that project was stopped, and walked away from, is that an acceptable condition in which to leave the landscape. You get the picture so any unnatural and unbecoming rape of the landscape cannot be considered to be acceptable for the preservation of a scenic highway.

12 Lastly, for now, the existing alignment has been evaluated, and no one has questioned that it requires 87% cut while the Southern alignment requires only 13%. The more the CUTS on the existing road alignment means more rape of the landscape, and thus acceptance by your department of a greater negative impact on the entire community character!

4 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

In accordance with the California Environmental Quality Act (CEQA) and Federal Highway Administration National Environmental Policy Act (NEPA) project development regulations regarding alternatives analysis, the two build alternatives, Existing Alignment and Southern Alignment, were compared and analyzed against the No Build alternative to determine which alternative would provide the best balance between potential environmental and community impacts and this proposed project's benefits and costs. The project's environmental process fairly considers the merits of both alternatives, and the Existing Alignment Alternative was chosen as the preferred alternative through that process.

5 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

6 See Response #5 above.

7 See Response #6 above.

8 The project has been designed to avoid known archaeological sites. A discussion of construction monitoring for cultural resources has been added to Section 3.12.4 of the Final EIR/EIS. The visual impacts to the riparian habitat were assessed in the VIA and mitigation measures were recommended including the planting of all disturbed areas with the appropriate plant material.

9 Impacts that would result from both the Existing and Southern alternatives have been evaluated and included in the Final EIR/EIS. Impacts to the floodplain are described in Section 3.13 and impacts to biological resources are described in Sections 3.20 through 3.24. Impacts to wetlands are described in Section 3.21.

13 One more item of huge significance; The ingress and egress to 76-right turn only. Please introduce me to the people who have failed to accurately assess that disaster just waiting to happen in the event of accidents, fire and police, ambulance service, school bus traffic etc. That is insane, and frankly, to many of my colleagues, is a huge lawsuit waiting to happen.

Very truly yours

Lawrence Miscall, Jr.

cc: Supervisor Bill Horn
Congressman Darrell Issa
Assemblyman Kevin Jeffries

10 The cut slopes as well as all proposed landform alterations were assessed for their visual impact for each of the alternatives and the appropriate mitigation measures were recommended to minimize these impacts including grading techniques to complement the natural configuration of the landscape. SR-76 is part of the Scenic Highway System but is not designated as a Scenic Highway; it is listed as eligible for Scenic Highway designation.

11 All disturbed areas on both projects would be planted with the appropriate plant species. SR-76 is part of the Scenic Highway System but is not designated as a Scenic Highway; it is listed as eligible for Scenic Highway designation.

12 The cut slopes as well as all proposed landform alterations were assessed for their visual impact for each of the alternatives and the appropriate mitigation measures were recommended to minimize these impacts including grading techniques to complement the natural configuration of the landscape. All disturbed areas would be planted with the appropriate plant material.

13 As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

1

Debra Seifer
Calif Transportation

I would like to add my name to the Southern alignment Route, it is the best for safety and fire vehicles.

Thank you

Jean Beard
4680 Indian Rd #59
Fall Brook Ca.
92028

Y089222

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Debra Sayer 10-27-10

1 Please the Southern route for so many reasons.

Thank you
Ann Hardy

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Richard & Kristen Conan
4650 Dulin Road #231
Fallbrook, CA 92028
Ph: 760-728-8815

October 30, 2010

Ms. Debbie Soifer
Acting Chief of Environmental Analysis, Caltrans
4050 Taylor Street, MS 242
San Diego, CA 92110

Dear Ms. Soifer:

We live in a senior golf cart community of 400 people near the Hwy 76/I-15 interchange in Fallbrook. As I write this to you, the San Diego County Board of Supervisors is contemplating using our only roadway as access to a recreational sports park on the western side of our homes. If that is allowed to happen, 500 to 1,000 cars on a busy day will be driving on a road designed for seniors driving golf carts from their homes to the clubhouse, the pool, the golf course, and to visit friends in our community. *This should not be allowed to happen! Our average age is over 70 years!*

All of us who live here are not only afraid for our safety, but for our way of life – the reason why most of us moved to this "Little Slice of Heaven" as we call it.

As you are aware, Cal-Trans is at this moment considering whether to build the Highway 76 improvement adjacent to the existing route, or to take a slightly southern route across Vessels' Ranch property.

1 The Northern route is less costly and many favor that path. However, the Southern route offers the opportunity to:

> Build an access to this county recreational park from Highway 76 instead of from Old Hwy 395 directly through our community.

> Allow expansion from four lanes to six lanes to accommodate the traffic from a new Palomar College campus now on the drawing board at the Northeastern corner of Hwy 76 and I-15 anticipating 8,000 students in coming years.

> Allow smoother traffic easement for the already zoned residential community also in the Northeastern corner of the Hwy 76/I-15 intersection.

We urge you to use your influence with the Cal-Trans board immediately since we've just learned that the issue of where to place this access to the park is coming up for a vote right after the November 2nd election. *The Southern Route will solve these problems.*

Please, please stand with our community on this issue. Having hundreds of cars per day traveling a narrow roadway through our homes will *decimate our lifestyle while creating safety hazards endangering our lives.*

Sincerely and with all due respect,

Richard and Kristen Conan

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Future access points and/or multimodal connections between State and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region. Please contact the County of San Diego about your specific concerns.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Traffic modeling indicated that the Southern Alternative would have a lower Average Daily Traffic (ADT) when compared to the Existing Alternative since local traffic would utilize the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity, within and adjacent to the project limits, of signalized intersections would affect the flow characteristics of the roadway alternatives. Each roadway alternative has a total of six signalized intersections within the project limits. (See Tables 3.10-11 and 3.10-13 for a detailed listing of intersections.)

mishelrose@aol.com
11/02/2010 05:05 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject more on 76

Dear Ms Soifer,
Thank you for inviting comments on the Draft EIR/EIS for the proposed State Route 76. Here are a few more:

1 If the stated project purpose is to "Improve safety conditions" and to "accommodate existing and proposed equestrian and hiking trail connections" p. 1-5, than the Southern Alternative would be better than the Existing Alternative. The Southern Alternative will have two bridges that can be used for safe crossing by horseback and on foot or bicycle, where the Existing Alternative would only have one bridge that might be used for such travel.

The statistics in page 1-9 have probably changed, due the economic situation, and should be updated to more accurately reflect the current scenario.

2 The number of vehicle trips would be more effective if the number of occupants were known. Does the ADT reflect the actual numbers of local and through traffic? It seems that those numbers are significant regarding the character of the community and the numbers should be separate. Safety concerns should include emergency ingress and egress. The emergency transportation times should reflect 55 mph for both Existing and Southern Alternative, as most similar roads in the area have a 55 mph speed limit, not a 35 mph limit. The skewed numbers appear to favor the Existing Alternative expansion for emergencies, when it would be the reverse if the numbers were both 55 mph. Gird Road is 55/50/45 mph, so it would not expected that the 76, as a county road, would be a lower speed limit.

Thank you,
Mishell Rose
2616 Via Alicia
Fallbrook, CA 92028
MishelRose@aol.com

1 Caltrans is working with the County of San Diego Park and Recreation Department to prepare a memorandum of understanding to discuss solutions to crossings for both build alternatives.

2 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

Along SR-76 there is a distinct difference in the traffic volumes west of South Mission Road versus east of South Mission Road. There are nearly 46,000 trips east of South Mission Road versus 65,000 trips west of South Mission Road. Traffic demand along SR-76 east of South Mission Road is lower due to many commuter trips originating and terminating in Fallbrook.

Victor J. Dervin
3974 Flowerwood Lane
Fallbrook, CA 92028

October 30, 2010

Ms. Debbie Soifer
California Department of Transportation
4050 Taylor Street, MS 242
San Diego, CA 92110

Mr. Mark Phelan
SR76 Project Manager
California Department of Transportation
4050 Taylor Street
San Diego, CA 92110

Re: DEIR, East Section of SR 76, South Mission to Interstate 15.

1 North County Fire Chief Bill Metcalf says the Existing Alignment Alternative "will reduce opportunities to access some of the side streets on the north side of the highway, increasing the response time to those streets". He also says the Southern Alignment Alternative will have "no [negative] impact on response time to existing service areas."

In other words the Existing Alignment Alternative will compromise my safety and the safety of my family and neighbors. The Southern Alignment Alternative will not.

Please address this issue.

Victor J. Dervin

Victor J. Dervin

760-728-5305

1

1 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

Marlene K. Dervin
3974 Flowerwood Lane
Fallbrook,CA 92028

October 27, 2010

Ms. Debbie Soifer
California Department of Transportation
4050 Taylor Street, MS 242
San Diego, CA 92110

Mr. Mark Phelan
SR76 Project Manager
California Department of Transportation
4050 Taylor Street, MS 242
San Diego, CA 92110

Re: DEIR, East Section of SR 76
South Mission to Interstate 15

1 1. Have safety issues seriously been addressed? The evacuation of Fallbrook in October, 2007, during the wildfires certainly must be STRONGLY considered. Response time of all emergency vehicles will be compromised by street closures as stated by the North County Fire Protection District.

2 2. Why does the cost of the Southern Alignment Alternative include the entire Vessels Ranch when only 5% of the property is needed? Why is that land worth One Million Dollars per acre when most of it is undeveloped?

3 3. Why are you using data that is six years old? SR 76 has much more traffic, more traffic congestion, more traffic accidents, and more traffic fatalities in 2010. San Diego County General Plan proposes developing a site northeast of Interstate 15 and SR 76 with over Two Thousand new homes. Reevaluation is REQUIRED.

The DEIR for the widening of SR76 is definitely FLAWED.

4 The Southern Alignment Alternative is THE SAFEST AND MOST LOGICAL Choice for all citizens of North San Diego County. Additionally there would be the new four lane highway and the two lane Pala Road to facilitate both local and thru traffic.

Marlene K. Dervin

Marlene K. Dervin

1 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

2 Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

3 In 2007, Caltrans began traffic technical studies for the SR 76 east segment from South Mission to I-15. Those studies were based on SANDAG's Series 10 projected year 2030 traffic volumes and land use. During the course of the

project development process, SANDAG released both the Series 11 modeling, with year 2030 forecasts, and more recently released the Series 12 modeling, including year 2035 and year 2050 forecasts. The table and chart added to Section 3.10 of the FEIR shows that the Series 10 (2030) future traffic volumes used for the current project's traffic studies fall in-between the Series 12 year 2035 and year 2050 traffic volumes.

A four-lane conventional highway is typically warranted when traffic volumes on the roadway are between 20,000-60,000 ADT. The traffic data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs. Upon review of these different data sets, the project team determined that the initial 2030 traffic volumes that were used for the basis of the traffic studies were indicative of year 2035-2040 volumes of the latest Series 12 forecasts. Updating the project's Series 10 traffic studies to the most recent Series 12 traffic volumes would not substantially alter the resulting volumes used for determination of the roadway width and other project features. Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

4 For the Southern Alternative, the existing SR-76 roadway would be relinquished to the County of San Diego in good repair and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3—Southern Alignment Alternative.

Keep San Diego Moving
TransNet

State Route 76 East
South Mission Road to Interstate 15: Public Meeting

Comment Slip
Date: September 23, 2010
Place: Bonsall Community Center
31505 Old River Rd., Bonsall, CA 92003

Name: Rosemarie Watson Date: Oct. 29, 2010
(Print Clearly)
Address: 1226 Palomares Ct., Fallbrook CA 92028
(Print Clearly)
Contact Phone: 760-728-9379

Email (Optional):

Do you wish to be added to the mailing list? ☐ Yes ☒ No

I would like the following comments included in the public record for this project:

1 As a resident of Fallbrook, I feel that the Southern alternative would be safer for the population. It would give emergency vehicles quicker access to some areas if the need arose. In addition, would it not be wiser to spend the money now instead of having the project outdated within several years?

Comments must be received by November 2, 2010
Mail to: Attn: Debra Soifer, Caltrans District 11, MS# 242, 4050 Taylor Street, San Diego, CA 92110

Caltrans SANDAG TransNet State Route 76 Corridor

1 As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

October 22, 2010

Debra Soifer, Chief Environmental Analyst-Branch A
c/o CALTRANS
4050Taylor St. MS242
San Diego, Ca. 92110
Re: Review of the DEIR for the East Section of SR76

Dear Debra,
Upon review of the DEIR, I would prefer the Southern Alignment Alternative because it provides the following:

1 Pala Rd becomes a primary frontage road and serves better emergency use
There would be no "right turns in or out"
There would be no U- turns required for entry or existing from Fallbrook
The Southern route provides non-stop travel with expansion potential
Easy access to the proposed Count Park

Thank you in advance for your consideration of my selection.

Sincerely,
Christine P Taft
Christine Taft
2118 Vista Valle Verde
Fallbrook, CA 92028

Four copies of this letter were submitted and are included in the project file. Specific response to one of those letters is included below.

1 For the Southern Alternative, the existing SR-76 roadway would be relinquished to the County of San Diego in good repair and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3—Southern Alignment Alternative.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Future access points and/or multimodal connections between State and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region. Please contact the County of San Diego about your specific concerns.

Page 1 of 1

Debra Soifer, Chief Environmental Analyst - Branch A
C/O CALTRANS
4O5O /TAYLOR ST. MS 242
San Diego, DA 92110

RE: DEIR for the East Section of SR76 October 25, 2010

Dear Debra:

Why should our little town of FALLBROOK need to SUFFER with possible months or years of PAIN and INCONVENIENCE and take away our little local road when clearly it is the WRONG DECISION.

1 Not an many people are affected if you pick the SOUTHERN ROUTE and we would get to keep our PALA ROAD and have a much SAFER TOWN.

Hope you listen to the voices of the PEOPLE and make the CORRECT DECISION.

Sincerely,

Betty Rogstad
2174 Green Hills Place
Fallbrook, CA 92028

1 Project construction is expected to be completed by the year 2015. Construction activities would be staged to minimize disruptions to existing traffic and to provide a safe working area for construction activities. For each phase of construction, Caltrans would develop a Transportation Management Plan (TMP) that would detail the steps taken to minimize construction related disruptions, such as the planning of detours, staging of work, use of night work, etc. Also, community outreach programs would be developed so information about the construction can be widely and quickly shared. During construction, the number of lanes would not be reduced, but when there is a need for full or partial closure, these closures would be done with sensitivity to traffic. Please refer to Chapter 3, Section 3.10.4, “Construction Related Measures” for further discussion on traffic handling during construction.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

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Wwjdruckman@aol.com
11/02/2010 04:38 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject Re: endorsement of the Southern Alignment Alternative Route

Dear Ms. Soifer,
I live in a Senior Community approximately two blocks from the corner of 76 and old 395. My husband and I use highway 76 to get to our Drs., Dentist, grocery store, and, in the last big fire, it was our only safe route out. Please don't short change us with an unsafe, ineffective four lane solution to traffic. Please consider that the county has also allowed companies like Granite company to develop in East
1 county and use 76, which when widened they have admitted that they will be sending 200 trucks a day out that road. Please consider that fact, and the fact that traffic has increased over the last four years to bumper to bumper driving and that making the proposed northern route a 4 lane freeway is an obsolete project even before you start. Please do not put the safety of the community second to the claimed rights of Vessels ranch. If vessels ranch was made up of less influential individuals, you would not have given them special treatment over the safety and convenience needs of the whole community. Please change your short-sighted plans and adjust to the Southern Alignment Alternative Route, knowing in your heart that this route that could handle 6 lanes is the safer and better choice for future growth. **Be future wise, not stubbornly short-sighted!**
Thank you, Sandra and Russ Ruckman, and Evelyn Ruckman

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

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Ken Rose
<kenrose@nc-sys.com>
11/02/2010 04:29 PM
Please respond to
rose@acm.org

To debra_soifer@dot.ca.gov
cc
bcc
Subject Highwat 76 East

Hello,

1 I'm writing to oppose the Northern alignment alternative for the Highway 76 East expansion.

My primary concern is for emergency access and particularly for emergency evacuation. The serious reduction in the number of left-turn opportunities will cause an increase in emergency vehicle response times to most areas along the route. The EIR claims that average speeds along
2 the current route are a quite slow 35MPH, and asserts that by speeding traffic up to 55, the proposed alignment would maintain response times. In practice, it's quite unusual for traffic to be that slow, though it does occur at times. Usually, however, speeds in excess of 50MPG are entirely possible. If this higher speed is used in the response time calculations, emergency response times will be seen to be degraded seriously, unless more left-turn opportunities are added.

The critical problem of emergency evacuation has also been ignored in the route planning. In the event of a fire coming from the west, say from Camp Pendleton, many residents will be forced to first evacuate toward the fire before turning around and making their escape. This is a foolish design.

The claim in the EIR that Vessels Ranch is a "focal point of the
3 community" is absurd. Whatever its economic value, from a practical point, few would notice if the ranch were replaced by a lake. There are armed guards on patrol to keep people off the premises, and it generally acts as only a large empty space.

If there are sound reasons to avoid a route south of the river, then I'd
4 urge an alignment that retains the present Hwy. 76 as a frontage road.

I also urge that whatever the alignment is, that it be designed and graded for a future expansion to six lanes, as is being done farther west. There is no reason to count on two full lanes of traffic necessarily going into downtown Fallbrook.

Sincerely,

- Ken Rose

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

2 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

3 Vessels Stallion Farm represents the rural, mostly open space character of the community. The text has been revised and the statement, "serves as a focal point of the area", has been removed from the document.

4 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

DATE: 10-25-2010

JAMES E. BURKE
4650 Dulin Road
Space #48
Fallbrook, CA 92028

Ms. Debra Soifer
California Department of Transportation
4050 Taylor Street, MS 242
San Diego, CA 92110

Dear Ms. Soifer,

1 I am writing to you about the proposed expansion of the Eastern Third of Highway 76 between South Mission Road and the Interstate 15 Freeway. My home is in Rancho Monserate Country Club mobile home park. We are a Senior Citizen community of 232 homes. West Dulin Road runs through the center of our park. The Northern Alternative Route would cause Dulin Road to be open to SLRRP traffic. This would cut our community in half, effectively destroying it. This is why I favor the Southern Route.

Thank you for your consideration and cooperation.

James E. Burke

James E. Burke

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Future access points and/or multimodal connections between state and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region. Additionally, Dulin Road is under the jurisdiction of the County of San Diego.

phyzdalz@aol.com
11/02/2010 09:19 AM

To debra_soifer@dot.ca.gov
cc
bcc
Subject SR76 East Section

November 2, 2010

Ms Debra Soifer
Environmental Analysis Branch A
California Department of Transportation, District 11
4050 Taylor St. MS 242
San Diego, CA 92110

RE: SR76 East Section

Dear Ms Soifer,

We have reviewed the DEIR/DEIS for the third phase (East section) of the SR76 improvement project and have concerns with the safety of the Existing Alignment Alternative. For example, the ingress and egress on SR76 would be extremely dangerous. We live on Via Monserate at Ramona Drive. In order to go East on SR76, we make that turn off Via Monserate. It is already
1 difficult and if there are four lanes of traffic probably going 65 miles an hour, we would have to cross two lanes and merge into the fast traffic. From SR76, going East, we currently make the left hand turn onto Ramona to reach our home. We will no longer be able to do that and will have to go to Via Monserate. Again, this means crossing two lanes of very fast traffic. We are very limited by any alternate route to go to and from our home and there are many other people living in our neighborhood who face the same problem.

It seems that choosing the Southern Alignment Alternative would better serve the residents of Fallbrook. We would be able to keep the existing road as a local frontage road. This would also assist in allowing emergency vehicles, i.e., fire equipment, EMS, etc., to have the ability to
2 travel without hindrances. During the evacuation of 2007, traffic was at a stand-still. Is this a safe evacuation route?

There are other issues, such as noise, but safety is our main concern. We highly recommend the Southern Alignment Alternative.

Sincerely,
John L Ortiz
Phyllis M Audiss

Cc: Cindy Mckim, Director

1 Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

2 During an evacuation/disaster situation, Caltrans would assist and coordinate with responding agencies, as needed. As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Bill Horn, Supervisor 5th District
Kevin Jeffries, Assemblyman, 66th District
Darrell Issa, Congressman, 49th District

Charles and Janis Reynolds
3611 Logwood Place
Fallbrook, CA 92028

email: cjrey@roadrunner.com **telephone: (760) 731-3965**
Date: October 29, 2010

Ms Debra Soifer
California Department of Transportation, District 11
4050 Taylor St. MS 242
San Diego, CA 92110

Regarding: Comments on State Route 76, South Mission Road to Interstate 15 DEIR

Ms. Soifer,
I truly appreciate the opportunity to provide comments regarding the development of Highway 76 from South Mission to Highway 15. The choice that you make between the two alternatives may severely impact my family as well as the residents of Fallbrook.
Based on a review of the 76 Draft Environmental Impact Report and as a result of comments from Bill Metcalf, Fire Chief of the North County Fire Protection district, contained in the Village News on October 28 I see serious life threatening flaws in the proposed Existing Alignment Alternative. These flaws relate to emergency response and the ability for the residents of Fallbrook to safely and effectively evacuate from Fallbrook in the event of a catastrophic incident such as the Rice Canyon Fire in 2007. I support Chief Metcalf's method of supplying the pros and cons of the two alternative routes, however, based possibly on the limited amount of space in the newspaper, the pros and cons were not weighted with regards to safety or the actual impact to our citizens. I am a retired Division Chief from the City of Huntington Beach with 33 years of experience so I do have a background in evaluating fire
1 and rescue emergency response, thus my concern for these safety issues.
Both Chief Metcalf and the DEIR (Page 3-76) indicate that using the Existing Alignment Alternative would possibly add one minute to the Emergency Response times to certain streets and the citizens that reside there. What is not further explained however is that one minute of increased response time can be the difference between a life saved and one that is lost or a fire that can be controlled by the first arriving engine or one that requires many additional engines or can spread to other residences as well! Since response times are so critical, all fire departments contain response time standards that include the ability to respond to areas within a predetermined time. If these standards are not met, review is conducted to determine how to meet the standards. For these reasons one minute added to an emergency response is unacceptable, especially to those citizens that are affected. In addition, The DEIR and Chief Metcalf do not discuss the slow, difficult, and dangerous process for a rescue unit or fire engine to make a U-turn at a non-signalized intersection with anticipated road speeds of 55 mph. These apparatus would most often be required to stop, wait for approaching cars to see them or hear their sirens and make the correct maneuvers, which in vehicles traveling at 55 mph will take some time and most likely will add to the already one minute delay that has already been identified, making the delay that much more critical. In addition, the personnel on the fire Engine, as well as the vehicles approaching them at a high rate of speed would be put in significant danger. **The Southern Alignment Alternative does not have these built in issues, would reduce the amount of traffic on the**

1 According to the National Fire Protection Association (NFPA), total response time for fire suppression operations, emergency medical operations, and special operations includes alarm (call) handling time, turnout time, travel time, and initiate action/intervention time. Travel time is the only variable that Caltrans can partly control or affect, and thus, is the only component within response time that was studied. All other factors are unaffected by the roadway design choice.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

1 Cont. **existing highway 76 and would improve the response times to all of the citizens that are served bordering Highway 76.**

My second area of concern regarding the Existing Alignment Alternative is the ability to safely evacuate the area. One of the DEIR objectives, as identified under Purpose and Needs, Page S2, states "Improve safety conditions for motorists and the general public along the corridor". The ability for the Fallbrook Community to quickly and safely evacuate the area must be a major consideration in the development of a transportation corridor. The citizens of Fallbrook were required to completely evacuate our city three years ago during the Rice Canyon Fire. In addition, a major fire was burning in the San Luis River basin, a fact that must be noted because multiple fires do occur and evacuation routes must be maintained for all potentials.

2 The DEIR Page 2.5 indicates that under the Existing Alignment Alternative, only three roads, Mission, Gird and Highway 395 will have signals and will allow turns in any direction, including U turns. Three other streets, Sweetgrass Lane, Via Monserate, and Sage Road, would provide left turn channelization and open mediums to allow left hand turns. However, all other roads, which are not designated, would include only right turn in and right turn out onto Highway 76. From an evacuation perspective, this is dangerous and would create an impossible evacuation plan. Traffic flow in an Emergency evacuation must be as seamless as possible with vehicles able to evacuate in the most efficient way possible. To have these vehicles forced to do a right turn in, right turn out and then a U turn on Highway 76 to evacuate in a different direction would be a bottleneck that would shut down traffic. **The Southern Alignment Alternative would not require these concessions and would in fact improve the evacuation capabilities. The addition of four additional lanes heading East and West as well as maintaining the existing Highway 76, greatly improves evacuation capacity over the Existing Alignment Alternative.**

3 The DEIR appears to be a flawed document with strong inconsistent bias towards the approval of development of the Existing Alignment Alternative. Its bias tends to focus on the impact to the Vessels Stallion Ranch and its environmental impacts and away from the 4000 citizens that have signed petitions, met with Fall Brook Planning Groups, and the number of residential communities that have identified opposition to the Existing route and support of the Southern route. We have only one opportunity to do this right and now is the time. I am aware of the number of Fallbrook citizens that are adamantly opposed to the existing route, how many Fallbrook Citizens are in favor of the existing route. There is a reason, please hear us! Build this transportation corridor with the safety concerns that if not addressed will potentially result in the loss of life by slowing response times as well as reducing the ability to evacuate the area.

PLEASE BUILD IT RIGHT THE FIRST TIME.

Sincerely,

Charles L. Reynolds
760-731-3965

Cc: Supervisor Bill Horn
Congressman Darrell Issa
Assemblyman Kevin Jeffries
Fire Chief Bill Metcalf

2 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed, to execute the emergency operations plan and mitigation activities.

The number and proximity, within and adjacent to the project limits, of signalized intersections would affect the flow characteristics of the roadway alternatives. Each roadway alternative has a total of six signalized intersections within the project limits, as shown in Tables 3.10-8 and 3.10-9. The Southern Alternative would have the frontage road to use during an emergency situation, but vehicles would need to access the SR-76 through either of the two signalized intersections that would connect the frontage road to the proposed roadway.

3 In accordance with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and Federal Highway Administration project development regulations regarding alternatives analysis, the two build alternatives, Existing and Southern were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs.

Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

October 29, 2010

Ms. Debby Soifer, Acting Chief
Environmental Analysis, Branch A
California Department of Transportation, District 11
4050 Taylor Street, MS 242
San Diego, CA 92110

Dear Ms. Soifer:

I am writing to comment on the SR-76 DEIR/EIS. My greatest concern is that the final segment of SR-76 is being designed, bought, and built for four lanes when the two prior segments of the highway were bought and built for six lanes.

1 The decision to build only four lanes was based on faulty traffic data which in no way corresponds to the reality today and is even further misguided when looking ahead to 2030 or 2040. When you take into consideration the huge amount of development occurring east of Fallbrook all along SR-76 and both north and south of Fallbrook along the I-15, it makes no sense at all to build a small highway that will have to be expanded the very minute it is finished.

Also, in comparing costs between the Existing Route and the Southern Alignment, you are comparing apples and oranges. The Existing Route is four lanes – period. The Southern Alignment provides four NEW lanes, PLUS the current two. So you need to compare a SIX-lane Existing Alignment with the Southern Alignment. Then you would have an honest comparison.

Sincerely,

Anne Burdick

Anne Burdick
1061 Ridge Heights Drive
Fallbrook, CA 92028

1 In 2007, Caltrans began traffic technical studies for the SR 76 east segment from South Mission to I-15. Those studies were based on SANDAG's Series 10 projected year 2030 traffic volumes and land use. During the course of the project development process, SANDAG released both the Series 11 modeling, with year 2030 forecasts, and more recently released the Series 12 modeling, including year 2035 and year 2050 forecasts. The table and chart added to Section 3.10 of the FEIR shows that the Series 10 (2030) future traffic volumes used for the current project's traffic studies fall in-between the Series 12 year 2035 and year 2050 traffic volumes.

A four-lane conventional highway is typically warranted when traffic volumes on the roadway are between 20,000-60,000 ADT. The traffic data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs. Upon review of these different data sets, the project team determined that the initial 2030 traffic volumes that were used for the basis of the traffic studies were indicative of year 2035-2040 volumes of the latest Series 12 forecasts. Updating the project's Series 10 traffic studies to the most recent Series 12 traffic volumes would not substantially alter the resulting volumes used for determination of the roadway width and other project features. Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Kerwin <kerwin@mac.com>
11/01/2010 03:31 PM

To "debra_soifer@dot.ca.gov" <debra_soifer@dot.ca.gov>
cc
bcc
Subject SR76 Southern Alignment endorsement

Ms. Soifer,

Thanks for taking the time to read my opinion on the Northern-versus-Southern Alignment decision re: SR76.

As a California resident who frequents the Fallbrook area, I am strongly opposed to widening the Existing Alignment.

1 Because the Southern Alternative would be expandable in the future, and the Northern route would not, it is highly illogical to spend our tax dollars widening the existing route. Even Bill Horn, who has made questionable promises about not building the Southern Alignment in order to further his personal park project, has admitted that his favored route (the Northern Alignment) would be obsolete before it is even completed!

2 The safety risks are the other major factor, in my opinion. I had to participate in the fire evacuations of fall 2007. Putting a median in the middle of the existing 76, preventing left turns into and out of neighborhoods like Sycamore Ranch, is an unacceptable fire evacuation hazard which will most likely not overcome the series of coordinated legal challenges that the citizens are preparing to mount, should it pass.

3 In addition, the reasons given in the DEIR favoring the Northern Alignment are, as you probably know, highly flawed. The higher cost estimate is based solely on the erroneous assumption that the Southern route would require purchasing the entire Vessels ranch, which is demonstrably false. In truth, there would be little difference in the hard costs between the two routes.

4 However, it will likely cost CalTrans far more money and years of court challenges to expand the existing alignment. I feel it was particularly deceptive for the DEIR not to take this into consideration, thus giving North County residents an unrealistically low estimate of the costs associated with the Northern route. Indeed, even if the decision is made to expand the Northern route, it is highly unlikely that such a project would ever be completed given the enormous legal hurdles that CalTrans would have to overcome.

Please, for the sake of sanity, build the highway to the South. No one loses; we all benefit. Human lives and safety are simple not worth sacrificing for a park.

James Kerwin
Los Angeles/Fallbrook resident
kerwin@mac.com
323-464-3321

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

2 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

3 Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

4 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

"Kay & Arnie Willcuts"
<kawillcuts@roadrunner.com
>
11/02/2010 02:59 PM

To <debra_soifer@dot.ca.gov>
cc <kawillcuts@roadrunner.com>
bcc
Subject Highway 76 Expansion Plan

Ms. Debra Soifer Nov. 1, 2010
California Department of Transportation, District 11
4050 Taylor St. Mailstop 242
San Diego, CA 92112

Ms. Soifer,

This is our response to the 76 Draft Enviromental Impact Report currently out for public review for SR76 from Mission to I-15.

1 Currently 76 is operating at a level of service F with greater than 21000 ADT, and has reported 33 accidents including 3 fatalities on the east section between Jan 2009 and June 2009. Fixing 76 is a 20 year old project that needs to be finished with a highway design that is not obsolete 12-15 years after completion! Caltrans own traffic studies state that the ADT will more than double by 2030! Independent traffic studies are projecting higher number of ADT indicating a 4 lane highway will be obsolete by 2030 and will have to be widened to 6 lanes. Widening the existing alignment to 6 lanes would violate Historical Cultural sites, invade riparian habitat and encroach further into the San Luis Rey River bed while a southern alignment is not encumbered with these enviromental issues. The DEIR Enviromental summary clearly states there are fewer enviromental issues with a southern route.

2 The DEIR engineering drawings clearly show the existing Alignment has 50% more floodplain encroachment than the southern alignment. Considering the southern alignment has less floodplain encroachment and fewer other cultural and habitat enviromental issues it is clearly a far better alignment than the existing alignment. The costs for the southern alignment are grossly overstated as only 5% of the 2000 acres (Vessel's Ranch) are required for the right of way and that leaves 95% or 1900 acres of land, mostly in the floodplain, that can be sold for agriculural purposes.

Fix 76 and keep Pala a local road!!!

Sincerely,
Arnie & Kay Willcuts
4650 Dulin Road
Spc. 108
Fallbrook, CA 92028
760-645-3880
Kay & Arnie Willcuts
kawillcuts@roadrunner.com

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

2 The Existing Alignment Alternative would have less floodplain encroachment (3.13) than the Southern Alignment Alternative, would avoid all known cultural resources, and would utilize mitigation measures described in Section 3.12-4 of the Final EIR/EIS to address buried artifacts uncovered during construction. Although the Existing Alignment Alternative would result in greater amounts of impacts to biological resources, these impacts would be mitigated with mitigation measures described in Section 3.20 through 3.25.

Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

Victoria Doherty
<vdoherty56@yahoo.com>
11/01/2010 02:34 PM

To Debra.Soifer@dot.ca.gov
cc
bcc
Subject Deri release for the East Section, SR76

Dear Debra:

1 My vote is for the Southern Alignment Alternative. A new southern roadway will improve the community's emergency evacuation capability by adding two lanes in each direction and enhance the emergency capabilities for evacuation on the existing SR76 (Pala Road)

Sincerely,

Victoria L. Doherty

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

"Norman Leraas" <normanleraas@roadrunner.com>
11/01/2010 04:23 PM

To <debra_soifer@dot.ca.gov>
cc
bcc
Subject Southern Route Alternative

Debra this is my reason why you should consider the Southern Route Alternative over the Existing Route Alternative.

Personal information: Norman Leraas
3939 Flowerwood Lane
Fallbrook, CA 92028
Tel: 760-451-9668

I would like my comments included in the public record for this project.

1 I am asking you to strongly consider the Southern Alternative Route over the Existing Alternative Route. My main reason is that the Southern Alternative would allow the existing 2-lane road to remain as is for local traffic and give us a new four lane road for through traffic. This could easily be expanced to six lanes in the future should it be needed. I understand that the existing 2-lane road could not be expanded to six lanes because of restricted conditions that would not allow it. It seems obvious to me that we will need to expand to at least 6-lanes in the near future. What do we do then? The intelligent plan would be to take the route that would allow for expansion when it is needed and that is the Southern Route Alternative.

Thank you for your time and consideration.

Respectfully,

Norman Leraas

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

Monty Voigt
<cad4775@sbcglobal.net>
11/01/2010 03:47 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject 76 comments on NCFPD article

DuMonte & Joan Voigt
3688 Lancewood Way
Fallbrook, CA 92028

email: cad4775@sbcglobal.net
telephone: (760) 731-2820

Ms Debra Soifer
Date: October 31, 2010
California Department of Transportation, District 11
4050 Taylor St. MS 242
San Diego, CA 92110

Ms. Soifer,

The October 28 Fallbrook Village News published an interview with North County Fire Protection District Chief Bill Metcalf who addressed District concerns with both the Caltrans Existing and Southern alignment alternatives for improving the 76 transportation corridor. This is my response to that article and suggestions to improve safety and access concerns NCFPD discussed in that article.

Existing Alignment Alternative;

1 NCFPD states limited access roads (right turns in, right turns out) would experience some increase in response time. Any increase in response time is unacceptable for residents FORCED to use CALTRANS EXISTING ALIGNMENT alternative when seconds can make a difference between life and death. I cannot believe NCFPD would place lesser value on life in areas where they .don't get calls very often.. The obvious answer is to retain Pala (existing 76) as a Local Road make ALL the residents safer!

1 As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

Southern Alignment Alternative;

Chief Metcalf is correct when he says the Southern Alignment has NO secondary access between Sage Road and Sweetgrass Road and would trap motorists should an accident occur on that road segment. Doesn't that condition exist today on our freeways? Of course it does, I believe what the
2 Chief is saying is that there is a need to have a .full service intersection. somewhere along the 4.6 miles to temporarily divert traffic should the Highway be closed. I suggest Caltrans include a full service intersection accessing Lilac road such as the planned extension of Dulin Road that could also serve residents south of the river. Further, emergency (only) interrupts in the median barrier should be provided in the Southern Alignment.

In summary, the Southern Alignment keeps Pala as a local road thereby reducing response times for all residents immediately North of the present
3 76. Why would the response time decrease? Because the Average Daily Trips will be reduced between 50-60 percent on OLD Highway76 with the Southern Alignment.

Sincerely;

Monte Voigt

Monte Voigt

2 Future access points and/or multimodal connections between State and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region. Please contact the County of San Diego about your specific concerns regarding the Dulin Road extension.

3 A discussion related to emergency travel time has been included in Section 3.9 of the Final EIR/EIS. While short-term effects to emergency access would occur along SR-76 during construction, emergency vehicles would maintain access on detour routes. Operationally, response times would be less than existing conditions.

To: Ms Debbie Soifer
Subject:State Route 76 East

It is hard to believe that anyone working for the good of the affected citizens could approve the
1 Existing Route Alternative instead of the Southern Route Alternative.
Does $93M,most of which could be recouped by sale of the Vessel Ranch property,mean that much?
What about increased safety risks and inability to handle increased traffic?
The DEIR is misleading. I urge you to see to it that it is corrected so that the better alternative is selected.

Sincerely yours,

Jim Meyer
3876 Flowerwood Ln.
Fallbrook,Ca. 92028

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

76 Action
5256 Mission Road, Suite 703
Bonsall, CA 92003

October 19, 2010

Ms. Debbie Soifer
Acting Chief of Environmental Analysis, Caltrans
4050 Taylor Street, MS 242
San Diego, CA 92110

Dear Ms. Soifer:

Enclosed is a copy of the "Open Letter" published in the North County Times Thursday, October 14, 2010 regarding the SR76 expansion.

A copy of the article as well as this letter is being mailed to the following persons:

1

Ms. Cindy McKim	Ms. Ann Fox
The Honorable Darrell Issa	Mr. Charles Stoll
The Honorable Dennis Hollingsworth	Mr. James Earp
The Honorable Kevin Jeffries	Mr. John Chalker
Mr. Bill Horn	Mr. Joseph Tavaglione

We ask that you, and the respective recipients, review the article and inform the Action 76 Committee of your position.

Thank you.

Very truly yours,

76 Action

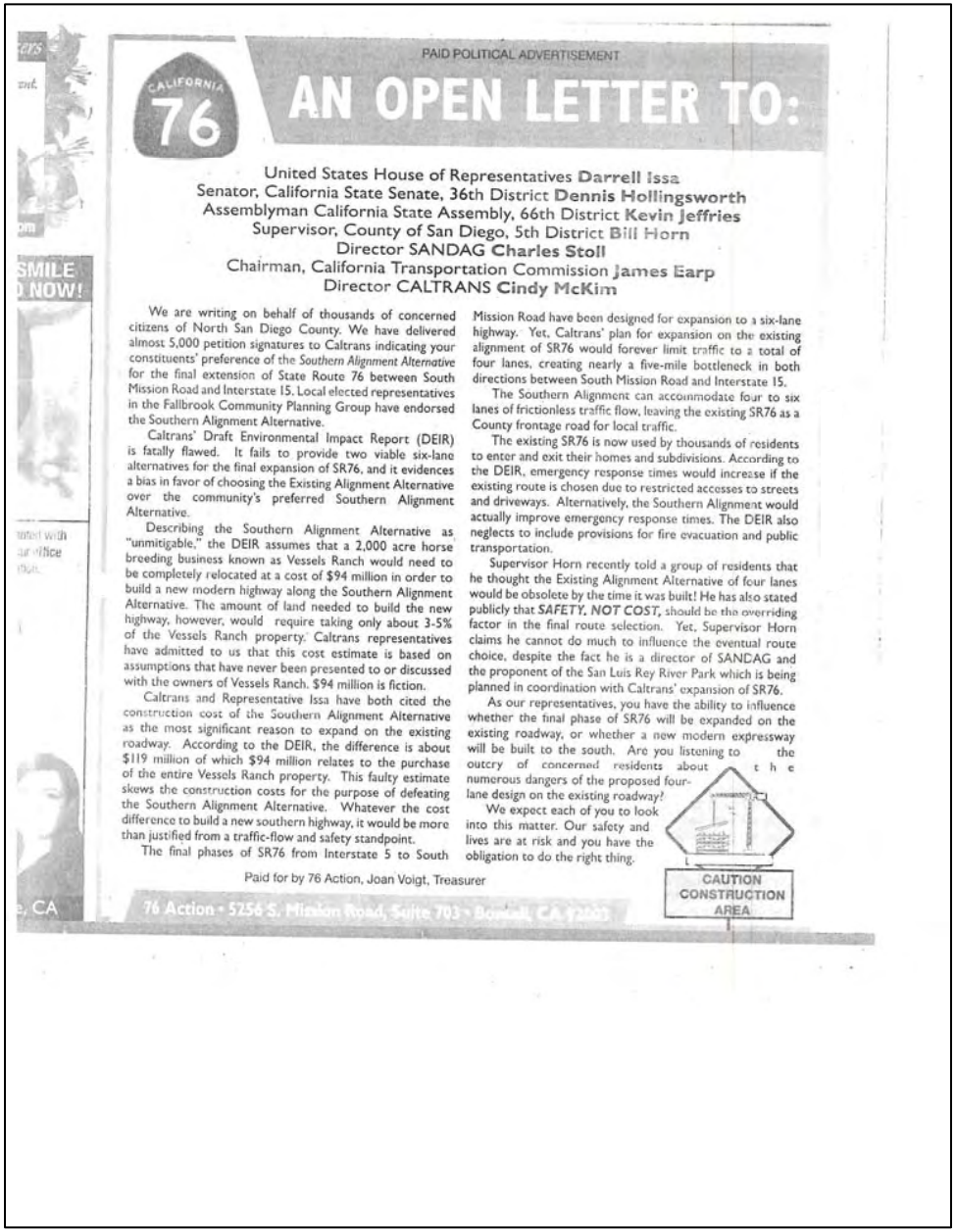
enc.

1 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. We have received and read your letter. Our responses to the issues raised in the letter are included below.

Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with state and federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left-turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out-of-direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes, along with turn pockets, would be further studied and incorporated, whenever practical, during final design.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall County response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.



PAID POLITICAL ADVERTISEMENT

CALIFORNIA 76

AN OPEN LETTER TO:

United States House of Representatives **Darrell Issa**
Senator, California State Senate, 36th District **Dennis Hollingsworth**
Assemblyman California State Assembly, 66th District **Kevin Jeffries**
Supervisor, County of San Diego, 5th District **Bill Horn**
Director SANDAG **Charles Stoll**
Chairman, California Transportation Commission **James Earp**
Director CALTRANS **Cindy McKim**

We are writing on behalf of thousands of concerned citizens of North San Diego County. We have delivered almost 5,000 petition signatures to Caltrans indicating your constituents' preference of the *Southern Alignment Alternative* for the final extension of State Route 76 between South Mission Road and Interstate 15. Local elected representatives in the Fallbrook Community Planning Group have endorsed the Southern Alignment Alternative.

Caltrans' Draft Environmental Impact Report (DEIR) is fatally flawed. It fails to provide two viable six-lane alternatives for the final expansion of SR76, and it evidences a bias in favor of choosing the Existing Alignment Alternative over the community's preferred Southern Alignment Alternative.

Describing the Southern Alignment Alternative as "unmitigable," the DEIR assumes that a 2,000 acre horse breeding business known as Vessels Ranch would need to be completely relocated at a cost of $94 million in order to build a new modern highway along the Southern Alignment Alternative. The amount of land needed to build the new highway, however, would require taking only about 3-5% of the Vessels Ranch property. Caltrans representatives have admitted to us that this cost estimate is based on assumptions that have never been presented to or discussed with the owners of Vessels Ranch. $94 million is fiction.

Caltrans and Representative Issa have both cited the construction cost of the Southern Alignment Alternative as the most significant reason to expand on the existing roadway. According to the DEIR, the difference is about $119 million of which $94 million relates to the purchase of the entire Vessels Ranch property. This faulty estimate skews the construction costs for the purpose of defeating the Southern Alignment Alternative. Whatever the cost difference to build a new southern highway, it would be more than justified from a traffic-flow and safety standpoint.

The final phases of SR76 from Interstate 5 to South Mission Road have been designed for expansion to a six-lane highway. Yet, Caltrans' plan for expansion on the existing alignment of SR76 would forever limit traffic to a total of four lanes, creating nearly a five-mile bottleneck in both directions between South Mission Road and Interstate 15.

The Southern Alignment can accommodate four to six lanes of frictionless traffic flow, leaving the existing SR76 as a County frontage road for local traffic.

The existing SR76 is now used by thousands of residents to enter and exit their homes and subdivisions. According to the DEIR, emergency response times would increase if the existing route is chosen due to restricted accesses to streets and driveways. Alternatively, the Southern Alignment would actually improve emergency response times. The DEIR also neglects to include provisions for fire evacuation and public transportation.

Supervisor Horn recently told a group of residents that he thought the Existing Alignment Alternative of four lanes would be obsolete by the time it was built! He has also stated publicly that ***SAFETY, NOT COST,*** should be the overriding factor in the final route selection. Yet, Supervisor Horn claims he cannot do much to influence the eventual route choice, despite the fact he is a director of SANDAG and the proponent of the San Luis Rey River Park which is being planned in coordination with Caltrans' expansion of SR76.

As our representatives, you have the ability to influence whether the final phase of SR76 will be expanded on the existing roadway, or whether a new modern expressway will be built to the south. Are you listening to the outcry of concerned residents about the numerous dangers of the proposed four-lane design on the existing roadway?

We expect each of you to look into this matter. Our safety and lives are at risk and you have the obligation to do the right thing.

CAUTION CONSTRUCTION AREA

Paid for by 76 Action, Joan Voigt, Treasurer

76 Action • 5756 S. Mission Road, Suite 703 • Bonsall, CA 92003

In 2007, Caltrans began traffic technical studies for the SR-76 east segment from South Mission to I-15. Those studies were based on SANDAG's Series 10 projected year 2030 traffic volumes and land use. During the course of the project development process, SANDAG released both the Series 11 modeling, with year 2030 forecasts, and the Series 12 modeling, including year 2035 and year 2050 forecasts. The table and chart added to Section 3.10 of the Final EIR shows that the Series 10 (2030) future traffic volumes used for the current project's traffic studies fall in-between the Series 12 year 2035 and year 2050 traffic volumes.

A four-lane conventional highway is typically warranted when traffic volumes on the roadway are between 20,000 and 60,000 ADT. The traffic data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs. Upon review of these different data sets, the project team determined that the initial 2030 traffic volumes that were used for the basis of the traffic studies were indicative of year 2035–2040 volumes of the latest Series 12 forecasts. Updating the project's Series 10 traffic studies to the most recent Series 12 traffic volumes would not substantially alter the resulting volumes used for determination of the roadway width and other project features. Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

For the Southern Alignment Alternative, the existing SR-76 roadway would be relinquished to the County, and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3 – Southern Alignment Alternative.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for

emergency vehicles between the median openings for the proposed intersections.

Traffic modeling indicated that the Southern Alignment Alternative would have a lower ADT when compared to the Existing Alignment Alternative (Preferred Alternative), since local traffic would use the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity of signalized intersections within and adjacent to the project limits would affect the flow characteristics of the roadway alternatives. Each roadway alternative has six signalized intersections within the project limits. (See Tables 3.10-11 and 3.10-13 for a detailed listing of intersections.)

10-23-10

Debra Soifer
Calif Dept. Transportation

Dear Ms Soifer
I have strong reasons for choosing the 76 Southern Route.
Other than the obvious traffic dangers to the Northern Route and the inability to widen it to 6 lanes to equal the 76 lanes already built, I plead for the Southern Route because it would include an easy access road off 76 to the planned S.L.R. Park. With the North Route they may use our tiny Dulin Rd.
1 This would cut our beautiful R.M. Mobile Home Park in half! 207 of our homes are across Dulin Rd. from all our amenities, we use golf carts to cross it. Imagine the traffic to the SLR Park!
Also a frontage road would be a very nice advantage for locals.
Please encourage use of the Southern Route.

Thank you,
Beverly Courtemanche
James Courtemanche
4650 #12 Dulin Rd.
Fallbrook, CA 92028

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

Future access points and/or multimodal connections between state and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region. Additionally, Dulin Road is under the jurisdiction of the County of San Diego.

For the Southern Alternative, the existing SR-76 roadway would be relinquished to the County of San Diego in good repair and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3—Southern Alignment Alternative.

To Caltrans,

1 I am concerned about the proposed widening of route 76 between Olive Hill and Highway 15 . The northern route proposal will invite more accidents with the egress and exits from the present alignment. The necessary cutting into the existing slopes will cause mudslides in times of heavy rain and in normal times will cause an ugly vista. For the price of
2 two bridges the southern route will provide a better and speedier route and two extra lanes of road which would defer future necessity of widening of the highway.

Elizabeth Gilby

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

During the project's development a geotechnical investigation was conducted that identified the conditions that may result in mudslides. The results of the investigation were used to design both build alternatives in a manner that would prevent mudslides from occurring. Best management Practices would be incorporated to stabilize slopes during construction and after construction was completed. See Section 3.15-4.

2 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

Victor J. Dervin
3974 Flowerwood Lane
Fallbrook, CA 92028

October 26, 2010

Ms. Debbie Soifer
California Department of Transportation
4050 Taylor Street, MS 242
San Diego, CA 92110

Mr. Mark Phelan
SR76 Project Manager
California Department of Transportation
4050 Taylor Street
San Diego, CA 92110

Re: DEIR, East Section of SR 76, South Mission to Interstate 15.

Please provide answers to the following questions. They have not been addressed directly in the DEIR nor were answers provided at the September 23rd public meeting at the Bonsall Community Center.

1 Why hasn't the safety issue been addressed? The Southern Alignment Alternative is significantly safer on a daily basis as well as in the event of a catastrophic event such as a wildfire or an earthquake. At the public meeting the Caltrans responses indicated a total lack of concern, and even when the problem was acknowledged, stated there was a bottleneck at each end of the Southern Alignment Alternative where it intersected with existing or newly revised roads. These bottlenecks are design challenges, not justification for the Existing Alignment Alternative.

2 Why are the cost estimates biased in favor of the Existing Alignment Alternative? Surely the assigned value of the Southern Alignment Alternative Right of Way acquisition of One Million Dollars per acre can't be right. The Existing Alignment Alternative Right of Way acquisition is in the estimate at one forth that cost at Two Hundred Fifty Thousand Dollars per acre. What has been stated is that the entire Vessels Ranch business and its two thousand acres will have to be relocated (less than 100 acres are required for the ROW) and that the remaining land, approximately 1900 acres has no value. Please explain and "That's what our Real Estate Group tells us." is not an explanation. It is interesting to note that SANDAG purchased 282 acres for the Melrose to S. Mission widening project - - - - Thirty Nine Hundred Dollars per acre.

3 For the Existing Alignment Alternative, how do you propose to handle both through and local traffic while you build a four lane road on top of an existing two lane road? Was this considered in the construction estimates? This serious problem is minimal for the Southern Alignment Alternative.

760-728-5305 1

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

2 Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative

(Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

3 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

Victor J. Dervin
3974 Flowerwood Lane
Fallbrook, CA 92028

3 Cont. How sure are you that a four lane highway is all that is required for this section of 76? You used six year old traffic data that does NOT address the significant development that is planned for the 76 and Interstate 15 intersection area. The middle and western sections can be expanded to six lanes. With the Southern Alignment Alternative you get the best of both worlds, an existing two lane road and a new four lane road. Have you considered that the cost per lane for the Existing Alignment Alternative is 48 million per lane and the cost per lane for the Southern Alignment Alternative plus the two existing lanes (six lanes total) is 52 million dollars. And this is based on what appear to be inflated costs for the Southern Alignment Alternative.

4 San Diego County Supervisor and SANDAG Director Bill Horn has close ties with the Vessels Family and worked with them in the purchase of land for the Horn sponsored San Louis Rey River Park, Has this relationship between Supervisor Horn and the owners of the property a portion of which is required for the Southern Alignment Alternative influenced the DEIR, specifically the value assigned to the Southern Alignment Alternative Right Of Way acquisition?

Thank you in advance for your response.

Victor J. Dervin

Victor J. Dervin

760-728-5305 2

4 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

October 24, 2010

Debra Soifer, Chief Environmental Analyst – Branch A
C/O CALTRANS
4050 Taylor St. MS 242
San Diego, CA 92110

Subject: East Section, SR76 – Keep Pala Road a Frontage Road and Select The Southern Alternative

Dear Ms. Debra Soifer,

I am counting on you to support us in the selection of the SR-76 East Corridor Project, South Mission Road to I-15 Southern Alignment Alternative (SAA). I presently live off the existing SR-76 at Ramona Drive. There's just too many private residences that need access to their homes, between South Mission Road and I-15 to utilize the Existing Alignment Alternative (EAA), namely Sweetgrass Lane, Ramona Drive, Calle del Vuelta, Via Moserate, Flowerwood Lane, and numerous mail boxes on existing SR-76 between Sweetgrass Lane and Gird Road. For all of us to get on and off the EAA just to go a minimum of less than 1 mile west or to ¾ of a mile in the other direction, east, to
1 go to Gird Road for a northern route off of SR-76 seems inconvenient and somewhat unsafe getting on to and off a major highway system. The residences also need access to shopping at River Village Shopping Center, Bonsall, which has medical, sheriff, banking, restaurant, convenience shops, etc. and some it creates mail delivery problems. I feel that utilizing the Southern Alignment Alternative (SAA) and allowing the existing SR-76 to be converted to a frontage road between Sweetgrass Lane and Sage Road, similar to what has been utilized for a portion of the SR-76 Middle Portion between North River Road and Via Montello, of this same Project. This Frontage Road portion would provide much more safe access to hundreds of residents than the smaller SR-76 Middle Portion provides. That would give access to the new SR-76 (SAA) at South Mission Road and at Sage Road.

Your consideration regarding our suggestion will greatly be appreciated.

Sincerely,

Dennis Flanagan

Dennis Flanagan
4444 Fallsbrae Road
Fallbrook, CA 92028

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Table 3.10-12 of the Final EIR/EIS shows the out-of-direction travel distance for local street access. The out-of-direction travel was designed to be less than 1 mile, with most distances being closer to 0.5 mile. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

October 20, 2010

Debra Soifer
Environmental Analysis A
Caltrans District 11
4050 Taylor St. MS242
San Diego, CA 92110

Dear Ms. Soifer,

1 I am a resident of Fallbrook with apprehension about the pending construction of the Eastern section of our local Hwy. 76. I live just north of the current Hwy. 76 route and I am concerned about the noise, pollution, interruption of rural life and environmental impact that construction of an additional two lanes will cause if the northern option is pursued. This construction will undoubtedly cause much inconvenience, as well.

2 I feel the solution to our need for additional traffic lanes would be building on the proposed southern alternative. This area is actually San Luis Rey riverbed that is currently being used as farmland and I feel that highway construction there will not interrupt commuters' daily activities.

Correspondence from "Keep San Diego Moving" indicates that Caltrans has set the project goals to: (1) relieve existing and future traffic congestion, (2) improve motorist safety, and (3) protect and enhance the natural environment.

3 In response to the first goal, I suggest that inasmuch as the cost would be close to the same for two east- and two westbound lanes on the southern side of the river, as for one east- and one westbound lane on the northern side, it does not seem prudent to pursue the northern alternative. Also, I understand that Caltrans projects that the four lanes of traffic on our Hwy 76 will be obsolete in 2030. It seems an opportune time to consider a more long lasting project by constructing six lanes instead. Since the middle section of the project is six lanes, there will certainly be congestion at the merging points. I am also wondering if traffic from the new campus of Palomar College (@ Hwys 76 and 15), the new casino and the Rancho Viejo development, as well as other new developments are being considered as the alternatives are reviewed. It is clear that construction of the northern route will undoubtedly cause much more congestion and inconvenience, with delays and detours, than the southern alternative.

The second goal seems to be contrary to the planned construction because it will undoubtedly limit highway usage (including safety hazards and emergency vehicle access) for the highway in general, as well as several appendage roads along the route, due to concrete barrier construction.

While there seems to be focus on the environment with the third goal, it is clear the northern route will affect the floodplain, natural habitats, six cultural sites and 33 acres of wetlands while the southern alternative would only affect 15 acres of wetlands, no cultural sites and fewer acres of land overall.

I hope you will select the southern alternative as the preferred alignment for this project.

Very truly yours,

Carolyn Follis

Carolyn Follis
3184 Old Post Road
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, meets Caltrans design requirements, and is supported by the resource agencies. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

2 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

3 Project construction is expected to be completed by the year 2015. Construction activities would be staged to minimize disruptions to existing traffic and to provide a safe working area for construction activities. For each phase of construction, Caltrans would develop a Transportation Management Plan (TMP) that would detail the steps taken to minimize construction related disruptions, such as the planning of detours, staging of work, use of night work, etc. Also, community outreach programs would be developed so information about the construction can be widely and quickly shared. During construction, the number of lanes would not be reduced, but when there is a need for full or partial closure, these closures would be done with sensitivity to traffic. Please refer to Chapter 3, Section 3.10.4, "Construction Related Measures" for further discussion on traffic handling during construction.

The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Regarding Highway 76 Project

Oct. 26, 2010

Debra Soifer,

I've lived in Fallbrook for 55 years and know well the lifestyle and concerns of the Bonsall / Fallbrook area. Weighing the differing factors in the extension of Highway 76 from Bonsall to I-15, I favor the Southern Alignment alternative. Leaving 76 as the
1 country road it is would be more beneficial to our towns and those who live along that route - for daily travel, safety concerns, and in situations where emergency vehicles need easy access to side roads. The 76 corridor is important to local residents to access their homes and business and for esthetic reasons. It is lined with beautiful habitat and is in character with our rural community.

Sincerely,

Karen Ward
2557 Gum Tree Ln
Fallbrook, CA 92028

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

Table 3.10-12 of the Final EIR/EIS shows the out-of-direction travel distance for local street access. The out-of-direction travel was designed to be less than 1 mile, with most distances being closer to 0.5 mile. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

October 26, 2010

Debra Soifer
California Department of Transportation
4050 Taylor Street
MS 242
San Diego, CA 92110

Dear Ms. Soifer,

We are writing in support of the **Southern Route Alternative** regarding the **Expansion of SR76.** In reviewing the pros and cons and weighing the cost, ultimate and inevitable growth in the south and the issues of safety and accessibility, it would appear truthful evidence favors the Southern Route Alternative.

1 Anyone who travels frequently the five-mile stretch between South Mission Road and Interstate 15 freeway has already felt the impact of additional traffic over the last few years. Without the **Southern Route Alternative** it is feared a nightmare of traffic will for years plague that area.

Safety must be a prime concern as Supervisor Horn has said and final long-term goals of growth and greater use in the future should be reflected in the final decision.

It is therefore our hope that the **Southern Route Alternative** be adopted post haste, so that all decision-makers and elected officials can concentrate on improving the quality of life for years to come for all who cherish this beautiful place we call home.

Sincerely,
Gerald Baumgart
Gerald Baumgart
Elizabeth Baumgart
Elizabeth Baumgart

gbaumgart@roadrunner.com
760-723-1818

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Page 1 of 3

October 27, 2010

Debra Soifer
California Department Of Transportation
4050 Taylor Street
MS 242, San Diego, CA 92110

1 Here are Some Of The Reasons Why FCPG Concluded That The Southern Route Alternative Was The Most Viable Option Of The Two Alternative Routes Presented In The DEIR:

2 The proposed design Of The Existing Alignment Alternative presents Serious Safety Risks To Residents.

3 A six-lane right-of-way road design is necessary to handle projected increased traffic volumes on SR 76. The existing Alignment Alternative doesn't do this.

(next Page Continued)

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

2 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

3 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Page 2 of 3

The road design should match the expanded design of the initial and middle phases of SR76. The existing alignment alternative doesn't do this.

3 Cont. a roadway must be constructed which will not only handle increased traffic volume through 2030, but which is capable of being efficiently expanded to six lanes in the future. The Existing Alignment Alternative doesn't do this.

4 The projected additional cost of building the Southern Alignment Alternative will seem minuscule when compared to the cost of redesigning the final section of SR 76 in the future.

(Next Page Continued)

4 See Response #3 above.

Page 3 of 3

4 Cont. Caltrans' design of the Existing Route Alternative as a four-lane highway (with no ability to expand it to six lanes) is based on an outdated 1999 traffic study.

Sincerely Yours,

Joanne H. Hovden
Rancho Monserate
Homeowners Association
4650 Dulin Road #55
Fallbrook, California 92028

October 26, 2010

Dear Ms. Soifer,

I'm sure that by now you've heard from many residents who will be affected by the Hwy 76 East section construction. While there is still time, I want to give support for the Southern Route. Enclosed are letters to the Village News in Fallbrook which better express my concerns for safety and future growth. My desire has always been to move the trucks + commuters through without restrictiating local residents or compromising safety. 1

Has Cal Trans talked with the Vessels Family about the Southern Route? Surely an agreement could be reached that would benefit all. I suggest we call the Eastern section The Vessels Parkway.

Your decision will affect the lives of thousands. Now, do the right thing.

Respectfully
Anna M. Stephens

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

BONSALL VILLAGE NEWS THEVILLAGENEWS.COM 7-1-2010

NION

Let's go south with the final expansion of SR-76

I wonder if Caltrans really cares about the concerns voiced by our community members in connection with the final expansion of Highway 76 from South Mission Road to Interstate 15.

A northern route along the existing roadway elicits community fears over our traffic safety; fires that plague Fallbrook, and our ability to evacuate quickly; and the negative impact on our community character, access, cohesion, homes and our businesses.

I attended a meeting with Caltrans representatives who said the traffic study they did only projects out to the year 2020. The fact that the study will be obsolete in a few years didn't seem to concern Caltrans. Their attitude was to let the next group of bureaucrats deal with the problem.

In the meeting, Caltrans also gave the attendees their "SR-76 Selected Alternative Comparison Criteria." The route choice is determined by the following factors: traffic, biology, cultural resources, community impacts, floodplain, visual, noise, and project costs. When you look at the community and safety benefits, the choice should be obvious - Go south!

The existing (north) route can never be widened; the southern route can start as a four-lane road and may be expanded to six lanes as needed. The southern route may cost more now, but in the future when we need a wider road, the major infrastructure (bridges) will have already been built.

The draft EIR will be published soon, and a community meeting will be held. Please attend the meeting and express your concerns about Caltrans' route choice.

Susan Coulombe

Caltrans decision a fire trap for Fallbrook

Village News 5-27-10

Fallbrook needs our help. Caltrans and other agencies are ignoring our pleas and within a few days will make a decision that will cause permanent harm.

By choosing the northern route to complete the east-west connection between I-15 and I-5, Caltrans is proposing a potential death trap for residents.

SR76 is one of the few escape routes in the event of fire. If the northern route is chosen, in the event of fire, thousands will be trying to turn onto this high-speed highway into oncoming cars and trucks. In all probability, deaths will occur. Just two years ago, a massive firestorm caused evacuation of 40,000-plus people from our town. We had little time to evacuate; next time we may not be so lucky.

Even without fire, the northern proposal would create major difficulties for drivers. Trying to on the highway to go east or would be extremely difficult many situations, drivers woul be able to go east because center divider, and they coul turn left onto the highway fr their side streets. It would fo them to go miles out of their w creating more traffic on So Mission Road.

Please prevent this fr happening, since there is a perfe reasonable alternative.

The southern route avoids these problems. In the event fire, residents would be able to existing routes to and from th homes. Property prices would be negatively affected.

Money, power and influen should not trump safety of citizens.

Richard Rogst

Village News 7-8-2010

Proposed expansion plan invites accidents

I am concerned about the pending decision regarding the proposed route extension of SR76 between Mission Road and I-15.

It is my understanding that the Caltrans 'preferred' northern route under consideration will have very limited access to the planned four lanes. Many of the local streets will have only 'right in-right out' access to SR76 requiring a U-turn at a signalized corner to go in the opposite direction. One alternative proposal is to open up non-signalized intersections. This is an invitation to serious accidents when people try to get to the other side lanes.

Regarding the design of the number of lanes in the expansion between Mission and I-15, I believe Caltrans is creating a long range problem. The expansion includes only four lanes. Caltrans' own studies predict that by 2025 traffic on this section will double.

SR 76 is already a minor truck route between I-5 and I-15. It is apparent that at the completion of the final phase, truck traffic will dramatically increase when truckers realize there is now a faster cut-through to the major north-south routes. If SR76 is currently congested with two lanes and traffic doubles, with only four lanes it will soon look like it does now. Why has Caltrans decided to not provide a full six lanes? Could this be a political decision? It is a mistake in waiting.

I urge Caltrans to select the proposed southerly route, with six lanes, in completing SR76 between Mission Road and I-15.

W. C. Whittinghill

July 29, 2010 FALLBROOK/BONSALL VILLAGE NEWS THEVILLAGE

OPINION

Why the concern over the route of SR76?

This is 2010, not 1999; when Caltrans first proposed a 'Northern Alignment;' when taxpayers' money went into four different alternative option studies; when people off of Ramona Drive paid attention and sued Caltrans… and won!

This is the year when the Jefferies Ranch entrance was closed permanently because, as a Caltrans employee stated in March 2010, "They weren't paying attention." Now those Oceanside residents have only one way out; fire code?

Well, Fallbrook and Bonsall had better pay attention. Tax payers' dollars have been spent and re-spent; stimulus money has helped (about 50 percent) to build the middle segment from Melrose to Mission Road. If the residents here have no frontage road, no east/west corridor, no consideration, Pala Road could change dramatically.

Are politics involved in this decision?

Are the taxpayers apathetic to the spending of state funds?

Current volume on Fallbrook's stretch of SR76 (Mission to I-15) is 25,000 cars per day with two lanes. If the existing road is widened to four lanes, Caltrans predicts 50,000 by 2020 or 30. It's the same!

So, who is paying attention and why aren't all of you involved? It's not only life, it could be death.

Belinda Segura

August 5, 2010 FALLBROOK/BONSALL VILLAGE NEWS THEVILLAGENEWS.COM

OPINION

Safety must prevail for SR76 project

I've recently learned of Caltrans' plans for the final link of Highway SR76 (from Mission Road to I-15) wherein they propose two alternative routes for this work. The Southern alternative would provide for a potential of a six lane uninterrupted highway and leave the existing SR 76 route to serve as a frontage road. The Northern alternative proposes a realignment of the existing SR76 with a maximum of only four lanes. The Northern route plan would also restrict access onto and off of the highway from many of the residential streets which intersect SR76.

My choice is for the Southern alternative because I regard safety as being the prevailing factor over cost. It is rumored that the Southern route will cost more and even if that is true, so be it. If the Northern route were to be built as proposed, it would result in an unsafe road both in terms of daily usage as well as for emergency evacuation.

Fallbrook only has three east/west evacuation routes, those being E. Mission, Reche Road and the existing SR76. In an evacuation situation, E. Mission would most assuredly be extremely congested, Reche as well, thereby leaving only Highway SR76 for the majority of Fallbrook's evacuation needs. We need to retain the existing SR76 as a frontage road/evacuation route. Let's make sure that safety prevails over cost and demand that the southern alternative be built.

Hal Taylor

GENEWS.COM October 21, 2010

NION

Hwy 76 Southern Alternative opponents missing points

A group of opponents of the Southern Alignment Alternative for Hwy 76 eastern extension have claimed that this route would not only cost more but would adversely affect the rural character of the river valley. However, it seems they may have failed to consider some very important points.

Firstly, $83 million of the $120 million additional cost for the Southern Alignment is due to Caltrans' plan to purchase the entire 2,000-acre Vessels Ranch, although only 60 acres are required for the highway.

Caltrans policy is to assign zero value to the unused acres, although Caltrans acknowledges there could be opportunity to recoup the extra cost.

Secondly, would Caltrans or whoever might purchase Vessels Ranch in the future be more likely to develop the property in a non-rural manner?

Another missing point is future growth and traffic. The "expanding the Existing Alignment" alternative will be adequate for four lanes maximum (per Caltrans). It is unlikely this will be adequate if the development planned for the I-15/SR76 area and casino expansions take place.

Finally, what about safety? Evacuation routes and emergency vehicle access to the homes off Hwy 76 will be worse with a divider in the road. And having more than a dozen entrances onto Hwy 76 and an additional traffic light will add further risk versus the straight, uninterrupted Southern Alignment route.

Thousands will suffer and at best a few will benefit if Caltrans expands the existing route.

Jim Meyer

Bill and Gay Almond
2719 Via Del Robles,
Fallbrook.
CA 92028
10. 24. 2010

Caltrans.

Dear Debra Soifer,

After having attended all the public meetings regarding the planned widening of Route 76 from South Mission to the I. 15, we are still firmly convinced that the proposed Northern Alternative would be a disaster for Fallbrook residents. The restrictive right in, right out, access arrangements
1 could very quickly turn into a death trap during an evacuation such as we experienced in 2007. We strongly feel that this stretch of the present 76 should be maintained as a frontage road in the event of emergencies. We also question the wisdom of walling-in, so close, this region of Fallbrook with a road that is destined to develop, eventually, into a fully-fledged six lane highway.

Yours sincerely,

Bill and Gay Almond

1 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

October 31, 2010

Ms. Debra Soifer
Environmental Analysis Branch A
California Department of Transportation, District 11
4050 Taylor Street MS 242
San Diego, Ca 92110

Dear Ms. Soifer,

Re: Rte. 76

We live on Calle de la Vuelta, one of the roads which will not have any controlled access and which will be restricted to right turns only. Our deep concerns are as follows:

1 1. Safety: We are seriously concerned that attempting to enter a high-speed highway from our street will put us in grave danger and cause serious accidents. We can be certain that the highway will be high-speed as that has been the result of the widening of Route 76 west to the I-5.

2 2. Safety again: The fact that we and many families will be limited to right turn only will cause delays and difficult U-turns for Fire and Rescue trucks when minutes can count. Many of us on our street are older people (who have received ambulance assistance) and should not have to experience any delay in critical ambulance response time.

3 Our area also faces threat of wild fires. There have been instances when having to turn right would have sent us into the path of the fire. I was told at the meeting that all would be okay because one-way traffic would be instituted, but in our actual experience, such control was not in place when we had to leave our home quickly. But at least we were able to rush away in the safe direction rather than into the fire.

4 3. Sound: Route 76 is relatively noisy now with 2 lanes and moderate speeds. With a high-speed 4-land divided highway, the noise will be unbearable. This will have an impact on all the families on the north side of the roadway as sound travels uphill. We were told at the public meeting that the decibel level was acceptable, determined by a calculation of future noise. We would like to have this decision and calculation reviewed as the noise level will certainly increase dramatically.

5 4. Economic decline: The widening of the present route will have a serious detrimental affect on the value of the properties along the north side of the highway. This will cause severe economic damage to us and to many other homeowners. The Southern Alternative does not cause this harm to hundreds of citizens.

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

2 As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

3 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

4 The noise level measured near your home (Receptor #16), was 54 dBA and the Existing Alignment, without a barrier is predicted to be 58 dBA. This increase in noise would not exceed the noise abatement criteria and would not result in an adverse impact at your residence. See Section 3.19.2 in the EIR/EIS.

6 5. Future expansion: Your studies indicate that the traffic levels will increase in the near future and it is clear that any necessary widening of the route would be far more economical on the Southern Alternative. Our tax dollars should be spent wisely.

7 To sum it all up, we absolutely do not feel that it is right to place us and hundreds of residents living along the existing 76 in danger while exiting or entering the roadway, cause delay in receiving emergency assistance, and seriously damage our home values when a clear alternative exists to the south. Residents' safety and security should come first!

Sincerely yours,

Jeanne Delahaye
4715 Calle de la Vuelta
Fallbrook, Ca 92028

5 The community impact assessment prepared for the proposed project concluded that the Existing Alignment Alternative would result in a reduction in traffic congestion along SR-76 which could incrementally increase the residential desirability of the area. It would generally result in positive impacts to circulation/accessibility and to a lesser extent, community cohesion.

6 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

Under the Southern Alignment Alternative, the current roadway section between Sweetgrass Road and Sage Road would be utilized as a frontage road. This roadway would remain unchanged, retaining the existing curves, sight distance issues, and side street access issues that are currently observed for the current SR-76 facility.

Thank you for your support of the Southern Alignment Alternative.

7 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project.

October 20, 2010

Debra Soifer
Environmental Analysis A
Caltrans District 11
4050 Taylor St. MS242
San Diego, CA 92110

Dear Ms. Soifer,

1 I am a resident of Fallbrook with apprehension about the pending construction of the Eastern section of our local Hwy. 76. I live just north of the current Hwy. 76 route and I am concerned about the noise, pollution, interruption of rural life and environmental impact that construction of an additional two lanes will cause if the northern option is pursued. This construction will undoubtedly cause much inconvenience, as well.

2 I feel the solution to our need for additional traffic lanes would be building on the proposed southern alternative. This area is actually San Luis Rey riverbed that is currently being used as farmland and I feel that highway construction there will not interrupt commuters' daily activities.

Correspondence from "Keep San Diego Moving" indicates that Caltrans has set the project goals to: (1) relieve existing and future traffic congestion, (2) improve motorist safety, and (3) protect and enhance the natural environment.

3 In response to the first goal, I suggest that inasmuch as the cost would be close to the same for two east- and two westbound lanes on the southern side of the river, as for one east- and one westbound lane on the northern side, it does not seem prudent to pursue the northern alternative. Also, I understand that Caltrans projects that the four lanes of traffic on our Hwy 76 will be obsolete in 2030. It seems an opportune time to consider a more long lasting project by constructing six lanes instead. Since the middle section of the project is six lanes, there will certainly be congestion at the merging points. I am also wondering if traffic from the new campus of Palomar College (@ Hwys 76 and 15), the new casino and the Rancho Viejo development, as well as other new developments are being considered as the alternatives are reviewed. It is clear that construction of the northern route will undoubtedly cause much more congestion and inconvenience, with delays and detours, than the southern alternative.

The second goal seems to be contrary to the planned construction because it will undoubtedly limit highway usage (including safety hazards and emergency vehicle access) for the highway in general, as well as several appendage roads along the route, due to concrete barrier construction.

While there seems to be focus on the environment with the third goal, it is clear the northern route will affect the floodplain, natural habitats, six cultural sites and 33 acres of wetlands while the southern alternative would only affect 15 acres of wetlands, no cultural sites and fewer acres of land overall.

I hope you will select the southern alternative as the preferred alignment for this project.

Very truly yours,

Richard A. Follis

Richard A. Follis
3184 Old Post Road
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

2 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

3 See Response #2 above.

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Anne Burdick
<avburdick@sbcglobal.net>
10/29/2010 03:40 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject SR-76 DEIR/EIS

I am sending you a hard copy of my comments, but I wanted to be sure you had them prior to November 2. Thank you.

October 29, 2010

Ms. Debby Soifer, Acting Chief
Environmental Analysis, Branch A

California Department of Transportation, District 11
4050 Taylor Street, MS 242
San Diego, CA 92110

Dear Ms. Soifer:

I am writing to comment on the SR-76 DEIR/EIS. My greatest concern is that the final segment of SR-76 is being designed, bought, and built for four lanes when the two prior segments of the highway were bought and built for six lanes.

1 The decision to build only four lanes was based on faulty traffic data which in no way corresponds to the reality today and is even further misguided when looking ahead to 2030 or 2040. When you take into consideration the huge amount of development occurring east of Fallbrook all along SR-76 and both north and south of Fallbrook along the I-15, it makes no sense at all to build a small highway that will have to be expanded the very minute it is finished.

Also, in comparing costs between the Existing Route and the Southern Alignment, you are comparing apples and oranges. The Existing Route is four lanes . period. The Southern Alignment provides four NEW lanes, PLUS the current two. So you need to compare a SIX-lane Existing Alignment with the Southern Alignment. Then you would have an honest comparison.

Sincerely,

Anne Burdick
1061 Ridge Heights Drive
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

June & Elton Henry
<djhenry@earthlink.net>
10/29/2010 08:36 PM
Please respond to
June & Elton Henry
<djhenry@earthlink.net>

To debra_soifer@dot.ca.gov
cc
bcc
Subject SR76

1 I am a resident of Rancho Monserate located on Dulin Rd. and I strongly request that you vote for the Southern Alignment Alternative so as not to disrupt our entire way of life here in this calm and peaceful community of elderly citizens (55 and much older). Our community is located on both sides of Dulin Rd.

Please VOTE for the Southern Alignment Alternative.

Thank you ever so much.

Elton & June Henry

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Sandra Scott
<scott760760@hotmail.com>
10/29/2010 08:42 PM

To <Debra_Soifer@dot.ca.gov>
cc
bcc
Subject Hwy 76 Alignment

Hello,

1 I would like to add my recommendation for CALTRANS to plan for the southern alignment of Highway 76 from South Mission Road in Fallbrook, CA to Interstate 15.

2 There is less floodplain encroachment with this plan. There are fewer cultural habitat issues. Only 60 acres of the Vessels Ranch is required for a right of way - not 2000 as you have reported.

3 Using the southern alignment would provide a 200% increas in the number of travel lanes. There would be improved road safety because curves would te straightened. Pull-offs and shoulders would be provided. This alignment would divert traffic onto a new road and limit traffic volume on the old road.

4 People who live along the road currently will not be able to turn left onto the new road if the northern alignment; they will be required to turn right and then make a U-turn to go the direction they wish. There is the potential for many more accidents.

5 I would like for the true facts about the southern alignment to be brought out into the light of day to ensure that the best possible choice for the public (the people who put the money out to do these projects) and to be more beneficial for traffic in the long run. I would prefer that more money be spent to make the road something that has more benefit to people now, rather than a choice that is outdated before the road is laid down.

Thank you for your prayerful consideration.

Sandra Scott

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

2 The Existing Alignment Alternative would have less floodplain encroachment (3.13) than the Southern Alignment Alternative, would avoid all known cultural resources, and would utilize mitigation measures described in Section 3.12-4 of the Final EIR/EIS to address buried artifacts uncovered during construction. Although the Existing Alignment Alternative would result in greater amounts of impacts to biological resources, these impacts would be mitigated with mitigation measures described in Section 3.20 through 3.25.

Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

3 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

4 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

5 In accordance with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and Federal Highway Administration project development regulations regarding alternatives analysis, the two build alternatives, Existing and Southern were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs. The Southern Alignment Alternative would introduce a new transportation facility including two new bridges, guardrail and drainage structures and conflicts with planned land uses and could negatively impact the rural character of the area.

Rich Taylor
<taylor9232@roadrunner.com>
10/30/2010 03:56 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject Alignment of Highway 76

1 As a resident of the immediate area of Hwy. 76 I urge you to please consider the southern route. It is the safest way to go and also provides the ability to expand the route in the future. As to having to purchase all of Vessels Ranch, that is a myth created by those opposed to the southern route. Only a small portion of the ranch would be affected by the route and the cost would be very similar to the northern alternative. Traffic is alredy dangerous on Hwy 76 and is only going to get much worse with the development planned for the intersection of I-15 and Hwy 76 in addition to the rock quarry and landfill proposed. To try and fix a poor alternate road would be a waste of money that would end up costing the taxpayers far more money in the long run. Even the Fallbrook planning group is backing the southern route which shows how far reaching this situation is. Your attention to this critical problem is greatly appreciated. Thank you. Richard Taylor

--
Rich
Phone 760-723-5568
Cell 619-548-0427
E-Mail taylor9232@roadrunner.com

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

"Rose and George"
<muzzuco@roadrunner.com>

10/30/2010 04:06 PM

To <debra_soifer@dot.ca.gov>
cc
bcc
Subject Highway 76 expansion

Dear Ms Soifer

I am a resident of the Fallbrook area and would like to express my opinion regarding the two proposed routes for the expansion of Highway 76.

1 I feel strongly that the "Southern Alignment Alternative" is by far the better choice. My reasons are best expressed in the "open letter", already sent to various key individuals by www.keepfallbrooksafe.com The Fallbrook Community Planning Group also endorses this route.

Sincerely: D. George Muzzuco
4650 Dulin Rd #139
Fallbrook Ca. 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Pal Paricsy
<pal.paricsy@gmail.com>
10/31/2010 12:22 AM

To debra_soifer@dot.ca.gov
cc
bcc
Subject Endorsement of the Southern Alignment Alternative

Hello Debra Soifer,

1 As residents of Rancho Monserate we submit our written commandment regarding the expansion of the Highway 76. We endorse the Southern Route, that is the Southern Alignment Alternative to have a safety, six-lane road for a better traffic.
Please accept our endorsement.

Sincerely,
Erzsebet and Pal Paricsy
4650 Dulin Rd. Spc. 98
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

"JD Farrington"
<jdman@sofarr.com>
10/31/2010 12:59 PM
Please respond to
<jdman@sofarr.com>

To <Debra_Soifer@dot.ca.gov>
cc
bcc
Subject Highway 76 project

Ms. Soifer,

1 I have read all the pros and cons regarding the highway 76 expansion specifically the Bonsall to I-15 route alternatives. I'm sure you have also received many messages that reiterate the facts and conclusions particularly from the people of Fallbrook; the largest community and the people most affected by this decision. I wish to register my opinion that I do not believe the upgrade should follow highway 76 all the way to I-15. I live in Fallbrook and I believe that public safety against wildfire emergencies override all other considerations in determining the "best "route.
I will be interested to see if the will of the people will be adopted, or will the old "Government knows best" policy yet again prevail.

Jim & Donna Farrington
2402 El Cerise
Fallbrook, Ca. 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Don and Mary
<mlhall33@roadrunner.com>
10/31/2010 01:04 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject SR-76 Alignment

October 31, 2010

We are homeowners in Rancho Monserate Country Club on Dulin Road in Fallbrook and support the Southern Route Alternative for SR 76.

1 SR 76 is a major East-West access road to the coast for Southern Riverside County. The only other access to the North for Riverside County residents between I-15 and the coast is the Ortega Highway and Hwy. 91 in Corona.

The SR 76 Existing Alignment cannot be expanded to six lanes and will soon be obsolete. Currently SR 76 is 6 lanes in the Oceanside area and it is shortsighted to only plan 4 lanes going into I-15.

For this basic reason we support the Southern Route Alternative for the eventual 6 lanes all the way to Interstate 15.

Don & Mary Hall
4650 Dulin Rd. #67
Fallbrook, CA 92028-9355

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

Nancy McGovern
<nancymc118@gmail.com>
10/31/2010 04:18 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject SR 76 Yes to Southern Route

Debra,
I continue to be concerned about the county making decisions of a report containing such flawed data as the draft DEIR.

1 This area needs the southern route
- to maintain safe ingress/egress to existing homes, streets and business
- to allow the highway to be expanded to 6 lanes
- to allow alternitive entrance to the proposed Bill Horn park other than Dulin Rd

Please reconsider your decision and choose the southern route
Thank You
Nancy McGovern
4650 Dulin Road #118, Fallbrook

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

Future access points and/or multimodal connections between state and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region. Additionally, Dulin Road is under the jurisdiction of the County of San Diego.

Dick Ries
<dulidick@yahoo.com>
10/31/2010 05:12 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject Draft of Environmental Impact Report for State Route 76 (DEIR)

We are writing in response to the subject draft. It is obvious that there is a bias for the "Existing Alignment Alternative" over the Southern Alignment Alternative" There are many
1 comments presented as "facts" in the evaluation of these alternatives. Investigation has shown that they are simply speculation or exaggeration. nor supported by substantiating evidence. Further, certain statements have nothing to do with the environment, whatsoever!

- The statement that there could be no "mitigation with the Southern Alignment Alternative is not correct! The draft contradicts itself! In one section it states that
2 Vessels Ranch would need to be completely relocated at a cost of $94 million! In another statement they indicate that large portions of the Ranch could remain in agricultural production! Also,Caltrans admits however, that their cost assumptions have never been discussed with the owners of the ranch! Both the cost figure and the actual amount of land needed are both exaggerated estimates
-
- The total cost difference between the Existing Alignment and the Southern is
3 estimated at $119 million, of which $94 million is fictional Recently, the owners of the ranch sold a 5 parcel, 138.9 acre portion of their ranch to the county of San Diego to become part of the planned San Luis Rey River! This shows that the owners are willing to sell portions of the ranch, rather than the entire 2,000 acres.

- County Supervisor Bill Horn has stated publicly that SAFETY, NOT COST should be the overriding factor in this final route selection! He also stated that if the Existing
4 Alternative is chosen he feels it will be obsolete by the time its construction is completed. Emergency response time will increase if the Existing Alternative is chosen. Response time on the Southern Alternative would be improved! Further, the DEIR does not include provisions for emergency evacuation in the case of wild fires or earthquakes.

- The Southern Alternative can accomodate either 4 or 6 lanes, leaving the present
5 SR76 route as a frontage road for local traffic!. The Existing Alternative is designed for only 4 lanes with no room for future expansion to 6 lanes and, the elimination of the present SR76!

- The Southern Alternative offers more environmental protection in nearly every
6 catagory covered in the DEIR! The investigation and substantiation of these environmental factors should be the main thrust of any EIR!
- There is a great emphasis placed on maintaining the "Rural" atmosphere of the area in which the Southern Alternative is projected. There is also a concern for this

1 Your comment is noted.

2 Although land on the Vessels Stallion Farm could remain in agricultural production after implementation of the Southern Alignment Alternative, the Vessels Stallion Farm may not be able to continue to operate as a horse breeding facility because the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm.

3 The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

4 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

6 Cont. alternative causing a great deal of future developement. Yet, simply driving through the Western and the Middle (under present construction) expansions of SR76 will show that no such concern was included in their designs. No such concern is mentioned regarding the Existing Alternative!

I would like to request that this DEIR be returned to its developers with instructions to rewrite it with a great deal more objectivity and a greater attention to statements backed by facts.

Thank you,

Richard Ries
4650 Dulin Road #230
Fallbrook, CA 92028
760/723-3305

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

5 See Response #4 above.

6 In accordance with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and Federal Highway Administration project development regulations regarding alternatives analysis, the two build alternatives, Existing and Southern were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs. The Southern Alignment Alternative would introduce a new transportation facility including two new bridges, guardrail and drainage structures and conflicts with planned land uses and could negatively impact the rural character of the area.

tomnooner@aol.com
10/31/2010 09:12 PM

To Debra.Soifer@dot.ca.gov
cc
bcc
Subject SR-76 Strongly urge to proceed with Southern Route Alternative

Debra Soifer
California Department of Transportation
4050 Taylor Street, MS 242
San Diego, CA 92110

RE: SR-76 Routing

Dear Ms. Soifer,

The routing of SR-76, is extremely important!

1 I strongly encourage your efforts in making the **Southern Route Alternative** a reality for the following reasons:

1. Keeps the current SR-76 (Pala Road) as a local road.
   a. Allows for local traffic to remain off of the "New SR-76" Southern Route Alternative which in turn
      i. Reduces traffic on the main thru route, thus fewer accidents from locals slowing, merging and exiting to go a short distance.
      ii. Would give more road lanes on the Southern border of Fallbrook to aid in emergencies such as fire where emergency vehicles could occupy Pala Road to fight a fire while the "New Southern Route Alternative (with the additional lanes) would allow for evacuation. Therefore, significantly reducing interference of evacuees with emergency vehicles and fire vehicles.
      iii. With fewer vehicles on the "New SR-76 Southern Route Alternative" due to the local traffic staying local, thru traffic could flow better – less traffic delays and congestion.
2. The current SR-76 (Pala Road) is an integral part of life for the people of Fallbrook and its population. It is the Southern leg of our village loop, if you will, allowing the low speed access to local businesses, residential properties and local recreation.
   i. Makes no sense to have local traffic entering and exiting on the main East - West highway for very short distances when there is a better way, not only now but as traffic increases in the future.

Thank you for your consideration, efforts and energy in helping to ensure the building of the Southern Route Alternative of SR-76.

Sincerely,

Tom Nooner

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

2 For the Southern Alternative, the existing SR-76 roadway would be relinquished to the County of San Diego in good repair and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3—Southern Alignment Alternative.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

3 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Frank Sulak
2506 Dos Lomas
Fallbrook, CA 92028

email: frank.sulak@roadrunner.com telephone: (760) 723-1191

Ms Debra Soifer Date: October 31, 2010
California Department of Transportation, District 11
4050 Taylor St. MS 242
San Diego, CA 92110

Ms. Soifer,

1 I have reviewed the 76 Draft Environmental Impact Report, currently out for public review for SR76 improvements from Mission Rd. to I-15, as well as the Final Environmental Impact Report in force for the middle section which is under construction at the present. My initial reaction to the DEIR is the text is "flawed" and also "skewed" favoring the existing alignment. Being aware of the technical talent residing at an organization like CalTrans, it is hard to understand and accept how this can come about unless some political interest were playing a roll in the generation of the DEIR.

Let's consider specifics:

2 1. The proposed full access at-grade unsignalized intersections (Sweet Grass, Via Monserate, and Sage Road) are in direct conflict with safety criteria stated in the FEIR for the middle section (Chapter 3 page 3-71). If it is unsafe for the middle section to employ unsignalized at-grade intersections why is it proposed for the eastern section?
Please keep Pala Rd. a local road!

2. Out of direction extra travel required at the right in right out intersections the DEIR only provides one poor example for Monserate Hill Road (page 3-90 of DEIR "*SR 76 Intersections*"). This again is intentionally misleading.

Using average daily trips (ADT) data from Table 3.10-1 of the DEIR and distance information derived from Figure 1.1-3 map the following out of direction traveling would be required.

3

Ramona Drive	1.7 miles (coming from west)	0.52miles (going east)
Monserate Hill	1.2 "	1.6 "

Assuming equal split between east and west travel from the above side roads the following extra travel miles would result just from these two side roads (where ADT data is published in the DEIR).

	Miles per day	Miles per year
Ramona Drive	577	211255
Monserate Hill	280	102480

If the DEIR would have included ADT numbers for the other right in right out side streets the out of direction travel miles would certainly be significantly larger.

What is the cost of all this wasted driving, in fuel, vehicle and human wear?

Sincerely:

Frank Sulak

Cc: Supervisor Bill Horn
Congressman Darrell Issa
Assemblyman Kevin Jeffries

1 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. In accordance with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and Federal Highway Administration project development regulations regarding alternatives analysis, the two build alternatives, Existing and Southern were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs.

Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region.

2 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

3 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. Median openings were spaced to provide the least interference to through traffic on SR-76 and were also evaluated to minimize out of direction travel to those local streets with restricted access; for this project, the out of direction travel distance for local street access was designed to be under 1 mile, with most distances being closer to 0.5 mile, see Table 3.10-10 in Section 3.10. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

<grost@roadrunner.com>
10/27/2010 10:02 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject SR 76 DEIR

Sebra Soifer,

1 Please consider my input to the alignment of 76 to I-15. Although currently planned for a four lane road,
it will undoubtedly with time be modified for a six lane road. The current route of 76 has many twists and
turns that closely abut the San Luis Rey riverbed in many spots. This will require significant topography
elevation and modification for a roadbed.
The south route will minimize this effort even though additional bridge work will be required. This will
provide significantly better access to the regional park for everyone in the Fallbrook/Bonsall area.
I trust that you will consider my comments in planning for the south route.

Sincerely,
Gerald Rost
4650-143 Dulin Road
Fallbrook, CA 92028
760-728-4640

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

"Desbien, David UTCFS"
<ddesbien@lenel.com>
10/27/2010 09:13 AM

To <Debra_Soifer@dot.ca.gov>, <bill.horn@sdcounty.ca.gov>
cc
bcc
Subject Vote Southern Hwy 76 route selection

Morning Debra and Bill. First let me share my frustrations with the delay, confusion, and lack of accurate information on this WAY overdue project. My believe is that Fallbrook is still and should remain a little bit country. The Northern route simply defaces our environment and only provides a partial long term fix. By all accounts our traffic along this route will double in the next 20 years, if not before. This Southern route is a clear winner on so many fronts. See the "facts" below.

- **Existing alignment has 87% more "land cuts" and 2:1 slopes than southern alignment having a significant community character impact!**
- **Existing alignment has 50% more floodplain encroachment than Southern alignment!**
- **Southern Alignment uses only 5% of the Vessel Farm for the right of way (ROW)!**
- **County planned extension of Dulin Road to Lilac Rd meanders through Vessel Farm. Caltrans 76 southern alignment is just another road!**
- 1 **Southern alignment has 4.6 miles of non-interrupted traffic flow resulting in less impact on air quality and better traffic flow**
- **Existing alignment violates historic cultural sites if expanded to 6 lanes!**
- **Keeping Pala a Local road makes 6 East/West lanes consistent with middle and west sections!**
- **Pala Road traffic is reduced 65% with Southern alignment!**
- **Pala Road allows easy access to SLR regional park!**
- **Caltrans is forecasting traffic to double by 2030!**
- **Southern alignment extends useful life of NEW 76 beyond 2030!**
- **Southern alignment cost is grossly exaggerated; does not consider resale of 1900 acres for farming!**

I would like to hear an explanation of why and how you intend to vote on this matter. **Elections are coming up next week !!**

Thank you.
David Desbien
3254 Staghron Ct

1 The cut slopes as well as all proposed landform alterations were assessed for their visual impact for each of the alternatives and the appropriate mitigation measures were recommended to minimize these impacts including grading techniques to complement the natural configuration of the landscape. All disturbed areas would be planted with the appropriate plant material. Therefore, the Existing Alignment Alternative would not result in greater impacts to community character due to cut slopes required to construct the alignment.

Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

Future access points and/or multimodal connections between state and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region. Additionally, Dulin Road is under the jurisdiction of the County of San Diego.

Traffic modeling indicated that the Southern Alternative would have a lower Average Daily Traffic (ADT) when compared to the Existing Alternative since local traffic would utilize the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity, within and adjacent to the project limits, of signalized intersections would affect the flow characteristics of the roadway alternatives. Each roadway alternative has a total of six signalized intersections within the project limits. (See Tables 3.10-11 and 3.10-13 for a detailed listing of intersections.)

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Fallbrookgirl@aol.com
10/25/2010 01:13 PM

To Debra.Soifer@dot.ca.gov, chuck_tillotson@hotmail.com, Fallbrookgirl@aol.com
cc
bcc
Subject SR 76

Debra Soifer, Chief Environmental Analyst - Branch A
C/O CALTRANS
4O5O /TAYLOR ST. MS 242
San Diego, DA 92110

RE: DEIR for the East Section of SR76 October 25, 2010

Dear Debra:

Why should our little town of FALLBROOK need to SUFFER with possible months or years of PAIN and INCONVENIENCE and take away our little local road when clearly it is the WRONG DECISION.

1 Not an many people are affected if you pick the SOUTHERN ROUTE and we would get to keep our PALA ROAD and have a much SAFER TOWN.

Hope you listen to the voices of the PEOPLE and make the CORRECT DECISION.

Sincerely,

Betty Rogstad
2174 Green Hills Place
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Marqui
<makeupbymarqui@yahoo.com>
10/25/2010 11:08 AM

To Debra Soifer <debra_soifer@dot.ca.gov>
cc
bcc
Subject Re: Statement of Concern by Hwy 76 Residents

1 In 1980, the threat of 76 development seemed so far away to Resident owner, artist, who purchased bare land on East segment of hwy 76 (2824 Hwy 76). Now, faced with big changes after 30 years of love, dedication and improvements poured into to the property, the 'Existing' proposal will no doubt affect this homeowner. The proposed route will expand the hwy along the South end of her property, taking out part of her family equestrian and agriculture land with homeowner right of way leading out requiring travel east to an outlet then West bound only, and entering only from the East.

2 In disasters located and affecting areas to the west of the property, Residents along the highway will have to head straight into congestion and disaster as an only option before being able to flee in the opposite direction.

3 Moreover, personal emergency services for this residence would normally take the most direct route East to Palomar Medical Center. However, an emergency vehicle would have to travel east to a collection outlet, then west to u-turn point at Mission Rd., to head back east again, a 2+ mile detour that would cost several minutes when time is critical in a life and death scenario. Daughter, Marqui says, 'If something were to happen to my Mom, we will lose time not only from Emergency response having to enter from West bound travel only but again when exiting is limited to permanent detours leading us away from Palomar hospital.'

4 Ideally, keeping the old route intact as a historical/scenic route would not only allow East and West bound movement for these residents but also would alleviate the projected traffic impacts as population outgrows the proposed 4 lane 76.

MARQUI ARTISTRY
ExQuisite MakeUp Design
www.MARQUIARTISTRY.com

--- On **Mon, 10/25/10, Debra Soifer** ***<debra_soifer@dot.ca.gov>*** wrote:

From: Debra Soifer <debra_soifer@dot.ca.gov>
Subject: Re: Statement of Concern by Hwy 76 Residents
To: "Marqui" <makeupbymarqui@yahoo.com>

1 If a property needs to be acquired for the project an appraisal would be performed to determine the fair market value and an offer of just compensation would be made.

2 During an evacuation/disaster situation, Caltrans would assist and coordinate with responding agencies, as needed. Caltrans coordinated with North County Dispatch to model emergency vehicle travel times to local streets within the project limits. As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

3 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

4 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

Fallbrookgirl@aol.com
10/25/2010 01:27 PM

To Debra_Soifer@dot.ca.gov, action76@sbcglobal.net
cc
bcc
Subject Fwd: SR 76

----- Message from Fallbrookgirl@aol.com on Mon, 25 Oct 2010 16:13:06 EDT -----
To: Debra.Soifer@dot.ca.gov, chuck_tillotson@hotmail.com, Fallbrookgirl@aol.com
Subject: SR 76

Debra Soifer, Chief Environmental Analyst - Branch A
C/O CALTRANS
4O5O /TAYLOR ST. MS 242
San Diego, DA 92110

RE: DEIR for the East Section of SR76 October 25, 2010

Dear Debra:

Why should our little town of FALLBROOK need to SUFFER with possible months or years of PAIN and INCONVENIENCE and take away our little local road when clearly it is the WRONG DECISION.

1 Not an many people are affected if you pick the SOUTHERN ROUTE and we would get to keep our PALA ROAD and have a much SAFER TOWN.

Hope you listen to the voices of the PEOPLE and make the CORRECT DECISION.

Sincerely,

Betty Rogstad
2174 Green Hills Place
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

In accordance with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and Federal Highway Administration project development regulations regarding alternatives analysis, the two build alternatives, Existing and Southern were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs. The Southern Alignment Alternative would introduce a new transportation facility including two new bridges, guardrail and drainage structures and conflicts with planned land uses and could negatively impact the rural character of the area.

ralph mccarthy
<rfzufelt@gmail.com>
10/25/2010 01:44 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject southern alignment alternative

1 Please choose the southern route for the expansion of the eastern third of HIghway 76. I am very concerned about this, primarily for the safety and well-being of the many elderly in our community.

Ralph McCarthy

Rancho Monserate
4650 Dulin Rd. Spc 5
Fallbrook, CA

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

"Gary Whitlock"
<GaryLeeWhitlock@roadrunner.com>
10/25/2010 02:21 PM

To <debra_soifer@dot.ca.gov>
cc <Arnie@roadrunner.com>
bcc
Subject Hwy. 76 expansion

Caltrans:

1 The expansion of Hwy. 76 between So. Mission Road and Interstate 15 is underway to facilitate the increasing flow of vehicular traffic. Already at a level which makes Hwy. 76 one of the most dangerous stretches of highway in California, traffic will face a bottleneck at the completion of a four-lane stretch between So. Mission Road and Interstate Highway 15 (the "Northern Alignment Alternative"). We are reminded here of an old TV commercial for a non-aspirin headache remedy: "Why trade a headache for an upset stomach?"

The six-lane Southern Alternative, while presumably costing somewhat more to construct, would seem to offer less of an upset stomach while curing the headache. Our vote goes for the greater cost for a more satisfactory outcome.

Gary and Syril Whitlock
4650-174 Dulin Road
Fallbrook, CA 92028
1-760-731-21O4

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

jpmorr2 <jpmorr2@aol.com>
10/25/2010 05:33 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject In support of southern alignment of HW 76

Dear Ms. Soifer,

I urge Caltrans to **accept the southern alignment** for the expansion of HWY 76 for the following reasons:

1 It allows fire and rescue vehicles far greater access to the local communities.

It provides far superior uninterrupted traffic flow as there will be fewer signals.

It allows for future highway expansion whereas the existing alternative does not.

Please consider these factors in selecting the southern alignment.

Sincerely,

James & Linda Morrison
3649 Flowerwood Lane
Fallbrook, CA 92028
760-731-1117

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

Traffic modeling indicated that the Southern Alternative would have a lower Average Daily Traffic (ADT) when compared to the Existing Alternative since local traffic would utilize the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity, within and adjacent to the project limits, of signalized intersections would affect the flow characteristics of the roadway alternatives. Each roadway alternative has a total of six signalized intersections within the project limits. (See Tables 3.10-11 and 3.10-13 for a detailed listing of intersections.)

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

kgstern@aol.com
10/25/2010 06:00 PM

To Debra_Soifer@dot.ca.gov
cc
bcc
Subject Rt. 76 Alignment

1 According to your draft DEIR, two of the objectives of the Rt. 76 expansion are; " Maintain or improve future traffic levels in 2030 over existing levels of service" and "Improve safety conditions for motorists and the general public within the corridor". Based on the traffic projections for 2030, the 4 lane northern alignment clearly will not meet these objectives. Four lanes from Mission Rd. to Interstate 15 will instead result in a bottleneck in the future with resulting traffic delays and safety issues. Expansion to 6 lanes will eventually be required at a far greater future cost than that of the southern alignment.

Please select the southern alignment. The current cost differences, which include acquisition of the entire Vessels Ranch, can certainly be offset by the sale of acreage not used for the road.

Kenneth G Stern
3810 Cedar Vale Way
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

Susan Bruns
<bruns4@yahoo.com>
10/25/2010 06:32 PM

To Debra_Soifer@dot.ca.gov
cc
bcc
Subject 76 Soutnern alignment

Debra Soifer,

I would like to take this opportunity to state that I am for the southern alignment. I live right off the 76 and feel that our satety would be greatly compromised if the northern
1 alignment is chosen. The cement center divider would mean from various streets we would have to turn right and then eventually make a u-turn to go the correct direction. Or we would turn left at an unptotected intersection which is dangerous to do now, let alone when we must now cross two lanes to turn left and wait for 2 lanes of cross traffic(if the northern alignment is chosen). Emergency vehicles would also have to sometimes go out
2 of their way and come back to get to an emergency. I don't know about you, but if my husband were having a heart attack or my home was on fire, I would not want time wasted with them making u-turns. Lives could depend on those seconds or minutes lost.

Susan Bruns, Fallbrook

1 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

2 As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

fwitzie@aim.com
10/25/2010 09:00 PM

To Debra_Soifer@dot.ca.gov
cc
bcc
Subject Caltrans SR-76 Alignment

1 The southern alignment affects far fewer people than the northern, due to that, a much better choice!

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

"Bob & Mackie" <Mackie-Bob@roadrunner.com>
10/25/2010 09:01 AM

To <debra__soifer@dot.ca.gov>
cc
bcc
Subject

1 I think the Southern Alignment Alternative is the only way.

Maxene Thompson
4650 Dulin Rd #110
Fallbrook CA 92028

Mackie-bob@roadrunner.com

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

angelbeliever5@aol.com
10/24/2010 08:26 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject SR 76 Southern Route Alternative

SR 76 Southern Route Alternative
SR 76 DEIR
CALTRANS

To Debra Soifer, 10/21/2010

1 I have been to some Fallbrook Community Planning Group meetings where the SR 76 Southern Route Alternative has been brought up and discussed at length . It was mentioned that there is no room for expanding the current planned four lane highway to six lanes in the near future. It doesn't make any sense to do this reconstruction again in a dozen years because the highway you are in the process of modifying wasn't planned properly the first time. It seems cost would be far less if you have to expand to six lanes in the future if the Southern Route Alternative highway is built.

2 There was agreement by the residents and public safety that emergency response times would actually improve if the existing SR 76 frontage road was left to handle local traffic if the Southern Route Alternative was used.

3 It seems that with all the planning involved in this new construction that Caltrans would examine the alternative routes in the area which could handle the extra lanes needed in the future along with the safety of residents who live and work in the community.

Respectfully
Richard Barton

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

2 As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

3 See Response #1 above.

<ranchojudy@roadrunner.com>
10/24/2010 02:52 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject Realignment or Hiway 76

Realignment of Hiway 76

Rep. Darrell Issa
Senator Dennis Hollingsworth
Assemblyman Kevin Jeffries
Supervisor Bill Horn
Charles Stoll, Dir. Sandag
Cindy McKim, Dir. Caltrans

I am a resident of Rancho Monserate Mobile Home park in Fallbrook and am very concerned with the 76 Hiway expansion.

After attending several meetings with the Fallbrook Planning commission, this concern
grows as it seems that Caltrans seems to be advancing on the existing
1 alignment alternative route.

The Fallbrook Planning group did an excellent study in proving that the DEIR report was riddled with inconsistencies.

Why spend monies on aligning the existing route when it will be obsolete upon construction? Traffic reports do not show the effect of new developments east of Hiway 15 at the 76 interchange.

After hearing reports from emergency services, who endorse the Southern route, I feel that safety of our residents and the residents along hiway 76 are being jeopardized. Our
Park has one entrance out to old hiway 395 then north to hiway 76. Emergency services enter our park on a daily basis. What will we do and how many lives
2 will be in jeopardy if roads are over crowed.

The option of the Southern route may be more expensive at the onset but if 6 lanes are developed we will not have to re-work the area in the years to come.

Please vote to elect the Southern route for the benefit of our communities.

Judy Davis

4650 Dulin Rd. Sp. 95

Fallbrook, Ca. 92028

760-212-5863

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

2 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street’s intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

<sehughco@roadrunner.com>
10/23/2010 01:42 AM

To debra_soifer@dot.ca.gov
cc
bcc
Subject 76 realignment

1 My name is Sinclair Hugh and I am a resident of Rancho Monserate. I support the Southern Alternative. Thank you

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

"Jac and Wally"
<roushjw@roadrunner.com>
10/23/2010 09:12 AM

To <debra_soifer@dot.ca.gov>
cc
bcc
Subject Endorse Southern Route for SR76

1 I believe the southern route design for SR76 expansion from Bonsall to I15 is by far the best to meet current and, more importantly, future demand.
The extensive developments planned at the intersection of SR76 and I15 in the near future will far exceed the demand of the 4 lane limitation of the Northern route.
The Northern route plan is short sighted.

Respectfully
Craig Roush
4650 Dulin Rd. Space 6
Fallbrook, CA

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

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"Kathy Styles"
<KathyStyles@sbcglobal.net
>
10/23/2010 12:04 PM

To <Debra_soifer@dot.ca.gov>
cc
bcc
Subject Route 76 Southern Alignment Alternative

Dear Ms. Soifer:

1 Let me add my voice to the thousands of others in favor of the southern alignment alternative for planned SR 76 improvements. It is really the only alternative that makes sense. I realize the Vessels Ranch is very well connected politically and has gobs of money, thus making me fear their wishes will prevail, regardless of what thousands of others think. However, being a horse owner myself, I am well aware that horses can co-exist peacefully with major transportation corridors close by. The amount over Vessels property needing to be purchased for SR 76 routing DOES NOT include the ENTIRE ranch. Vessels could maintain their hundreds and hundreds of acres viably on either side of a road with under- or over-passes for access.

2 The southern route makes common sense when looking at increased traffic patterns, evacuation patterns, and access for residents of Fallbrook and Bonsall.

3 Additionally, as a property owner in Rancho Monserate, I can only hope, regardless of the route chosen, Dulin road will not become an entrance to the proposed San Luis Rey River Park. This would be disastrous to our property values and safe access to our golfing facilities, not to mention the absolute idiocy of locating a proposed soccer field with open road access through the middle of a senior housing community is beyond belief.

I appreciate your consideration of my opinion and desires as a citizen and resident of north county who will be directly impacted by the choice of route for SR 76.

Respectfully,

Kathy L. Styles

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

2 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

3 Future access points and/or multimodal connections between state and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region. Additionally, Dulin Road is under the jurisdiction of the County of San Diego.

Gladys Wood
<gladys.wood@yahoo.com>
10/23/2010 04:06 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject Southern Route Alternative

1 I am a 76 year old widow and have to travel SR76 everyday. I am writing to request the proposed design of 76 be the southern route.
It seems to me that the SR76 DEIR has already made up their mind to choose the northern route since they have already began construction East of Mission Road. Are they just placating us by letting us voice our feelings?

Please listen to the people this time and use the Southern route!!

Gladys Wood
4650 Dulin Road #24
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

The Melrose to South Mission project began construction in 2010 and there may be an overlap area between South Mission and Sweetgrass to transition back to the existing roadway. There is also a County project near Sweetgrass.

"Enzo Vincent Scordia"
<jscordia@roadrunner.com>
10/23/2010 07:03 PM

To <debra_soifer@dot.ca.gov>
cc
bcc
Subject Hwy 76 between South Mission Rd. and interstate 15

1 My husband and I are residents at Rancho Monserate in Fallbrook and as many other residents we are very concerned about safety risks involving daily driving to anyplace in Western San Diego County, along with use by safety and fire vehicles. Can you imagine what would happen if a fire truck was trying to get a resident to the hospital ,or any emergency situation if Dulin Road was to be open to SLRRP traffic. Check with the fire department and they can certainly give you the average of responce calls from this park to get residents to a hospital which is quite often as this is a Senior complex.

We strongly recommend the
Southern route of SR76 for safety reasons for the expansion plan. Respectfully, Vincent & Joyce Scordia. .

1 Future access points and/or multimodal connections between state and local facilities are not precluded. Caltrans is committed to working with our various regional partners to provide a transportation corridor that serves the needs of the region. Additionally, Dulin Road is under the jurisdiction of the County of San Diego.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

"Ted Clinite"
<tclinite@roadrunner.com>
10/22/2010 09:31 AM

To <Debra.Soifer@dot.ca.gov>
cc
bcc
Subject Endorce

1 I am a registered voter and endorse the Southern Alignment Alternative

Cheryle Clinite
4650 Dulin Rd #4
Fallbrook, Ca 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

"Patricia Nelson"
<patricia-nelson@roadrunner.com>
10/22/2010 01:51 PM

To <debra_soifer@dot.ca.gov>
cc
bcc
Subject SIX LANE ALIGNMENT ALTERNATIVE

Debra Soifer,

I live @ Rancho Monserate' in Fallbrook right off Old 395 & SR76. Caltrans' design of the Existing Route Alternative as a four lane highway (with no ability to expand it to six lanes) is based on an outdated 1999 traffic
Study.

Our community, safety & quality of life depend on Caltrans making the correct route selection! A roadway must be constructed to handle increased volumes of traffic through 2030. But which is efficiently expanded to six lanes in the future. The Existing Alignment Alternative does not do this.

The projected additional cost of building the Southern Alignment alternative will seem miniscule when compared to the cost of redesigning the final section of SR76 in the future.

1 The road design should match the expanded design of the initial & middle phases of SR76. The Existing Alignment Alternative doesn't do this.

The six lane right of way road design is necessary to handle projected increased traffic volumes on SR 76. The existing Alignment Alternative doesn't do this.

Short term decisions will have long term consequences to our community. This expansion of the Eastern Third of Highway 76(between south Mission Road & the Interstate 15 Freeway) will have a direct effect on Rancho Monserate!

ARE YOU LISTENING TO THE OUTCRY OF CONCERNED RESIDENTS ABOUT THE NUMEROUS DANGERS OF A PROPOSED FOUR LANE DESIGN OF THE EXISTING ROADWAY?

We expect each of you to look at this matter closely. Our safety & lives are at risk & you have the OBLIGATION to do the right thing.

Respectfully, Patricia Nelson

1 In 2007, Caltrans began traffic technical studies for the SR 76 east segment from South Mission to I-15. Those studies were based on SANDAG's Series 10 projected year 2030 traffic volumes and land use. During the course of the project development process, SANDAG released both the Series 11 modeling, with year 2030 forecasts, and more recently released the Series 12 modeling, including year 2035 and year 2050 forecasts. The table and chart added to Section 3.10 of the FEIR shows that the Series 10 (2030) future traffic volumes used for the current project's traffic studies fall in-between the Series 12 year 2035 and year 2050 traffic volumes.

A four-lane conventional highway is typically warranted when traffic volumes on the roadway are between 20,000-60,000 ADT. The traffic data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs. Upon review of these different data sets, the project team determined that the initial 2030 traffic volumes that were used for the basis of the traffic studies were indicative of year 2035-2040 volumes of the latest Series 12 forecasts. Updating the project's Series 10 traffic studies to the most recent Series 12 traffic volumes would not substantially alter the resulting volumes used for determination of the roadway width and other project features. Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

TEDEKRUGER@aol.com
10/22/2010 09:08 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject SR-76 DEIR

October 22, 2010

1 Between the two alternatives presented in the SR_76 DEIR , I prefer the Southern Alignment Alternative.

Ted E Kruger
4650 Dulin Road # 1
Fallbrook, CA 92028
760-731-7243

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

<lynnknierim@roadrunner.com>
10/22/2010 09:58 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject Route 76 alternate route

Dear Debra Soifer,

Thank you for the opportunity to voice our opinion as to the route for the extension of Highway 76.

1 We believe that the best route over the long term to be the Southern Alignmet. Our vote would be this for the final route. Even if the cost would be greater, it would probably be easier on the travelers and leave a safer more efficient use. This would also,leave as I understend it the use of the old road by local residents.

Please consider our preference in your decisions.

Sincerely

Lynn & Judy Knierim
4650 Dulin Rd. #39
Fallbrook, CA 92028
760-728-9490

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

DuMonte & Joan Voigt
3688 Lancewood Way
Fallbrook, CA 92028

email: cad4775@sbcglobal.net telephone: (760) 731-2820

Ms Debra Soifer
California Department of Transportation, District 11
4050 Taylor St. MS 242
San Diego, CA 92110

Date: October 19, 2010

Ms. Soifer,

1 This is my response to the 76 Draft Environmental Impact Report currently out for public review for SR76 improvements from Mission Rd. to I-15. My initial reaction is the Executive Summary is NOT consistent with the data and text included in the supporting documents and does not disclose the finer attributes of the alternative Caltrans Southern Alignment.

Lets consider specifics:

2
1. The DEIR engineering drawings clearly show the Existing Alignment has 50% more floodplain encroachment than the Southern Alignment! Considering the southern alignment has LESS floodplain encroachment and fewer other cultural and habitat environmental issues it is clearly a far better alignment than the existing alignment. The costs for the southern alignment are grossly overstated as only 5% of the 2000 acres are required for the right of way and that leaves 95% or 1900 acres of land, mostly in the floodplain, that can be sold for agricultural purposes. Why has Caltrans hidden these facts?

3
2. The DEIR summary also states the Southern Alignment would seriously impact community character with a NEW road! This is a FALSE statement! San Diego County has defined Dulin Road as a circulation element road THROUGH Vessel Farm and connects to Lilac road where Vessel Farm currently has a gated entrance! The extension of Dulin road to Lilac road has been in the County plan before Monserate Country Club was developed. Why would Caltrans hide these facts? The southern alignment is NOT a new road; it is another road and therefore negates the impact on the Community Character!

4
3. The 76 East Section Draft Environmental Impact Report appears to contain too many flaws and inconsistencies for anyone to determine the best alignment to solve today's problems and forecasted regional growth.

Fix 76 and Keep Pala a Local Road!

Sincerely;

Monte Voigt

Cc: Supervisor Bill Horn
Congressman Darrell Issa
Assemblyman Kevin Jeffries

1 Your comment is noted.

2 The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2. The Existing Alignment Alternative would have less floodplain encroachment (3.13) than the Southern Alignment Alternative.

Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

3 The proposed Dulin Road alignment is a separate roadway under the jurisdiction of the County of San Diego. Impacts associated with that project would be analyzed separately. Similarly, impacts associated with the Southern Alignment Alternative are totally independent of the proposed Dulin Road alignment. The path of the Southern Alignment Alternative represents an entirely new roadway alignment that had not been planned previously and impacts associated with this alternative must be analyzed as such.

4 In accordance with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and Federal Highway Administration project development regulations regarding alternatives analysis, the two build alternatives, Existing and Southern were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs.

October 18, 2010

Debra Soifer, Chief Environmental Analyst – Branch A
C/O CALTRANS
4050 Taylor St. MS 242
San Diego, CA 92110

RE: DEIR for the East Section of SR76

Dear Debra:

I have reviewed the plans and details for the two alternate proposals shown in the DEIR and provide comment as follows:

- More environmental mitigation is required for the Existing Alignment
- Safety is jeopardized if the Existing Route is chosen
- 1 The Southern route would better provide for future expanding traffic
- Access to the new County Park would be better with the Southern Route

Therefore, I want you to know that my preference is for the Southern Alignment Alternative.

Sincerely,

Dennis Flanagan
4444 Fallsbrae Road
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

October 31, 2010

Ms. Debra Soifer
California Department of Transportation, Dist 11
4050 Taylor St. MS 242
San Diego, CA 92110

RE: 76 Draft Environment Impact Report

Dear Ms. Soifer,

I am submitting my comments regarding the two options being proposed for the final leg of the 76 widening project. I always thought this project would be the final touch to the other east-west roadways in north San Diego County (the 56 and the 78 being the other two). Unfortunately, it seems that Caltrans and the County of San Diego do not believe that north county deserves a quality thoroughfare this far north because it would cost too much. The only section that seems to qualify as a thoroughfare is the first phase of the 76 widening in Oceanside.

My position is that the southern route for the final leg of the widening is the preferred route for making the 76 a better thoroughfare to and from the I-15 freeway. It is also preferable for ingress and egress for the residents in the southern part of Fallbrook and for emergency vehicles. And, the cost comparisons have been tweaked to favor the northern route in error. Caltrans and San Diego County need to look ahead with all the projects that are being built along this corridor. Planning only for today with the least possible amount of money will upset the residents in north county and will ultimately mean more money later to handle the increasing traffic loads.

1 A little background may help:

The 76 widening project started in Oceanside and the first phase was done with a clear vision that there would not be a lot of signals, there would be a business 76 to handle the local traffic with a plan to the future that would be safe and reduce accidents. This was an 8.1 mile stretch with only 17 signals (about one every half mile). There is a business frontage road that allows for local traffic all along this stretch. The widening allowed for only a few intersections, with local by-pass streets and thus it is a very effective thoroughfare through Oceanside without destroying the local businesses.

The second phase of the project (which is currently underway) has added seven signals making a total of 9 signals in a short 5.2 miles; stranded a housing tract, commercial properties and businesses including the local post office; cut down hillsides at great expense; and, is a disgrace to the concept of "thoroughfare" because of the traffic signals and traffic backups during rush hour. It is definitely not in keeping with the "rural" appearance that is so often mentioned in the Draft EIR. And, the amount of hillside removal is leaving a deep wound that will never heal. The exposed areas will always be a reminder of the lost "rural" feel that can be seen for miles throughout the riverbed. This section of the 76 will cause tremendous traffic jams (since so many signals are in a small area of the project – there already are traffic jams during morning and evening rush hour where intersections are completely impacted with through traffic because

Comments Gail Kerry 10-31-2010 Page 1

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2. Responses to specific issues raised in this letter are addressed below.

of uncoordinated signalization), is an eyesore for everyone due to the hillside cuts and will ultimately require future modifications to handle the increased traffic and congestion caused by eliminating the local frontage road and replacing it with the "thoroughfare". 1 Cont.

The final phase of the project needs to be carefully evaluated to avoid the disasters of the middle phase. I would like to highlight my concerns:

COST COMPARISONS:

The Northern Alternative has been designed to be as Spartan as possible using the least cost, least merge lanes, least left turn pockets and the least amount of width for a road of this magnitude and importance. This alternative does not take into consideration the amount of local traffic that goes back and forth on this road to buy groceries, to get gasoline, to go to the Post Office, to go into town, to go to restaurants and other business activities that will become infeasible if the Northern Alternative is created as it is currently proposed. Without proper left turn pockets and left turn merge lanes, local residents will change their habits, drive the back ways through the neighborhoods to get to town. The businesses along the existing 76 corridor will be lost and congestion on other local roads will become a problem. Additionally, it will be absolutely imperative that all the signals on the 76 through Fallbrook and Bonsall be coordinated. With the addition of more signals in this area, the current traffic jams in the morning and evening rush hours will be exacerbated tremendously. Adding left turn pockets and left turn merge lanes at all the streets that come down to the 76 from the north must be included for the Northern Alternative to be successful. The costs associated with left turn lane modifications and the cost of coordination of all these signals are costs that need to be included in the final cost comparison. 2

The Southern Alternative presumes that the whole 2000-acre Vessels Stallion Farm needs to be bought. Only 80-100 acres are actually needed for the southern alternative. This is about 4-5% of the total property and only encompasses that portion next to the San Luis Rey Riverbed that is already considered in a floodplain. Why would Caltrans need to buy the whole property when they only need a small portion? And, even if Caltrans bought the whole property, the remainder could be sold off to fulfill the goals of the County General Plan at a profit. The cost of the Stallion Farm has inflated the cost of the Southern Alternative by a huge amount. This must be corrected before any decision is made on which alternative is best. Once the Northern Alternative is adjusted to include proper left turn pockets and merge lanes and synchronization of signals and the Southern Alternative is adjusted downward to only include the cost of buying the amount of property necessary for the road, I strongly believe the Southern Alternative will become a very viable option financially. 3

TRAFFIC CONGESTION:

The Northern Alternative will leave no east west alternative to the 76. If there is a major accident or other disruption to the "new" high speed 76, no one will be able to travel east west. There will be no other road available. For the middle section, there is Old River Road. For the western section, there is Mission Road. What alternate road will there be if the Northern Alternative becomes inaccessible? With more local traffic, the need for U-turns to enter and exit streets, there will be more traffic accidents and congestion and no alternate route. 4

Comments Gail Kerry 10-31-2010 Page 2

2 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings was evaluated and included in the project to minimize head-on collisions along the SR-76 roadway, which limits left turn access at two local streets. Subsequent to the Draft EIR/EIS circulation, supplemental traffic studies at Via Monserate were completed and it was determined that a traffic signal is warranted at this intersection. To enhance roadway operations and safety within the proposed project, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

3 Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

4 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

4 Cont. The Southern Alternative will have an emergency alternative. The "old" 76 will become a local road and will be able to provide an option. This could be vitally important in time of an emergency such as the fires we have had in the last few years. With the Southern Alternative, if one of these roads is inaccessible, the other would still be an option. And finally, the Southern Alternative can be much straighter with fewer obstacles to build around.

LOCAL ACCESS TO BUSINESSES:

The Northern Alternative will eliminate the existing 76 and replace it with a high-speed thoroughfare that will destroy the remaining businesses. Local traffic will not be able to access these businesses and return home (due to the lack of left turn pockets and merge lanes) without tremendous waste of gasoline to go to the few signals that will be available and make U-turns. All businesses along the existing 76 will be destroyed since access will prevent local traffic from easily coming to them. The local traffic routes will be dramatically impacted with the northern route. Those looking for local traffic alternatives to get to shopping and town will drive northward through housing tracts and impact other local streets in their attempt to navigate into town. There will be no way for residents east of the intersection of Mission and the 76 to get to
5 their closest market, restaurants, movie theater and especially the Bonsall Post Office further to the west on the 76. These businesses will have effectively been destroyed.

The Southern Alternative will leave the existing 76 for local access to businesses, neighbors and emergency ingress and egress. This route will not divide Bonsall, *it has already been divided by the middle link of the road* and by the Dulin Road extension which already exists in the county plans. A Southern route might also open up some areas in Bonsall for commercial shopping centers. The current Bonsall businesses along the 76 will be irreparably damaged by the changes being made on the middle section of the road. Keeping the existing 76 as the local frontage road for the final link will also allow local traffic to continue to traverse on the same road without being diverted into neighborhoods and causing more problems. This alternative will have the least impact on neighborhoods, emergency ingress and egress and on local business.

FUTURE TRAFFIC INCREASES:

Currently there are major development projects planned for the I-15 corridor along the 76. This includes housing projects for more than 4,800 homes, an elementary and high school and a Palomar College campus for about 7,000 students. Additionally, a dump site east of the I-15 has been approved. How will all the cars and trucks get there? Where will they come from? Will the current proposals allow for future growth?

6 The Northern Alternative leaves no room for future growth and future needs of this portion of the county. The 76 corridor will be used for access to and from the west creating far more through traffic and congestion. Local students will be going to the new elementary and high school. Will dump trucks be traveling over the 76 to the new dump site? Will the Northern Route with limited left turn pockets and merge lanes make access impossible during rush hour? Probably.

The Southern Alternative leaves the existing 76 as a local corridor. This makes for easy access for parents and students to and from school. By removing local traffic from the equation,

Comments Gail Kerry 10-31-2010 Page 3

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

5 See Response #2 above.

6 A four-lane conventional highway is typically warranted when traffic volumes on the roadway are between 20,000-60,000 ADT. The traffic data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs. Upon review of these different data sets, the project team determined that the initial 2030 traffic volumes that were used for the basis of the traffic studies were indicative of year 2035-2040 volumes of the latest Series 12 forecasts. Updating the project's Series 10 traffic studies to the most recent Series 12 traffic volumes would not substantially alter the resulting volumes used for determination of the roadway width and other project features. Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

6 Cont. the Southern Alternative will be able to handle that much more through traffic before any expansion would be necessary. And, the Southern Alternative has plenty of room for expansion with minimal modifications.

ENVIRONMENTAL CONCERNS:

The Northern Alternative requires cutting down a hillsides, leaving permanent very visible damage to the environment. This is already very apparent with the middle section. The gouges will never heal, and they can be seen throughout the valley. This alternative will bring the road into very close proximity to the San Luis Rey River and will require removal of almost all the brush and native plants next to the new road (300 feet from the new road). With all the traffic that is proposed along this corridor, there will be tremendous dust and car pollution that will directly go into the river and the ground covers and animals will be directly exposed to high-speed traffic next to their habitat. What if a car or trash truck happens to go off the road? Will it end up in the river? Will gasoline, oil and possibly hazard trash spill into the river? 7

The Southern Alternative is much further away from the river and native plants will be able to hide the road from the river, thus protecting the native animals from exposure to danger from cars. This alternative will not require removal of hillsides thus leaving the valley with a much more natural appearance. With the brush from the river, the road will be almost invisible, unlike the northern alternative with hillside cuts and removal of large portions of the native brush near the road. Avoiding such cuts and earth moving requirements saves the environment and is much more cost-effective. The additional low bridge that will be required with the southern alternative provides a great underpass and travel route for the native roaming animals.

CONCLUSION:

In conclusion, I believe the facts I have presented all point to the Southern Alternative as the best option:

8 1. If the draft EIR is corrected to include actual necessary costs for the Northern Alternative (to add necessary left turn pockets and merge lanes at all the streets that end at the 76) and the Southern Alternative (removing the cost to buy the whole Vessels Stallion Farm and only include the 80-100 acres of floodplain land actually needed), I believe the cost for the Southern Alternative will turn out to be very close to the cost for the Northern Alternative.

2. Traffic congestion from local traffic and available options during emergencies and traffic accidents should be given high priority. With new homes, schools and a dumpsite already in the works along this corridor, traffic could become 9 impossible. What happens when there is a traffic accident? What if the new 76 thoroughfare is closed due to an accident or overturned trash truck? The Southern Alternative with fewer curves, less cross traffic and signals and with a secondary 76 local traffic frontage road definitely provides the necessary options not available with the Northern Alternative.

10 3. Local Access to businesses and town needs to be weighed. With the existing 76 and the Southern Alternative, local access will still be possible, preventing

Comments Gail Kerry 10-31-2010 Page 4

7 Post-construction activities would include revegetation of areas cleared during construction and implementation of Best Management Practices (BMPs) that that would prevent oil, trash, and other pollutants from entering into the riverbed. Additionally, the proposed project would include treatment BMPs to treat any pollution that may enter the river. The proposed project would include wildlife fencing with escape areas to allow for safe animal crossings. Clear recovery zones have also been incorporated into project design to prevent cars from entering into habitat areas in the event of an accident.

The cut slopes as well as all proposed landform alterations were assessed for their visual impact for each of the alternatives and the appropriate mitigation measures were recommended to minimize these impacts including grading techniques to complement the natural configuration of the landscape. All disturbed areas would be planted with the appropriate plant material.

Wildlife undercrossings are proposed for both build alternatives in locations that would connect similar habitat areas on both sides of SR-76. Post project monitoring would be conducted on the effectiveness of the wildlife connectivity features and to inform decision-making for future projects. Post project monitoring would be conducted over a minimum of three years to allow wildlife to become accustomed to the wildlife connectivity features.

8 See Response #3 above.

9 See Response #4 above.

10 See Response #2 above.

11 See Response #6 above.

12 See Response #7 above.

13 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

1

I am in favor of the alignment alternative!

It is much safer.

Margaret Ehrhart
4850 Dulin Rd
#105
Fallbrook Cal

1 The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative has been chosen as the preferred alternative as it would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

<saundersdmr@roadrunner.com>
10/22/2010 02:43 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject we don't want southern route hwy 76 next to mobile home park

1 dear debra soifer- we as a group which has retired to our mobile home park and own the land since the early 1970's cannot understand the reasoning of a few rich land owners ,whose propery is not close to the highway, would wand a much more expensive southern routing of hwy.76. please do not disrupt our retirement community by destroying our mobile home park. we own the land and our way of life is predicated on our peaceful way of life as we know it. thank you-richard and marion saunders-4650 dulin rd. #182 fallbrook ca. 92028-home owners in the rancho monserate mobile home park and country club.

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Msruthl@aol.com
10/22/2010 12:59 PM

To debra_soifer@dot.ca.gov
cc
bcc
Subject Eastern Third of Highway 76 Widening

Dear Ms. Soifer,

I may very well be in the minority of the people that are writing to you regarding the widening of Highway 76 between South Mission Rd. and Interstate 15. I have been hearing and reading in the press of the complaints of many people regarding the Existing Alignment Alternative and the Southern Alignment Alternative. I am in opposition to the Southern Alignment Alternative. I happen to live just south of the San Luis Rey river and the plan as I see it would be very disruptive to my enjoyment of my home. It would push, even lower than now, the property values by having the roadbed south of the river. It may seem that I'm a NIMBY sort of person but if I am, I'm doing so for a good reason. The entire community of 232 homes where I live (Rancho Monserate Country Club) will suffer the same problems, lowering of property values, dust, noise, potential increase of crime due to the volume of traffic nearer to our homes.

1

Many of my neighbors are being whipped into a fury by the Board of Directors of our Homeowners Association telling everyone that we MUST write to encourage the Southern route, due mainly to the belief that if the Southern route is adopted that off ramps from 76 will divert the expected traffic from Bill Horn's folly....excuse me, the San Luis Rey River Park and that Dulin Rd. (which is the only access road into our park) would not be used by the public. I feel this way of thinking is misguided.

There is so much misinformation flying around that it is impossible to determine what is being planned and how it would be accomplished.

I AM IN FULL SUPPORT OF THE EXISTING ALIGNMENT ALTERNATIVE!

Would it be possible for you to advise when the final decision will be as to the route that will actually be taken?

Respectfully yours,

Ruth Lawrence
760-731-7551

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

A press conference was held on June 2, 2011, at which it was announced that the Existing Alignment Alternative was identified as the Preferred Alternative. A fact sheet describing why the Existing Alignment Alternative was identified as the Preferred Alternative was released at the press conference as well.

mcpolinj@aol.com

10/24/2010 04:10 PM

To Ann.Fox@dot.ca.gov

cc

Subject Alignment of Highway 76

Dear Ms. Fox,

1 I have read with interest the comments of the people that wish to have the alignment of Highway 76 moved to the other side of the river. This will involve the addition of two more bridges across an already environmently endangered area. I watch the geese, egets, ducks and other birds and wildlife that use this habitat. It would be a shame to continue to distroy this area of refuge for them. As for the argument that it would allow for additional expansion to a six lane highway, are they going to build two six lane bridges at this time or have to go to the expense of adding an additional two lanes later. I have read that the additional expense at this time, for a four lane bridge expansion, would be 120 million dollars. I am opposed to having the highway moved south and fail to see that the reasons for this move are justified.

Sincerely,
Joan McPolin
mcpolinj@aol.com

1 Environmental analysis is a major portion of project development. Caltrans, as a good steward of the environment, strives to avoid and minimize impacts to the maximum extent possible. It is important to protect the river and the species and habitat that it supports along with the scenic value of the river valley.

Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Patricia Fouquet
<drpatfouquet@yahoo.com>
10/27/2010 08:58 PM

To editor@thevillagenews.com, Debra.Soifer@dot.ca.gov
cc
bcc
Subject Letter Re Hiway 76 from Heather Contreras

I would like to speak up for those of us who are opposed to the southern route for the widening of Route 76. It seems absurd to build two bridges across the river just to accommodate a short stretch of road. In addition, this will do nothing to ease evacuation traffic since it will reunite with the main part of the road before it reaches the I-15, leading to a bottle-neck effect.

In regard to Vessels Stallion Farms, anyone who thinks it is acceptable to destroy or relocate part or all of this operation is extremely short-sighted. There seems to be little gratitude for all that the Vessels family have contributed to the community, and to youth projects especially, in past few decades! Furthermore, Vessels is a historical cornerstone of American quarter horse racing, having developed leading sires such as Dash for Cash and First Down Dash, two outstanding examples of equine royalty in this
1 country.

Furthermore, most of us who do work in the horse racing industry can not afford to lose any more jobs in this area. And Vessels is not the only property that would be affected by the choice of the southern route; it would take out part of another farm which has been in operation for a hundred years or more.

Please Caltrans, do not destroy what is left of our rural community with an unnecessary loop to one side of the river and then back. Finally, the southern route is not even the straighest route, as some people believe.

Sincerely,

Heather Contreras

P.S. This was typed and emailed by a friend of Ms. Contreras. I live directly across from the Vessels Ranch and I agree with everything she has said here.

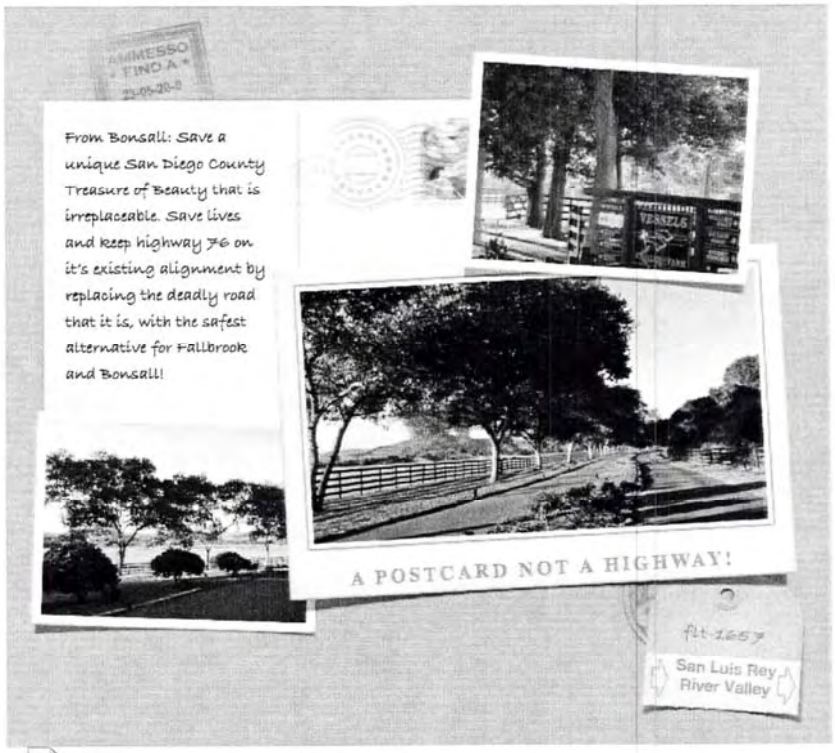
Patricia Fouquet

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. We appreciate the information you have provided. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Bruce JENKIN
<bjenkin@me.com>
10/31/2010 08:30 PM

To debra_Soifer@dot.ca.gov
cc
bcc
Subject Northern Route Hwy 76 is the Right Choice!

1



Pictures.zip

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cynthia myers
<cmsquare@earthlink.net>
10/30/2010 10:40 PM
Please respond to
cynthia myers
<cmsquare@earthlink.net>

To debra_soifer@dot.ca.gov
cc Curtis Myers <cmsquare@earthlink.net>
bcc
Subject Support expansion of existing SR76 route

Ms. Soifer,

1 I would like to express my support of a six lane northern route expansion of SR76. From what I have read, expansion of the existing roadway would cost less than re-routing the highway to the southern side of the river valley. It would also cause much less ecological damage to this critical riparian wildlife
2 corridor, especially if adequate under-crossings for wildlife were incorporated in the design of the expansion. I drive that route quite often and I see the dead wildlife lying all along the existing route, and the addition of another busy thoroughfare south of the river would only add to the roadkill carnage.

Thank you for your consideration,
Cynthia Myers

760-731-9567
2788 Rainbow Glen Rd
Fallbrook CA 92028

Cynthia Myers
Fallbrook CA

1 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

2 Environmental analysis is a major portion of project development. Caltrans, as a good steward of the environment, strives to avoid and minimize impacts to the maximum extent possible. It is important to protect the river and the species and habitat that it provides along with the scenic value of the river valley.

Wildlife crossings, directional fencing, and escape areas have been included in project design to minimize wildlife fatalities. Wildlife crossings are described in Section 3.20 and the locations of the proposed wildlife crossings are shown on Figure 3.20-4.

<johnflbrk@roadrunner.com>
10/29/2010 02:38 PM

To Debra.Soifer@dot.ca.gov
cc
bcc
Subject Rt. 76

1 Hello Debra, I recently viewed the color, aerial photos/plans of the 2 proposed routes. It appears to me that several long sections of the original road are not in the footprint of the proposed northern route. They are marked in red which according to the legend means removal. Could those sections remain intact and be reconnected after the new road is built? This would create a 2 lane frontage road connecting all the side streets in that area. Some land would have to be taken in a couple of spots but it seems very doable to me. I am also wondering why this isn't already part of the plan. Frontage
2 roads are extremely useful. The northern route is the way to go but a frontage road needs to be included in the plan. The proposed Gird Rd. intersection would allow east/west access to the frontage road from the expressway at a convenient midpoint.
Adding the frontage road to the northern plan would end all the debate over north vs. south and can't possibly cost as much as 2 more bridges for the
3 southern alignment. Again in closing I am at a loss as to why this seemingly simple solution isn't already in the plan. Thank you for your time, John Creedon, Fallbrook resident.

1 Caltrans has included the continued use of existing paved roadway for future roadway use and driveway connections to the maximum extent practicable. Other areas of existing paved roadway would be removed for the purposes of biological enhancement. See figures 2.1-2a through 2.1-3g.

2 Although some areas of existing paved roadway would be removed, the majority of the existing roadway would overlap with the Existing Alignment Alternative. Therefore, there would not be sufficient room to have a complete frontage road connecting the areas that would be removed.

3 For the Southern Alternative, the existing SR-76 roadway would be relinquished to the County of San Diego in good repair and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3—Southern Alignment Alternative.

Sandra Lavender, Acting Chief Environmental Analysis, Branch A,
California Department of Transportation
4050 Taylor Street, MS 242
San Diego, CA 92110
Submit comments via email to: Sandra Lavender@dot.ca.gov.

1 November 2010

SR76 East EIR Comments

Summary comments for selecting the existing SR 76 alignment

1 It should be noted that the southern alignment is totally within the unincorporated community of Bonsall.

According to the EIR the *existing alignment* offers *substantial benefits* and *substantially less impact and cost* over the southern alignment.

2 According to Allen Kosup, Corridor Director of the highway project for Caltrans, the southern alignment will cost $325M whereas the existing alignment will only cost $125M (NCT 23 Sept 2010). That's a **267%** premium for the southern alignment! This estimate accurately reflects the cost to acquire the impacted farms and ranches. Prior Caltrans estimates *underestimated* the cost of right-of-way by only estimating the "***fair market value***" of the "**right-of-way strip of land**" *and not the cost to compensate for damages and/or the cost to acquire the entire farm and ranch parcels impacted…*

The primary opposition to the existing alignment is a group of NIMBYs from Fallbrook's Sycamore Ranch. They do not want the SR 76 alignment to continue to go by their development located off the existing SR 76. They make outrageous claims for their position which are grossly false and mis-leading. They propose that Caltrans adopt the southern alignment and dedicate the existing alignment to the County for their own private use! Caltrans says that it currently cost around $300,000/yr just to maintain SR76 from Mission to I-15; *And the County does not have the extra money to improve (as noted by Caltrans) and maintain "**their private road**"?*

SOUTHERN ALIGNMENT IMPACTS:

1) Caltrans would have to acquire all the right-of-way which will displace numerous prime agriculture farms and equestrian ranches along the San Luis Rey.
2) Build four expensive bridges and mitigate their impact.
3) Portions of the Highway are in the flood plane and would have to be elevated.
4) According to the EIR: Air, noise, visual, land impacts and community character would have substantial unmitigable impacts on Bonsall.

- Mitigation for impacts to existing land uses would be infeasible and remain substantial and conflict with planned land use.
- Mitigation for growth related impacts would be infeasible and impacts would be substantial and influence future growth.
- Overall, impacts to community character would be severe under the Southern Alignment Alternative.
- Land designated for preservation in the MSCP would likely be developed.
- Relocation impacts associated with the Southern Alignment Alternative would remain unmitigable.

1

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

2 Comment noted.

3 Environmental analysis is a major portion of project development. Caltrans, as a good steward of the environment, strives to avoid and minimize impacts to the maximum extent possible. It is important to protect the river and the species and habitat that it provides along with the scenic value of the river valley. As noted, the EIR/EIS identifies a number of impacts with the Southern alignment Alternative that would be greater than the Existing Alignment Alternative, including community character and cohesion.

- Visual impacts associated with the Southern Alignment Alternative would be substantial.
- No mitigation is feasible for the impacts associated with the southern alignment.
- The Southern Alignment Alternative would noticeably compromise the character and scale of the proposed project area.

5) The southern alignment would cut Bonsall in half and limit police, fire and public access.

6) According to the EIR, the southern alignment would **unmitigably impact Bonsall's community character forever.**

7) The southern alignment would adversely impact the County's San Luis Rey River Park and their MSCP Plan.

3 Cont. 8) *Roads on both sides of the river will be devastating to wildlife and their wildlife corridor.*

9) The southern alignment would raise the water level of the river and the floodplain.

10) The southern alignment is longer and imposes a significant distortion of the Highway.

11) The construction schedule for the southern alignment is longer than the existing alignment (at least 2 yrs), since a bridge is required to convey equipment and material to the southern route.

12) The southern alignment has only one entry point and one exit point which constitutes a safety issue. Police, fire and emergency users could not utilize the southern alignment due to lack of entry/exit ramps.

13) The southern alignment resulted in the highest conversion of farmland.

How can anyone justify such a waste of money and Community impact to satisfy a few Sycamore Ranch NIMBYs?

None of these substantial impacts exist for the existing alignment.

BARC did a survey a few years ago (sent to some 4,500 Bonsall area residents) and asked them if they preferred the realignment along the existing right-of-way or some other alignment. The response was over 94% in favor of the existing route. Had a southern alignment been identified at that time the opposition to the southern alignment would have been closer to 100%. All expressed the fear that a southern route through Bonsall would destroy the rural character of Bonsall and split the community in two and irreparably damage Bonsall.

The southern alignment can not be justified on the basis of any rationale. Please support the low-cost/no-impact existing alignment for the realignment route for the SR76 East project.

Additional issues:

4 - Traffic considerations dictate that Caltrans grade for 6 lanes and pave for 4 as they did in the middle and West segments.

2

4 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

5 ➢ There is a lot of inconsistencies in the traffic, land use and community character discussion which leaves the EIR conclusions in question.

6 ➢ The EIR did not address the issue of schedules, this is an important issue. It appears that the southern alignment will take about two years longer, due to the fact the bridges are required to move equipment and material.

7 ➢ *There is no collective analysis of the cumulative impacts of the projects noted in Table 3.29-1. Each project is listed with its impacts. However, there is no discussion of the accumulative impacts all the projects have!*

8 ➢ The EIR references numerous technical studies but does not discuss their availability; therefore these studies could not be reviewed for accuracy or completeness. The CIA study was not available for review and the conclusions regarding Community land use impacts and Community Character and Cohesion could not be substantiated.

1.2 PROJECT PURPOSE

9 Caltrans is obligated to protect and maintain community character and the rural landscape within the corridor. According to the EIR, the southern alignment would **unmitigably impact Bonsall's community character forever.** Therefore, since the southern

10 alignment does not satisfy Caltrans obligation it should be rejected. In fact, Caltrans should have designated the existing alignment as the preferred alignment as it did for the middle segment.

Between 2004 and 2030, SANDAG has forecasted that population in the community of Fallbrook will grow by 32,539 people, or by 68.6 percent. The community of Pauma is expected to increase by 9,065 people, or by 147.1 percent, while the community of Valley Center is expected to increase by 25,089 people, or 134.0 percent. Inaggregate, the population of the cities and communities of Fallbrook, Bonsall, Vista, Oceanside, San Marcos, Pauma, Valley Center, and Marine Corps Base (MCB) Camp Pendleton are expected to increase by a total of 164,795 people, or 36.3 percent.

11 For the southwestern Riverside County area, the Western Riverside Council of Governments(WRCOG) published population projections showing that the aggregate population growth within the southwestern Riverside cities of Lake Elsinore, Murrieta, Perris, Temecula, Hemet, and San Jacinto between 2005 and 2030 would be 273,164 additional people, an increase of 74.5percent. *This figure does not include population increases for the unincorporated areas of Southwestern Riverside County.*

This growth will have a greater significant impact on traffic projection than portrayed by Caltrans.

3

5 Thank you for your comment. Responses to specific comments on traffic, land use, and community character are provided below.

6 The project schedule is discussed in Chapter 2 under Construction Phasing, section 2.1.2 and 2.1.3.

7 The cumulative impacts are discussed by type of impact not by project. This evaluation follows the project table in 3.29.

8 All of the technical studies can be requested or found in the various locations listed in the front of the document.

9 Caltrans has identified potential impacts to community character associated with both build alternatives in Section 3.6.

10 The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The project development team does not include elected officials. The existing alignment alternative has been chosen as the preferred alternative as it would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

11 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

12 S pg 1 It should be noted that the San Louis Rey River valley represents a major wildlife corridor critical to wildlife in North San Diego County and is home to many endangered species.

13 S pg 3 states that only 4 lanes will be constructed --- I question the traffic date used to support this decision. Caltrans has consistently underestimated the traffic and the need to expand to 6 lanes in the near future will be VERY costly.

14 A separate lane from emergency parking should be provided --- SR 76 from olive to I-15 has heavy bicycle traffic.

15 S pg 4This alternative provides an economical construction cost while balancing impacts to the sensitive environmental resources and the private property located along the corridor.

16 The southern alignment will cost more than **267%** more then the existing alignment --- what's economical about that?

17 Where are wildlife under crossing to be located? For larger mammals, a minimum 8 feet by 10 feet underpass bridge or box culvert bridge is the proposed size. Minimum 5 x 5 foot dimension for culverts are proposed for medium sized animals, and less than 5 x 5 foot culvert dimensions for smaller sized animals. Wildlife is sensitive to location, size and construction of under crossings. Most will not use due to concern for safety. If wildlife does not use under crossing what is plan B? What successes has Caltrans had with wildlife under crossing in other projects?

18 S pg 5 The cost to make the bridges 6 lanes now would add about 20% to the bridge cost while the cost to add 6 lanes latter on would be on the order of 50%, It is not cost effective to delay constructing a 6 lane bridge if required.

19 The southern alignment requires about 1M yards of fill. Where is Caltrans going to get it from and where is the cost spelled out?

20 S pg 6 **No Build Alternative --- what improvements would be made to improve safety and flow?**

21 Costs to improve the existing SR-76 by the County have not been identified. What is the cost of the no build alternative since improvements **MUST** be made and at a cost? Any SR-76 improvements done by the County would have to be reviewed and approved under a separate environmental process. Under the Southern Alignment, it is unknown if the County will provide wildlife crossings on the current roadway. Will County have to build them?

22 Under the Southern Alignment, wildlife movement will be at the two bridges at the river crossings (allowing east/west wildlife movement within the riparian area), and wildlife fencing and crossings in the form of culverts along the southern alignment (allowing north/south movement). How do we know that this is the best place?

23 **S pg 9 1.3.2** What Pala, Pauma, and Rincon Indian casinos expansion, which are currently planned for are included?
What other future development to the East are included?

24 S pg 10 EIR incorrectly estimates the number of parcels that will have to be acquired as one (1).This is not correct as a number of the partial proposed parcels will go to litigation if not fully acquired.

4

12 The San Luis Rey River supports extensive riparian habitat and is largely unchannelized and relatively undisturbed. The San Luis Rey River Valley supports federal and state listed endangered species. Environmental analysis is a major portion of project development. Caltrans, as a good steward of the environment, strives to avoid and minimize impacts to the maximum extent possible. It is important to protect the river and the species and habitat that it provides along with the scenic value of the river valley. Wildlife crossings, directional fencing, and escape areas have been included in project design to minimize wildlife fatalities. Wildlife crossings are described in Section 3.20 and the locations of the proposed wildlife crossings are shown on Figure 3.20-4.

13 In 2007, Caltrans began traffic technical studies for the SR 76 east segment from South Mission to I-15. Those studies were based on SANDAG's Series 10 projected year 2030 traffic volumes and land use. During the course of the project development process, SANDAG released both the Series 11 modeling, with year 2030 forecasts, and more recently released the Series 12 modeling, including year 2035 and year 2050 forecasts. The table and chart added to Section 3.10 of the FEIR shows that the Series 10 (2030) future traffic volumes used for the current project's traffic studies fall in-between the Series 12 year 2035 and year 2050 traffic volumes.

A four-lane conventional highway is typically warranted when traffic volumes on the roadway are between 20,000-60,000 ADT. The traffic data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs. Upon review of these different data sets, the project team determined that the initial 2030 traffic volumes that were used for the basis of the traffic studies were indicative of year 2035-2040 volumes of the latest Series 12 forecasts. Updating the project's Series 10 traffic studies to the most recent Series 12 traffic volumes would not substantially alter the resulting volumes used for determination of the roadway width and other project features. Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

14 A Class III Bikeway (Bike Route) is proposed that would provide for shared shoulder use with pedestrian, bicycle, or motor vehicle use and that is consistent with the current plan for the SR-76 corridor. Bicycle friendly design elements would be incorporated into the final design, whenever feasible; these elements would include 8-10 ft outside shoulders, bicycle-friendly drainage system planning and bike lanes at signalized intersections. The Class III Bikeway would also allow for emergency parking.

15 Page S-4 discusses the Existing Alignment, which is the more economical alternative.

16 Comment noted

17 The locations of wildlife crossings were selected based on consultation with, and recommendations from, wildlife resource agencies who provided input on where to locate the wildlife crossings during the environmental review process. These recommendations were in part based on results observed from wildlife crossings implemented for different transportation projects. Post-project monitoring of wildlife crossings would be implemented to determine the success of wildlife crossings implemented as a part of the proposed project. The locations of the proposed wildlife crossings are shown on Figure 3.20-4.

18 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

19 Fill material would be obtained from the proposed Vessels and Tabata mitigation sites that have been identified as wetland restoration areas. As part of the restoration efforts, fill that has been placed previously would be removed. Using fill within the project area limits the costs of fill and also reduces truck trips for hauling fill from outside the project area.

20 The No Build Alternative would not include any roadway improvements.

21 The No Build Alternative would not include any roadway improvements.

22 The locations of wildlife crossings were selected based on recommendations from the wildlife resource agencies that used the best available information on how to implement successful wildlife crossings. The wildlife crossings are proposed in locations that would connect similar habitat areas on both sides of SR-76. Post project monitoring would be conducted on the effectiveness of the wildlife connectivity features and to inform decision-making for future projects. Post project monitoring would be conducted over a minimum of three years to allow wildlife to become accustomed to the wildlife connectivity features.

23 SANDAG regional traffic projections take into account current and future growth and development. See section 3.29 of the Final EIR/EIS for a discussion of cumulative impacts.

24 Caltrans Right of Way Division has reviewed the design of both build alternatives and concluded that only one property would be displaced by the Southern Alignment Alternative.

25 Regional population projections through the year 2030 show the sub regional area (Fallbrook,Vista, Oceanside, San Marcos, Bonsall, MCB Camp Pendleton, Valley Center, and PaumaValley) will see a population increase of almost 165,000 people between 2004 and 2030, which equates to a 36.3 percent increase. Also, population projections for nearby communities in Southwestern Riverside County (including Lake Elsinore, Murrieta, Perris, Temecula, Hemet,and San Jacinto) show a projected growth of slightly greater than 273,000 between 2005 and2030, or a 74.5 percent growth rate. This population growth has not been adequately accounted for in the traffic analysis.

26 **Table 1-1**. The ADT for 2030 appear low. If you proportionalize population increases from Riverside and the local area the 2030 ADT should be about 32,000. This projection does not include additional ADT generated by southeastern Riverside growth or from casino's, "the dump", the quarry, planned development to the East or underestimated land use projections. Because of the faulty development/population projectionsthe EIR underestimates the ADT's for the east segment.

27 What is the reason for a 50% increase in ADT at **Old** Highway 395 to I-15 NB Ramp vs. SR76 from Gird to 395?

28 Table 1-2 Why does the ADT Volume for Eastbound vs. westbound differ by about 50%? I assume that those people that leave home in the morning return home in the evening!!!

29 pg 1-11 1.3.4 SR 76 should provide bicycle lanes for safety considerations since this route has heavy bicycle traffic. Sharing the shoulder lane does not do it.

Pg1-7 Caltrans has grossly underestimated the ADT's for 76 east segment.
The EIR says that the traffic volumes were based upon SANDAG's Series 10 projected traffic volumes for year 2030. However the Series 10 Transportation Model was based upon the County of San Diego's December 2002 GP 2020 plan update working copy land use map and the forecast generate by the Southern California Council of Governments for Riverside County adopted in November 2000. The data for these reports were generated years before that**, therefore the traffic volume data generated for this EIR is most likely 15 years old.**

Caltrans should plan to grade for 6 lanes and pave for 4 lanes as they did in the middle segment. Accord to the EIR (pg-3-45) regional growth generally outpaces regional transportation improvements. Since the need for 6 lanes will occur sooner than Caltrans projects, it would be more cost effective to add extra lanes now rather than in the future.
Should Caltrans not grade for 6 lanes now, but in the future;
Caltrans will have to:

30 Redo the EIR
Redo Land Acquision
Redo the Grading
Redo the Drainage
Replant impacted areas
Redo Mitigation
Requires Owner access
New Funding
New Approval process
New Public comments
New Government comments
It would be more cost effective and less time consuming to grade for 6 lanes initially.

5

25 A four-lane conventional highway is typically warranted when traffic volumes on the roadway are between 20,000-60,000 ADT. The traffic data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs.

26 SANDAG regional traffic projections take into account current and future growth and development.

27 ADT volumes on SR-76 between Old Highway 395 to the northbound I-15 ramps increase (relative to volumes on SR-76 between Gird Road and Old Highway 395) due to 6,000-7,000 ADT turning east from Old Highway 395 toward I-15, and 4,000-5,000 ADT turning west onto SR-76 from the I-15 southbound freeway ramp. The Park and Ride facility would be expected to attract approximately 1,750 ADT. These associated trips were determined to primarily use the SR-76/Old Highway 395 intersection and the SR-76/I-15 interchange.

28 Table 1-2 of the Final EIR/EIS show trip origins and destinations for trips going in both directions on SR-76, that are (1) on SR-76 east of South Mission Road, and (2) on SR-76 west of South Mission Road. Along SR-76, there is a distinct difference in the traffic volumes west of South Mission Road versus east of South Mission. There are nearly 46,000 trips east of South Mission versus 65,000 trips west of South Mission. Traffic demand along SR-76 east of South Mission is lower due to many commuter trips originating and terminating in Fallbrook.

29 A Class III Bikeway (Bike Route) is proposed that would provide for shared shoulder use with pedestrian, bicycle, or motor vehicle use and that is consistent with the current plan for the SR-76 corridor. Bicycle friendly design elements would be incorporated into the final design, whenever feasible; these elements would include 8-10 ft outside shoulders, bicycle-friendly drainage system planning and bike lanes at signalized intersections.

Sidewalks and curb ramps would be designed in compliance with California State Laws and with Federal Regulatory Standards of the Americans with Disabilities Act (ADA). Existing sidewalks would be maintained, upgraded as needed for accessibility, or relocated along the new roadway alignment.

A Memorandum of Understanding between Caltrans and the County of San Diego outlines the proposed River Park features that Caltrans would implement during the final design and construction phase of the SR-76 South Mission to Interstate 15 roadway project. Along the SR-76 project corridor, these River Park features include the construction of staging areas, at predetermined and agreed upon locations, with trail access; construction of at-grade equestrian crossings, where feasible, with signal actuators, at equestrian level, at specified intersections; installation of fencing; and construction of a multi-use trail along the southern boundary of the SR-76 roadway. Caltrans would accommodate trails inside the highway right-of-way where feasible. These areas would be relinquished to the County of San Diego for operations and maintenance.

Please refer to Chapter 3, Section 3.10.3, Pedestrian and Bike Access, and Appendix B.

30 See Response #13 above.

31 Pg 3-44 3.4.3 Developers for the 3P's are currently proposing more then 3000 dwellings and a number of developments east of the 3P's are being proposed.

Pg 3-57 3.6.2 It is the projects responsibility to protect and maintain community character and the rural landscape within the corridor; NEPA says---Since this project would result in physical change
32 to the environment, it is appropriate to consider changes to community character and cohesion in assessing the
significance of the project's effects. The Bonsall and community plan, which is included in the San Diego County General Plan, identifies preservation of the existing rural character of the communities as a high priority. According to the EIR overall, impacts to community character would be severe under the Southern Alignment Alternative and should therefore be rejected.

33 Pg 3-81 The EIR says that the proposed project would interface with and serve to complement mass transit, rail, pedestrian, and bicycle modes of travel in several ways ---The EIR only provides lip
34 service for these modes!!!
What analysis was done on traffic impact to connecter roads--- like Old River Rd, Camino Del Rey and W Lilac Rd???

35 Pg 3-153 3.1.3 The floodplain is in error as it does not reflect the impact of the vegetation growth in the river, which is substantial.

Pg 3-296 SR-76 was one of three highway expansions where the TransNet Ordinance indicated that "[direct and indirect impacts to sensitive plant and animal populations, and to the function of the wildlife corridors, should be mitigated in order to produce an on-site 'net benefit' to species and to the movement of
wildlife...." Furthermore, the TransNet Ordinance states that the net benefit, "will require a comprehensive baseline analysis of existing and future conditions, adoption of measures to
36 mitigate direct and indirect impacts to species, adoption of measures to accommodate species specific
wildlife movement through the corridors, and implementation of capital project designs that can reduce impacts." The proposed project would include elements such as wildlife crossings, directional wildlife fencing, habitat restoration, and land acquisitions to support wildlife habitat connectivity.
Where are the noted benefits discussed???

37 Pg 3-332 Table 3.29-1 Where are the cumulative impacts analyzed???
Table 3.29-1 only list the individual projects ---which have no impact or are not
38 complete. Individually they are noted as no impact, **BUT** where is the collective analysis ???

39 **In conclusion, the adoption of the existing alignment as the alignment route is a no-brainer!**

Gerald Walson
President BARC (Bonsall Area for a Rural Community)
30545 Via Maria Elena
Bonsall, California 92003
760-639-6399

6

31 Traffic volumes and projections were based on the most current data available at the time of development. Future traffic volumes include recent and known planned development. The facility is designed to provide for the predicted traffic volumes and not the current traffic volumes. See Response #13 above.

32 As discussed in Section 3.6.3, the VIA prepared for the proposed project concluded that the Southern Alignment Alternative would have moderately high- to high-level impacts to the existing landscape viewshed. Such changes to the visual landscape would reduce the rural character of the community and adversely impact the existing community character. Additionally, as discussed in Section 3.6.4, the Southern Alignment Alternative was developed in conjunction with the community outreach efforts, design considerations, and design iteration process described above. However, no mitigation is feasible for the impacts associated with introducing a new transportation corridor into a largely undeveloped area and potentially displacing Vessels Stallion Farm.

33 The proposed project is one component of the larger regional transportation network that includes public transportation. Implementation of the proposed project would not preclude use of public transportation resources within the area. The sprinter would not be impacted by the proposed project. The Transportation Management Plan would include specific locations for relocated North County Transit District (NCTD) bus stops or bus detours. Bus stops would be clearly identified and accessible to pedestrians through safe walkways and connections to business and residence centers. The bus detours would be posted on both the Caltrans and NCTD websites. Additionally, the proposed project would interface with and serve to complement mass transit, rail, pedestrian, and bicycle modes of travel in several ways that are described in Section 1.3.4 of the Final EIR/EIS.

34 Origins and destinations were studied to include areas outside the study area of SR-76. Overall ADT and turning movements were studied at cross streets to SR-76. Please refer to Section 3.10.

35 Section 3.13 describes the San Luis Rey River floodplain. The base floodplain map uses information from the FEMA Flood Insurance Rate Map.

36 A concurrence letter from the California Department of Fish and Game stating that both build alternatives would meet the intent of an on-site "net benefit" is located in Section 5.4 of the Final EIR/EIS.

37 Cumulative impacts are discussed under each type of impact in Section 3.29.3.

38 Cumulative impacts are discussed under each type of impact in Section 3.29.3.

39 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

"Dirk Thayer"
<dthayer@sbcglobal.net>
11/02/2010 08:16 AM

To <debra_solfer@dot.ca.gov>
cc
bcc
Subject SR76 East comments

Hello,

I'm writing to comment on the SR76 EIR.

1 My main concern is that the decision makers don't believe that the only people out here are the very vocal minority that are trying to use any excuse to insist that the proposed northern route is unacceptable. Their main objection seems to be poor emergency access for the northern route. I noticed this week that the North County Fire Protection District does not agree with this assessment and I would think they would know much better than a small group of citizens.

2 Other excuses that I've heard and read is that the northern route would cause more noise, traffic, and pollution. I can't understand their reasoning on these at all – if the number of vehicles is the same, how could one route be worse than another in these aspects?! It would appear the anti-northern route people are just throwing out any excuse they can think of whether it makes any sense at all and hoping some will stick and resonate! This is not what the silent majority of citizens in the area agree with!

3 It seems to me that the environmental impact report is fairly done and accurately states the advantages and disadvantages of each route. Everyone is constantly saying that the government must cut back in what they are spending – unless, of course, it is for their pet projects – everyone else's should get cut back! Well, it is clear that the southern route will be considerably more expensive and I don't see any justification in the report to spend this extra for the new road.

Please don't bow to the political brow-beating and arm-twisting that the vocal minority are attempting to use to direct this project in the direction that they wish for purely personal reasons.

Thank you for your time and consideration,
Dirk Thayer
Bonsall resident

1 The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

2 Comment noted.

3 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Return-Path: <Hbrazier@aol.com>
Received: from imo-ma03.mx.aol.com (imo-ma03.mx.aol.com [64.12.78.138])
by imr-ma03.mx.aol.com (8.14.1/8.14.1) with ESMTP id oA2NutQG030433
for <DebraSoifer@dot.ca.gov>; Tue, 2 Nov 2010 19:56:55 -0400
Received: from Hbrazier@aol.com
by imo-ma03.mx.aol.com (mail_out_v42.9.) id 2.f41.12950e8 (37037)
for <DebraSoifer@dot.ca.gov>; Tue, 2 Nov 2010 19:56:50 -0400 (EDT)
Received: from magic-d23.mail.aol.com (magic-d23.mail.aol.com [172.19.146.157]) by cia-db02.mx.aol.com (v129.5) with ESMTP id MAILCIADB027-90ad4cd0a542138; Tue, 02 Nov 2010 19:56:50 -0400
From: Hbrazier@aol.com
Message-ID: <833eb.235b6be4.3a01ff42@aol.com>
Date: Tue, 2 Nov 2010 19:56:50 EDT
Subject: Comments on State Route 76 East project
To: DebraSoifer@dot.ca.gov
MIME-Version: 1.0
Content-Type: multipart/alternative; boundary="part1_833eb.235b6be4.3a01ff42_boundary"
X-Mailer: AOL 9.0 VR sub 5250
X-AOL-IP: 63.93.65.84
X-Spam-Flag:NO
X-AOL-SENDER: Hbrazier@aol.com

----- Message from Hbrazier@aol.com on Tue, 2 Nov 2010 19:56:50 EDT -----

To: DebraSoifer@dot.ca.gov

Subject: Comments on State Route 76 East project

Ms Soifer,

I submitted a lengthy letter commenting on the project. I mailed it a week ago. Unfortunately, it was returned to me today: I had applied the wrong stamp and had insufficient postage. I favor the existing route. I will summarize below the gist of my comments. Thank you.

Helene Brazier
8258 Via Urner Way
Bonsall, CA 92003

I favor keeping the SR 76 East project in the existing route.

I believe that the Southern Route would damage the community in which I live.

1 A new road bisecting the rural community would negatively impact land use. It would encourage development by making it less expensive, undermining the community's long standing and frequent statements of its desire to remain rural. A way of life would be destroyed for Bonsall's residents.

Destroying the Vessels Stallion Farm would deprive the community of support for the horse culture which has been a distinguishing characteristic of Bonsall. It would cost local jobs in that arena.

2 There would be negative visual/aesthetic results as well as noise and air pollution.

None of the above impacts can be mitigated effectively if at all.

3 Locally existing native species will be destroyed.

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

As discussed in Section 3.6.3, The VIA prepared for the proposed project concluded that the Southern Alignment Alternative would have moderately high- to high-level impacts to the existing landscape viewshed. Such changes to the visual landscape would reduce the rural character of the community and adversely impact the existing community character. Additionally, as discussed in Section 3.6.4, the Southern Alignment Alternative was developed in conjunction with the community outreach efforts, design considerations, and design iteration process described above. However, no mitigation is feasible for the impacts associated with introducing a new transportation corridor into a largely undeveloped area and potentially displacing Vessels Stallion Farm.

2 Impacts and mitigation and minimization efforts associated with aesthetics, air quality, and noise are documented in sections 3.11, 3.18, and 3.19 respectively.

3 Impacts and mitigation and minimization efforts associated with biological resources are documented in sections 3-20 through 3-25.

4 I realize that there are many more residents of Fallbrook who want to push the road away frcm them than there are residents of Bonsall in toto. As far as numbers, we don't stand a chance. But our way of life is at stake, not theirs. I hope this will be considered in the final decision.

Two other points:

5 The Southern Route will be more expensive than the existing route; not just in the building of the road, but in what it will cost to rehabilitate and maintain the old SR 76.

6 The old SR 76 will still be there and will still be as dangerous as it is now. That was a major reason for undertaking the project initially, and it is still a valid concern.

7 Thank you for considering my concerns. I ask that you select the existing route. It will serve the need better than the alternative.

Sincerely yours,

Helene Brazier
8258 Via Urner Way
Bonsall, CA 92003

4 The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

5 Costs for the project alternatives are included in the EIR/EIS.

6 Under the Southern Alignment Alternative, the current roadway section between Sweetgrass Road and Sage Road would be utilized as a frontage road. This roadway would remain unchanged, retaining the existing curves, sight distance issues, and side street access issues that are currently observed for the current SR-76 facility.

7 Thank you for your comment and expressing your support for the Existing Alignment Alternative.

BSinclairT@aol.com
10/29/2010 01:10 PM

To debra.soifer@dot.ca.gov
cc
bcc
Subject SR-76 corridor expansion

Re the last section of the 76 corridor expansion, please be advised we request the Southern route to save money and lives.
thank you,
1 Beverly and Sten Thordarson
2702 Dos Lomas, Fallbrook 92028

beverly sinclair thordarson

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Laurie Berman Director Caltrans District 11 26 September 2010
Fax 619-688-3122

Caltrans has released the EIR for the SR 76 East segment (from Mission Rd. to I-15) and is in the process of soliciting comments. The two options are: the existing alignment and a southern alignment (along the eastern edge of the San Luis Rey river).

1 You will note from the EIR that the existing alignment offers substantial benefits and *substantially less impact and cost* over the southern alignment. Please support the existing alignment as the preferred route – this would be consistent with prior decisions to construct the East and Middle segments along the existing alignments.

According to Allen Kosup, director of the highway project for Caltrans, the southern alignment will cost $325M; whereas, the existing alignment will only cost $125M (North County Times 23 Sept 2010). That's a **267%** premium for the southern alignment! This estimate accurately reflects the

2 cost to acquire the impacted farms and ranches. Prior Caltrans estimates underestimated the cost of right-of-way by only estimating the "fair market value" of the right-of-way strip of land and not the cost to compensate for damages and/or the cost to acquire the entire farm and ranch parcels impacted --- such as the world-famous 2000-acre Vessels Stallion Farm.

The primary opposition to the existing alignment is a group of NIMBYs from Fallbrook's Sycamore Ranch. They do not want the SR 76 alignment to continue to go by their development located on the existing SR 76. They make outrageous claims for their position which are grossly false and misleading. They propose that Caltrans adopt the southern alignment and dedicate the existing alignment to the County for their own private use! Caltrans says that it currently costs around $300,000/yr just to maintain SR76 from Mission to I-15. *Where is the County going to get the extra*

3 *money to improve (as noted by Caltrans) and maintain* ***"their private road"***?

BARC (Bonsall Area for a Rural Community), the Community of Bonsall and Tax Payers respectively request that you support the existing alignment. The southern alignment would trash Bonsall for the convenience of the these NIMBYs and cost close to three times the cost of the existing alignment. The existing alignment is the only route that makes sense.

The southern alignment would cut Bonsall in half, limit police, fire and public access; and, according to the EIR, would unmitigably impact Bonsall's community character.

FROM : FAX NO. : Oct. 25 2010 05:44PM P1

1 Thank you for your comment and expressing your support for the Existing Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

2 Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

3 Environmental analysis is a major portion of project development. Caltrans, as a good steward of the environment, strives to avoid and minimize impacts to the maximum extent possible. It is important to protect the river and the species and habitat that it provides along with the scenic value of the river valley.

Caltrans would have to:

1) Acquire all the right-of-way which will displace numerous prime agriculture farms and equestrian ranches along the San Luis Rey, such as the world famous 2000 acre Vessels Stallion Farm.
2) Build four expensive bridges and mitigate their impact.
3) Portions of the Highway are in the flood plane and would have to be elevated.
4) Air, noise ,visual and land impacts would have an unmitigable impact on Bonsall.

3 Cont.

5) The southern alignment would adversely impact our San Luis Rey River Park being built by the County.
6) Roads on both sides of the river will be devastating to wildlife and their wildlife corridor.
7) The southern alignment would raise the water level of the river and the floodplain.
8) The southern alignment is longer and imposes a significant distortion of the Highway.
9) The schedule for the southern alignment would be at least 2 years longer than the existing alignment due to bridge construction.

How can anyone justify such a waste of money and Community impact to satisfy these NIMBYs?

10) Safety issue --- the southern alignment has only one entry and one exit point for this segment of SR 76!

None of these substantial impacts exist for the existing alignment!!!

BARC did a survey a few years ago (sent to some 4,500 Bonsall area residents) asking if they preferred the realignment along the existing right-of-way or some other alignment. The response was 94% in favor of the existing route. Had a southern alignment been identified at that time, the opposition to the southern alignment would have been closer to 100%.

4

The southern alignment cannot be justified on the basis of cost, impact or any other rationale. Please support the **no-brainer** low-cost/no-impact existing alignment.

Thank you,
Gerald R. Walson
30545 Via Maria Elena
Bonsall, CA 92003
President, BARC (Bonsall Area for a Rural Community)
760-639-6399

FROM : FAX NO. : Oct. 25 2010 05:45PM P2

4 Thank you for your comments and your support of the Existing Alignment Alternative.

October 18, 2010

OCT 2 6 2010

Ms. Debra Soifer
Enviromental Analysis Branch A
Calif. Dept. of Transportation, District 11
4050 Taylor St. MS 242
San Diego, CA 92110

Dear Ms. Soifer:

1 We favor the Southern Alignment for Caltrans 76 East Section route for many reasons. The existing route alternative has many flaws, including safety, access, and emergency and fire department response uses. The southern route alleviates most of these problems by allowing the existing Pala Road to remain as a frontage road. Also, the southern route can be built without any interference from traffic, far less hillside cuts and grading, and simpler construction due to the straightness of the road.
The southern route is the only viable alternative.

Sincerely,

Mr + Mrs. Erv Lemke

Mr. & Mrs. Erv Lemke
1047 Inverlochy Drive
Fallbrook, CA 92028

CC:Cindy Mckim, Director-Calif. Dept. of Trans.
Bill Horn- Supervisor 5th District
Kevin Jeffries-Assemblyman, 66th District
Congressman Darrell Issa

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

901 Crescent Bend
Fallbrook, CA 92028
October 16, 2010

OCT 2 6 2010

Debra Soifer
Environmental Analysis A
Caltrans District 11
4050 Taylor Street MS 242
San Diego, CA 92110

Dear Ms Soifer:

I have read the arguments pertaining to the choices between an existing and a southern alignment for the State Route 76 East Project which concerns the section between South Mission Road and Interstate 15.

1 I have no expertise in these matters, but it certainly seems very clear that in nearly every aspect discussed in the DEIR comments dated September 17, 2010 and the color brochure by Transnet that the wiser choice would be taking the southern alignment.

Certainly allowing Pala Road to remain alongside the new highway would offer so many benefits that the additional cost of the extra required bridge would be rationally acceptable. In my humble opinion, it seems it could even hold off the necessity of making an expansion to this road as early as 2030.

Sincerely

M. Beverly Warburton

CC: Cindy McKim, Director Caltrans

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

October 18, 2010

Ms. Cindy McKim DD-11
Director, Caltrans
1120 N. Street.
Sacramento, CA 94274

OCT 26 2010

RE: DEIR release for the East Section, SR76

Dear Ms. Cindy McKim,

I wish to comment on your recently released DEIR for the East Section as follows:

The Southern Alignment Alternative is the safest route.

1 The Southern Alignment Alternative is a plan to construct an essentially uninterrupted expressway extending from Sweetgrass Lane to almost the old 395/I-15 intersection. Although this route would initially be constructed as a 4 lane divided roadway, it could easily be increased to 6 lanes to accommodate future traffic increases.

Additionally, by going South with the new road, Pala Road becomes a frontage road to serve both everyday needs as well as emergency needs of the Fallbrook/Bonsall community.

2 Construction of the Southern Alignment Alternative could be accomplished without the slow down of and traffic interruptions that would occur should the Existing Alignment be adopted. All phases of Construction would go smoother with the Southern route, hence a lower cost to build.

3 These factors and more, cause me to recommend the Southern Alignment Alternative.

Thank you for your consideration.

Sincerely,

Jill Flanagan

Jill Flanagan
4444 Fallsbrae Road
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

2 Project construction is expected to be completed by the year 2015. Construction activities would be staged to minimize disruptions to existing traffic and to provide a safe working area for construction activities. For each phase of construction, Caltrans would develop a Transportation Management Plan (TMP) that would detail the steps taken to minimize construction related disruptions, such as the planning of detours, staging of work, use of night work, etc. Also, community outreach programs would be developed so information about the construction can be widely and quickly shared. During construction, the number of lanes would not be reduced, but when there is a need for full or partial closure, these closures would be done with sensitivity to traffic. Please refer to Chapter 3, Section 3.10.4, "Construction Related Measures" for further discussion on traffic handling during construction.

3 Thank you for your comments and your support of the Southern Alignment Alternative.

Oct. 5th, 2010

Randall H. Iwasaki,
Director Cal Trans.

I want you to know that I am apposed to the changing of the existing, 2 lane, 76 Hiway between Mission/U.S.13 and Interstate 15. I vote for the alternative southern route, thru a small portion of Vessel's Ranch.

I live off of Via Monserate and traffic would more than double on my street, to accommodate all those people along 76 who could no longer make a left turn to
1 enter 76. I do not want to have to cross a 4 lane highway, with traffic going 65 miles an hour, starting from a dead stop. I do not want the traffic noise or the air and ground pollution that close to my rural neighborhood. And how will you widen this highway again to 6 lanes in years to come? The southern route is the only viable alternative.

Concerned Fallbrook Res. Joyce Brazel

Ms Joyce Brazel
3847 Alta Vista Dr
Fallbrook CA 92028-8406

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

To: Ms. Cindy Kim
Subject:State Route 76 East

It is hard to believe that anyone working for the good of the affected citizens could approve the Existing Route Alternative instead of the Southern Route Alternative.
1 Does $93M,most of which could be recouped by sale of the Vessel Ranch property,mean that much? What about increased safety risks and inability to handle increased traffic?
The DEIR is misleading. I urge you to see to it that it is corrected so that the better alternative is selected.

Sincerely yours,

Jim Meyer
3876 Flowerwood Ln.
Fallbrook,Ca. 92028

1 Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

Mr. Randall H. Iwasati, Director

Calif. Dept. of Transportation

Mr. Iwasati

1 I am writing to ask you to read the enclosed letter thoroughly and consider the importance of the facts contained therein. They have been arduously researched and proven. Is not the safety and concerns of thousands of residents in the surrounding areas more important than the small amount of land ONE ranch owner might have to sell?

Please search your conscience and do the right thing!

Sincerely,

William Gereghty

Fallbrook Resident

1 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. We have received and read your letter. Our responses to the issues raised in the letter are included below.

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North County Times | North County Announcements - Political - Joan Voigt Page 1 of 1

CALIFORNIA 76

AN OPEN LETTER TO:

United States House of Representatives Darrell Issa
Senator, California State Senate, 36th District Dennis Hollingsworth
Assemblyman California State Assembly, 66th District Kevin Jeffries
Supervisor, County of San Diego, 5th District Bill Horn
Director SANDAG Charles Stoll
Chairman, California Transportation Commission James Earp
Director CALTRANS Cindy McKim

We are writing on behalf of thousands of concerned citizens of North San Diego County. We have delivered almost 5,000 petition signatures to Caltrans indicating your constituents' preference of the *Southern Alignment Alternative* for the final extension of State Route 76 between South Mission Road and Interstate 15. Local elected representatives in the Fallbrook Community Planning Group have endorsed the Southern Alignment Alternative.

Caltrans' Draft Environmental Impact Report (DEIR) is fatally flawed. It fails to provide two viable six-lane alternatives for the final expansion of SR76, and it evidences a bias in favor of choosing the Existing Alignment Alternative over the community's preferred Southern Alignment Alternative.

Describing the Southern Alignment Alternative as "unmitigable," the DEIR assumes that a 2,000 acre horse breeding business known as Vessels Ranch would need to be completely relocated at a cost of $94 million in order to build a new modern highway along the Southern Alignment Alternative. The amount of land needed to build the new highway, however, would require taking only about 3-5% of the Vessels Ranch property. Caltrans representatives have admitted to us that this cost estimate is based on assumptions that have never been presented to or discussed with the owners of Vessels Ranch. $94 million is fiction.

Caltrans and Representative Issa have both cited the construction cost of the Southern Alignment Alternative as the most significant reason to expand on the existing roadway. According to the DEIR, the difference is about $119 million of which $94 million relates to the purchase of the entire Vessels Ranch property. This faulty estimate skews the construction costs for the purpose of defeating the Southern Alignment Alternative. Whatever the cost difference to build a new southern highway, it would be more than justified from a traffic-flow and safety standpoint.

The final phases of SR76 from Interstate 5 to South Mission Road have been designed for expansion to a six-lane highway. Yet, Caltrans' plan for expansion on the existing alignment of SR76 would forever limit traffic to a total of four lanes, creating nearly a five-mile bottleneck in both directions between South Mission Road and Interstate 15.

The Southern Alignment can accommodate four to six lanes of frictionless traffic flow, leaving the existing SR76 as a County frontage road for local traffic.

The existing SR76 is now used by thousands of residents to enter and exit their homes and subdivisions. According to the DEIR, emergency response times would increase if the existing route is chosen due to restricted accesses to streets and driveways. Alternatively, the Southern Alignment would actually improve emergency response times. The DEIR also neglects to include provisions for fire evacuation and public transportation.

Supervisor Horn recently told a group of residents that he thought the Existing Alignment Alternative of four lanes would be obsolete by the time it was built! He has also stated publicly that ***SAFETY, NOT COST,*** should be the overriding factor in the final route selection. Yet, Supervisor Horn claims he cannot do much to influence the eventual route choice, despite the fact he is a director of SANDAG and the proponent of the San Luis Rey River Park which is being planned in coordination with Caltrans' expansion of SR76.

As our representatives, you have the ability to influence whether the final phase of SR76 will be expanded on the existing roadway, or whether a new modern expressway will be built to the south. Are you listening to the outcry of concerned residents about the numerous dangers of the proposed four-lane design on the existing roadway?

We expect each of you to look into this matter. Our safety and lives are at risk and you have the obligation to do the right thing.

Paid for by 76 Action, Joan Voigt, Treasurer

76 Action • 5256 S. Mission Road, Suite 703 • Bonsall, CA 92003

Published on 10/14/2010

This ad for Political in North County may contain time-sensitive information and offers.

Please check with Joan Voigt to confirm availability.

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A four-lane conventional highway is typically warranted when traffic volumes on the roadway are between 20,000 and 60,000 ADT. The traffic data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs. Upon review of these different data sets, the project team determined that the initial 2030 traffic volumes that were used for the basis of the traffic studies were indicative of year 2035–2040 volumes of the latest Series 12 forecasts. Updating the project's Series 10 traffic studies to the most recent Series 12 traffic volumes would not substantially alter the resulting volumes used for determination of the roadway width and other project features. Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

For the Southern Alignment Alternative, the existing SR-76 roadway would be relinquished to the County, and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3 – Southern Alignment Alternative.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

Traffic modeling indicated that the Southern Alignment Alternative would have a lower ADT when compared to the Existing Alignment Alternative (Preferred Alternative), since local traffic would use the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity of signalized intersections within and adjacent to the project limits would affect the flow characteristics of the roadway alternatives. Each roadway alternative has six signalized intersections within the project limits. (See Tables 3.10-11 and 3.10-13 for a detailed listing of intersections.)

16 Oct 2010

MEMO

Charlotte A. Gereghty

Dear Ms. Iwasaki, Director
Calif. Dept. of Transportation
I am writing to you in regards of
the current revamping of Hwy 76
in the N. San Diego Area. Attached
you will find a published memo
(North County Times 10/14/10) expressing
my and many others sentiment.
We dearly need support for the
ideas presented therein. To be honest,
1 We are falling on deaf ears & feel
we are not being fully represented
by our constituents. It is time
for those in positions of power &
pull to stand up & do the
right thing here. All we can do
is vote, and we shall
remember. For now we address
our fully deserved & fully needed
safe highway for all our citizens
and not have this highway
be an issue of anything else.

Respectfully,
Charlotte A. Gereghty
5256 S. Mission Rd.
#703
Bonsall, CA.
92003

1 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. We have received and read your letter. Our responses to the issues raised in the letter are included below.

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CALIFORNIA 76

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Laurie Berna

Debra Soifer
C/O CALTRANS
4050 Taylor St. MS 242
San Diego, CA. 92110

October 25, 2010

RE: Comments to CALTRANS DEIR for the East Section of SR76

1 First of all we must express our disappointment with CALTRANS for not fulfilling their promise of providing a CD of their DEIR for the East Section. We called a number of times and were told that we would receive a CD within several days of our phone call. We never received one and eventually had to go to the Library to review the DEIR which caused us much inconvenience.

CALTRANS by law is charged with providing two viable alternative routes as well as a No Build option. The plans for this final link (East Section) of Hwy SR76 provide for the expansion/modification of the existing roadway (Existing Alternative) or the alternate route which crosses the river (Southern Alternative). or, a No Build Option. If we are to believe that CALTRANS performed their due diligence in a responsible manner and developed the required alternatives, we must then accept the choices presented in the DEIR.

2 Those choices being:

1. The Existing Alternative route which, in our opinion, is fraught with danger to life and limb as well as being a hindrance to the free flow of traffic.
2. The Southern Alternative which CALTRANS indicates will add $120 million of costs over the Existing Alternative and require relocation of the entire 2000 acres of the Vessels ranch property. (We have major issues with the inflated cost for acquiring the right of way and the need for relocating the entire ranch)
3. No Build Option

Left with the choice between accepting the Existing Alternative which provides the potential for; life threatening accidents, interference with traffic flow from intersecting streets, no expansion potential for future traffic load, poor access for emergency and service vehicles as well as extreme delays as an evacuation route. OR, the Southern Alternative that we now learn has exorbitant ROW costs and relocation provisions, we must chose the Southern Alternative. The added cost for the Southern route begs the question - How much is a life worth? We feel the value of life is priceless and that CALTRANS is bound by the responsibility of their State Charter to expend their maximum efforts to insure their designs are safe.

3 Another argument for selecting the Southern Alternative is that CALTRANS would immediately gain six traffic lanes (4 new + 2 existing) instead of being limited to four congested lanes if the Existing route were chosen. The new Southern Route would handle the 'through' traffic while the existing Pala Rd would service the Fallbrook/Bonsall communities. In the future, the Southern alignment could be easily expanded to six lanes.

4 We substantiate our position for selecting the Southern Alignment Alternative based on our findings in reviewing the DEIR as follows:

1 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. We are very sorry that you did not receive a CD with a copy of the Draft EIR/EIS and will make sure that you receive any other materials you request in a timely manner.

2 In accordance with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and Federal Highway Administration project development regulations regarding alternatives analysis, the two build alternatives, Existing and Southern were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs.

3 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

4 Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Comments to CALTRANS' East Section DEIR for SR76(cont'd) page 2

FINDINGS: (cont'd)

SAFETY - re: Article 1.3.5

Existing Alignment Alternative

4 Cont. 1.The traffic studies used in projecting future vehicular traffic needs are outdated and totally incorrect as it relates to even the present day usage of SR76. The DEIR indicates growth projections for Fallbrook to increase by 76% by 2030. In our opinion, this increase would demand an 'expressway' with far more capacity than the planned four lanes for this route. Expansion of this route would be extremely costly because of the necessary encroachment into residential property on the north side and the flood plain on the south side of Hwy SR76.

2. The proposed design of the Existing Alignment Alternative, as presented, is fraught with major safety issues. Out of the nine streets which intersect Hwy SR76, only one is proposed to have a stop light (Gird Rd.). The others either are restricted to right turns in/right turns out, no left turns or left turns across unsafe intersections (Uncontrolled). All of these intersection conditions provide extreme safety issues.

3. The design restricts three of these intersections to right turns only when accessing SR76. Therefore, if the traveler wants to go East toward the I-15, he must first go west to either S. Mission or to Gird Rd whereby he must negotiate a U-turn. This again causes an unsafe condition and an impedance to the flow of traffic because the traveler must first merge onto the first lane of the roadway and then quickly negotiate another maneuver merging onto the inside lane so that a U-turn can be made at the stoplight. This system provides
5 an unsafe condition not only for the vehicle merging onto the highway but also for the vehicular traffic passing through the community. It's a prescription for disaster!!!

4. The design does not meet even the minimum standards for vehicular travel and will do nothing but, at best, slow traffic down below the anticipated design levels.

5. Six stoplights will be installed for the Middle Section between the origin and the terminus points – one for every single intersecting street between Melrose and S. Mission. And yet, CALTRANS has planned only one stop light between the origin and terminus points for the East Section even though there are nine intersecting streets and five private driveways. This projected design is, we assume, because of the need to make up speed and expedite traffic flow that will be lost in the Middle Section. This is not only unfair in that ignores the need for safe ingress and egress from all of S. Fallbrook's intersecting streets but it is poor planning.

Southern Alignment Alternative

1.This alternative design provides the safest route wherein traffic that is merely passing by is diverted away from the populated residential areas while at the same time allowing for the existing SR76 to remain as a frontage road.

6 2. Traffic speed would be much increased because of the straight through, uninterrupted roadway.

3. This alternative provides the potential for future expansion to handle the anticipated increase in traffic out through 2030.

5 Caltrans has developed both build alternatives per Caltrans design standards including identifying the location of signalized intersections.

6 Traffic modeling indicated that the Southern Alternative would have a lower Average Daily Traffic (ADT) when compared to the Existing Alternative since local traffic would utilize the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity, within and adjacent to the project limits, of signalized intersections would affect the flow characteristics of the roadway alternatives. Each roadway alternative has a total of six signalized intersections within the project limits. (See Tables 3.10-11 and 3.10-13 for a detailed listing of intersections.)

The geometrics proposed for the SR-76 South Mission to Interstate 15 project include features characteristic of a typical conventional highway facility. To improve roadway operation and safety, roadway features, such as flatter curve radii, tangent sections, standard shoulder widths, wide medians, and clear recovery zones, were proposed for both alternatives while making every effort to minimize the impacts to property, existing terrain, and environmentally sensitive areas within the project limits.

Intersection configurations and local street access was also analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, is proposed to minimize head-on collisions along the SR-76 roadway. Median openings were evaluated and spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design. See Chapter 2-Project Alternatives, Section 2.1.2 "Existing Alignment Alternative."

Comments to CALTRANS' DEIR for the East Section – SR76 page 3

FINDINGS (Cont'd)

COSTS

In all the meetings with CALTRANS prior to the DEIR release we were told that the reason that the Southern Alignment Alternative was more expensive was because of the cost of the two bridges (one on the east end and one on the west) that would be required to cross over the San Luis Rey river bed.

7 However, upon review of the DEIR released on 9/3/10 we learn that we have been sorely mislead because the major portion of the additional costs (roughly $120 million) is budgeted for the costs to secure the ROW. CALTRANS identifies this cost as being $94 million or approximately $18 million per mile of new roadway. Prior to release of the DEIR, CALTRANS had never revealed this exorbitant price for securing the ROW but rather, they had concealed the bulk of the costs by passing it off as being the cost of constructing the two bridges. CALTRANS doesn't have to acquire the entire 2000 acre Vessels property in order to build a roadway that takes up approximately 80-100 acres of this property which essentially lies in the flood plain. Presently, the property is used as grazing land and is subject to flooding during the heavy rains of the winter season.

8 Because there are more obstructions in building the Existing Route; ie: more cut slopes, more fill, more realignment, more intersection blending, the construction of a new bridge at Live Oak creek and certainly more traffic control equating to lengthy construction time delays, we feel that the cost for this route is very inaccurate and has been forced to favor the Existing Alternative.

9 The Southern Route, even though it includes the cost of two bridges, is going to be less cost to build because it can be constructed without interruption from traffic and the need to "shut-down" the work to accommodate through flow of traffic. The fill and elevated roadway work will essentially be placed over the existing flood plain and the construction can be accomplished without having to demolish portions of the existing SR76 and blending the many intersection that would occur on the Existing Alternative.

10 We object to the manner in which the budgeted costs for Support and Biological Mitigation were developed. We understand that the Support cost established by CALTRANS for the Southern Alternative is merely a projected percentage increase over the Support costs for the Existing Route. CALTRANS' claim is that this is due to what they believe will be "additional management and design costs" involved with this route. It is difficult to imagine that the support costs for the Southern Route would be more than that for the Existing Alignment because the design and coordination involved with this route are just as extreme as the Southern. The complexities may be different but the end result, in our opinion, would be at least equal if not less (because of the straight through design) for the Southern Route. Again, in our opinion, the costs have been skewed to favor the Existing Alternative.

7 Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

8 The SR-76 South Mission to Interstate 15 project is expected to be completed by the year 2015 and would be constructed in two phases. The SR-76/I-15 interchange phase (Phase 1) from Old Highway 395 to just east of the interchange is anticipated to begin construction in Spring 2012. Construction for the SR-76 roadway portion (Phase 2) from South Mission to Old Highway 395 is anticipated to begin in Spring 2013. Project construction is expected to be completed by the year 2015. The overall project cost of the SR-76 South Mission to Interstate 15 project is discussed in Chapter 2, Section 2.1.2 (Existing Alignment Alternative) and 2.1.3 (Southern Alignment Alternative), see topics "Construction Phasing" and "Construction Costs," for proposed construction schedule and project costs for each alternative.

9 Project construction is expected to be completed by the year 2015. Construction activities would be staged to minimize disruptions to existing traffic and to provide a safe working area for construction activities. For each phase of construction, Caltrans would develop a Transportation Management Plan (TMP) that would detail the steps taken to minimize construction related disruptions, such as the planning of detours, staging of work, use of night work, etc. Also, community outreach programs would be developed so information about the construction can be widely and quickly shared. During construction, the number of lanes would not be reduced, but when there is a need for full or partial closure, these closures would be done with sensitivity to traffic. Please refer to Chapter 3, Section 3.10.4, "Construction Related Measures" for further discussion on traffic handling during construction.

10 The estimates for biological mitigation were based on ratios used by various resource and regulatory agencies to plan for mitigation.

Comments to CALTRANS DEIR for the EAST Section – SR76 page 4

FINDINGS (cont'd)

COST(cont'd)

10 Cont. As for the Biological costs, because the summary on page S-7shows that the mitigation would be less for the Southern Alternative, therefore, the projection of $53 million for both routes is not accurate. The biological mitigation for the Southern Alignment Alternative is less than the Existing route – therefore, the cost of this effort should be less.

Aside from the aspects of safety and cost for the designs of the two routes we also want to address the impact issues of biological, environmental, and rural community character as follows:

11 **BIOLOGICAL**

In the DEIR summary on page S-7, the biological impacts are compared and it is evident from this comparison that the Southern Alignment Alternative will produce far less mitigation than the Existing Alignment route. Examples being; jurisdictional water impact, S D ambrosia, arroyo toad breeding, aestivation, and numbers of toads. The willow flycatcher, Least Bells vireo as well as the Gnatcatcher habitat/numbers are also far less for the Southern Route.

ENVIRONMENTAL

The water quality is better for the Southern route (pgS-7) And, although the comparison for floodplain encroachment, air quality and noise are shown as about equal. We disagree with these suggested levels for the following reasons:

12 Air Quality: With the Existing Alternative, traffic will be starting and stopping, slowing and speeding up, because of the interference from vehicles intersecting SR76 from the nine intersections plus five driveways and the stop light at Gird Rd. The air quality is bound to be more toxic on the Existing route as opposed to the straight through uninterrupted roadway that the Southern Alternative provides.

The noise and impact to the rural character will be greater with the Existing Alternative because of the increased volumes of traffic

13 Noise: Again, because of the congestion, stopping and starting that will take place on the Existing route, the noise created, especially at start up, will be far greater. Also, because of the massive amount of sloped earthen cuts that will be required for the Existing Alternative, the noise from vehicle traffic will be reflected and refracted thereby reinforcing it and introducing a greater impact on the surrounding residential community than would be experienced with the Southern Alignment.

11 The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The project development team does not include elected officials. The existing alignment alternative has been chosen as the preferred alternative as it would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

12 Regionally the emissions of this project have been accounted for because it has been programmed by the San Diego Association of Governments (SANDAG) the local Metropolitan Planning Organization (MPO) in the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP), "The design concept and scope of the proposed project are consistent with the project description in the 2030 RTP, the 2008 RTIP, and the assumptions in SANDAG's regional emissions analysis." Additionally, future local emissions for both build alternatives were analyzed in the Hot Spot analysis described in Section 3.18 of the Final EIR/EIS. The Hot Spot analysis includes Carbon Monoxide (CO), Particulate Matter (PM 10 and PM 2.5) and Mobile Source Air Toxics (MSAT). The proposed project only warranted a qualitative analysis for each build alternative and both were determined not to result in adverse air quality impacts.

Carbon Monoxide (CO) emissions were analyzed using the CO Protocol for both alternatives and did not warrant a quantitative analysis. After performing the CO analysis it was found that both alternatives would not contribute localized CO impacts.

13 As described in Section 3.19.4, noise abatement was found to be infeasible at four locations under the Southern Alignment Alternative, compared to three locations under the Existing Alignment Alternative. Therefore, impacts related to noise under the Southern Alignment Alternative would not be fewer compared to the Existing Alignment Alternative.

Comment to CALTRANS DEIR for the East Section of SR76 page 5

FINDINGS (cont'd)
COMMUNITY CHARACTER

The comparison between the two alternative is totally flawed. The DEIR indicates that there would be considerable impacts to community character for both routes. We disagree with this analysis because of the enormous amount of hillside cuts that would have to be made for the Existing Alignment. The new slope cuts that would be required in order to construct the Existing Alignment would drastically change forever the overall rural character and appearance of the Fallbrook/Bonsall community.

14 The end result of this design would be a roadway that would look very much like the 'forced' path that is now being created on the Middle Section construction. The Southern Alignment on the other hand would have very little impact on the adjacent low level rolling hills. For the most part the Southern roadway would essentially follow the existing terrain and be built, for the most part, in the flood plain. An example of its minimal impact is the airplane runway that now exists on Vessels ranch. This airstrip is barely visible to commuters traveling along Pala Rd at the present time. Nor would this roadway materially impact the visual view from the hillsides on either side of the river bed. The existing Vessels ranch airstrip is actively used and runs generally parallel with the proposed Southern Alternative. Also, what is known as Vessels ranch road is a part of a County planned road to be dedicated by 2030 so there is some precedence for this route.

The simulated view of the proposed cut slopes that would be constructed in the proximity of Ramona Dr (DEIR figure 3.11-3b) is not accurate because it doesn't depict reality. A more accurate depiction would have been to show the extent of the cut slopes at that location as viewed by traffic flowing to the East whereby the length and breath of the entire cut can be imagined. These cut slopes truly destroy the rural character of Fallbrook. The same holds true for the proposed cut slopes further to the East along existing SR76.

16 We provide these comments in hopes of convincing CALTRANS that the best overall choice for the selected route of SR76 is the Southern Alternative Alignment. We would hope that negotiations with Vessels would bring about a much more reasonable cost for the Southern route. Thank you for the opportunity to be involved in the planning of this important transportation link.

Sincerely,

James and Sandra Sadler
2132 Vista Valle Verde Dr.
Fallbrook, California 92028

Cc: Ms Cindy McKim, Director, CALTRANS
Hon. Darrell Issa
Hon. Dennis Hollingsworth
Hon. Kevin Jeffries
County Supervisor Horn. 5th District
Ms Ann Fox, CALTRANS
Mr Charles Muggs, Director of LU&T, SANDAG
Mr James Earp, Chair, CA Transportation Commission

14 The cut slopes as well as all proposed landform alterations were assessed for their visual impact for each of the alternatives and the appropriate mitigation measures were recommended to minimize these impacts including grading techniques to complement the natural configuration of the landscape. All disturbed areas would be planted with the appropriate plant materials.

The proposed Dulin Road alignment is a separate roadway under the jurisdiction of the County of San Diego. Impacts associated with that project would be analyzed separately. Similarly, impacts associated with the Southern Alignment Alternative are totally independent of the proposed Dulin Road alignment. The path of the Southern Alignment Alternative represents an entirely new roadway alignment that had not been planned previously and impacts associated with this alternative must be analyzed as such.

15 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

October 20, 2010

Ms. McKim,
This is a copy of the letter I sent to Ms. Soifer re, the Eastern Hwy 76 Construction
cf

Debra Soifer
Environmental Analysis A
Caltrans District 11
4050 Taylor St. MS242
San Diego, CA 92110

Dear Ms. Soifer.
I am a resident of Fallbrook with apprehension about the pending construction of the Eastern section of our local Hwy. 76. I live just north of the current Hwy. 76 route and I am concerned about the noise, pollution, interruption of rural life and environmental impact that construction of an additional two lanes will cause if the northern option is pursued. This construction will undoubtedly cause much inconvenience, as well.

I feel the solution to our need for additional traffic lanes would be building on the proposed southern alternative. This area is actually San Luis Rey riverbed that is currently being used as farmland and I feel that highway construction there will not interrupt commuters' daily activities.

Correspondence from "Keep San Diego Moving" indicates that Caltrans has set the project goals to: (1) relieve existing and future traffic congestion, (2) improve motorist safety, and (3) protect and enhance the natural environment.

1 In response to the first goal, I suggest that inasmuch as the cost would be close to the same for two east- and two westbound lanes on the southern side of the river, as for one east- and one westbound lane on the northern side, it does not seem prudent to pursue the northern alternative. Also, I understand that Caltrans projects that the four lanes of traffic on our Hwy 76 will be obsolete in 2030. It seems an opportune time to consider a more long lasting project by constructing six lanes instead. Since the middle section of the project is six lanes, there will certainly be congestion at the merging points. I am also wondering if traffic from the new campus of Palomar College (@ Hwys 76 and 15), the new casino and the Rancho Viejo development, as well as other new developments are being considered as the alternatives are reviewed. It is clear that construction of the northern route will undoubtedly cause much more congestion and inconvenience, with delays and detours, than the southern alternative.

The second goal seems to be contrary to the planned construction because it will undoubtedly limit highway usage (including safety hazards and emergency vehicle access) for the highway in general, as well as several appendage roads along the route, due to concrete barrier construction.

While there seems to be focus on the environment with the third goal, it is clear the northern route will affect the floodplain, natural habitats, six cultural sites and 33 acres of wetlands while the southern alternative would only affect 15 acres of wetlands, no cultural sites and fewer acres of land overall.

I hope you will select the southern alternative as the preferred alignment for this project.

Very truly yours,
Carolyn Follis

Carolyn Follis
3184 Old Post Road
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

JAMES EARP, Chair
DARIO FROMMER, Vice Chair
BOB ALVARADO
DARIUS ASSEMI
JOHN CHALKER
LUCETTA DUNN
JAMES C. GHIELMETTI
CARL GUARDINO
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SENATOR ALAN LOWENTHAL, Ex Officio
ASSEMBLY MEMBER BONNIE LOWENTHAL, Ex Officio

BIMLA G. RHINEHART, Executive Director

STATE OF CALIFORNIA

ARNOLD SCHWARZENEGGER
GOVERNOR

2010-803

REC'D DEC 06 2010

CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
P. O. BOX 942873
SACRAMENTO, 94273-0001
FAX (916) 653-2134
(916) 654-4245
http://www.catc.ca.gov

November 18, 2010

Ms. Laurie Berman, District Director
Caltrans District 11
4050 Taylor Street, MS 242
San Diego, CA 92110

Re: State Route 76, South Mission Road to Interstate 15 Highway Improvement Project

Dear ~~Ms. Berman~~ Laurie,

1 I am transmitting to you letters the Commission received from concerned citizens opposed to the alternatives found in the Draft Environmental Impact Report for the State Route 76 Highway Improvement Project.

As the CEQA Lead Agency for this project, please consider these concerns with respect to the potential significant effects of the project, alternatives, and mitigation measures which would substantially reduce the effects.

If you have any questions, please do not hesitate to contact Susan Bransen, Associate Deputy Director, at (916) 654-4245.

Sincerely,

BIMLA G. RHINEHART
Executive Director

c: Jay Norvell, Chief, Caltrans Division of Environmental Analysis
Mark Phelan, Project Manager, Caltrans District 11
Rachel Falsetti, Chief, Caltrans Transportation Programming
Ms. Joyce Brazel
Mr. Frank Hainey
Mr. Jim Meyer
76 Action

1 Thank you for forwarding this comment letter you received to Caltrans. We have provided responses to the letter in the response to comments below.

2010-803

3441 Sarah Ann Drive
Fallbrook, CA 92028

October, 18, 2010

Mr. James Earp,
Chairman, California Transportation Commission
928 Second Street, Suite 200
Sacramento, CA
95814

Dear Chairman Earp,

I am asking for your help with CALTRANS. Me and thousands of my neighbors fear CALTRANS is about to trap us by widening SR76, along Pala Road, in Fallbrook. CALTRANS is about to discard a much better option for us and the driving public.

2 CALTRANS published their Draft Environmental Impact Report (DEIR) on September 3rd, and held a public meeting on September 23rd. The DEIR presents two options. The Northern Alignment splits Pala Road into a divided highway with two lanes in each direction. The Southern Alignment builds a new four lane divided highway through the rural Bonsall valley and requires two bridge crossings of San Luis Rey river.

3 Based on the DEIR text and CALTRANS' answers at the public meeting, they prefer the Northern Alignment. CALTRANS claims this option is less costly and has less impact on all concerned. It is less costly, but Fallbrook safety will be reduced because a divided Pala Road will constrains thousands of local residents to right turns only when entering and leaving 9 side roads and 5 driveways feeding SR76. There will be only three signaled intersections where residents can make U-turns too go in the opposite direction. Fire and ambulance, and evacuation times will be increased by this design. Traffic volume and speed will make it much more difficult for Fallbrook residents enter and exit a divided Pala Road.

4 CALTRANS claims the Northern Alignment will satisfy traffic needs for 30 years. But the DEIR extrapolates traffic demand from a 1999 traffic study. This ignores 11 years of real increases in Pala Road traffic caused by rapid development in Murrieta, Temecula, Fallbrook, Pala and Escondido. Another glaring inconsistency is that CALTRANS is providing a six lane road bed from Oceanside to South Mission in Fallbrook. Narrowing the road to four lanes at South Mission is short-sighted and this will cause traffic backups. Pent-up demand for a good free flowing east-west highway from the Oceanside to US15 requires a continuous six lane road now.

2 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project.

3 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

4 In 2007, Caltrans began traffic technical studies for the SR 76 east segment from South Mission to I-15. Those studies were based on SANDAG's Series 10 projected year 2030 traffic volumes and land use. During the course of the project development process, SANDAG released both the Series 11 modeling, with year 2030 forecasts, and more recently released the Series 12 modeling, including year 2035 and year 2050 forecasts. The table and chart added to Section 3.10 of the FEIR shows that the Series 10 (2030) future traffic volumes used for the current project's traffic studies fall in-between the Series 12 year 2035 and year 2050 traffic volumes.

A four-lane conventional highway is typically warranted when traffic volumes on the roadway are between 20,000-60,000 ADT. The traffic data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs. Upon review of these different data sets, the project team determined that the initial 2030 traffic volumes that were used for the basis of the traffic studies were indicative of year 2035-2040 volumes of the latest Series 12 forecasts. Updating the project's Series 10 traffic studies to the most recent Series 12 traffic volumes

would not substantially alter the resulting volumes used for determination of the roadway width and other project features. Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

4 Cont. I believe the real reason CALTRANS backs the four lane design is that the topography of the Northern Alignment does no support six lanes without redirecting the San Luis Rey river bed. Take a drive on the existing road. You will see segments of the current two lane road are squeezed between the river bed and very steep hillsides to the north. A four lane highway will be difficult to build, but six lanes will be next to impossible.

Since CALTRANS claims four lanes are good enough, their Southern Alignment option has four lanes as well, even though a six or more lanes could easily be built through the rural Bonsall valley. But the DEIR quickly concludes the Southern Alignment impacts are immitigable, or impossible to overcome. The reasons given are the rural beauty of Bonsall valley will be ruined and Vessels Ranch will be damaged to the point that it would have to be completely relocated. One wonders why CALTRANS would proposed
5 such an alternative and then immediately declare it impossible to implement?

Vessels Ranch consists of 2000 acres. The Southern Alternative needs a strip of land 60 acres in size. Yes, some ranch buildings and facilities may have to be relocated but the ranch has 1940 acres available for this! Yes, the rural beauty of the Bonsall valley would be changed, but not destroyed. CALTRANS has built new roads through rural valleys before. Just look at SR56, the Ted Williams Freeway.

My take on all of this is that CALTRANS has made a deal with powerful people who have interests in keeping SR76 out of the Bonsall valley. San Diego Supervisor Bill Horn has interest in building a river park in the valley and Vessels Ranch property owners aren't really look forward a high speed highway cutting through their property.

We have collected and transmitted to CALTRANS over 4,800 petition signatures supporting the Southern Alignment. The Fallbrook Community Planning Group has
6 provided written comments to CALTRANS and supports the Southern Alignment. Hundreds of public comments supporting the Southern Alignment have been provided by individuals as well. The public has until November 2, 2010 to make their comments on the DEIR.

CALTRANS says they will coordinate with state and federal agencies before making
7 their final decision next year. I hope you will challenge CALTRANS and support the Southern Alignment. Don't let CALTRANS build a road that will be obsolete when it opens and trap thousands of Fallbrook home owners in their properties.

Sincerely,

Frank Hainey

Frank Hainey

5 The route of the Southern Alignment Alternative was developed based on a combination of environmental and engineering factors, including the location of cultural resources, 100-year floodplain, wetlands, and other biological resources as well as roadway elevations and curve radii. Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

6 Petitions have been received and are included in the project files.

7 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

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North County Times | North County Announcements - Political - Joan Voigt Page 1 of 1

CALIFORNIA 76

AN OPEN LETTER TO:

United States House of Representatives Darrell Issa
Senator, California State Senate, 36th District Dennis Hollingsworth
Assemblyman California State Assembly, 66th District Kevin Jeffries
Supervisor, County of San Diego, 5th District Bill Horn
Director SANDAG Charles Stoll
Chairman, California Transportation Commission James Earp
Director CALTRANS Cindy McKim

We are writing on behalf of thousands of concerned citizens of North San Diego County. We have delivered almost 5,000 petition signatures to Caltrans indicating your constituents' preference of the *Southern Alignment Alternative* for the final extension of State Route 76 between South Mission Road and Interstate 15. Local elected representatives in the Fallbrook Community Planning Group have endorsed the Southern Alignment Alternative.

Caltrans' Draft Environmental Impact Report (DEIR) is fatally flawed. It fails to provide two viable six-lane alternatives for the final expansion of SR76, and it evidences a bias in favor of choosing the Existing Alignment Alternative over the community's preferred Southern Alignment Alternative.

Describing the Southern Alignment Alternative as "unmitigable," the DEIR assumes that a 2,000 acre horse breeding business known as Vessels Ranch would need to be completely relocated at a cost of $94 million in order to build a new modern highway along the Southern Alignment Alternative. The amount of land needed to build the new highway, however, would require taking only about 3-5% of the Vessels Ranch property. Caltrans representatives have admitted to us that this cost estimate is based on assumptions that have never been presented to or discussed with the owners of Vessels Ranch. $94 million is fiction.

Caltrans and Representative Issa have both cited the construction cost of the Southern Alignment Alternative as the most significant reason to expand on the existing roadway. According to the DEIR, the difference is about $119 million of which $94 million relates to the purchase of the entire Vessels Ranch property. This faulty estimate skews the construction costs for the purpose of defeating the Southern Alignment Alternative. Whatever the cost difference to build a new southern highway, it would be more than justified from a traffic-flow and safety standpoint.

The final phases of SR76 from Interstate 5 to South Mission Road have been designed for expansion to a six-lane highway. Yet, Caltrans' plan for expansion on the existing alignment of SR76 would forever limit traffic to a total of four lanes, creating nearly a five-mile bottleneck in both directions between South Mission Road and Interstate 15.

The Southern Alignment can accommodate four to six lanes of frictionless traffic flow, leaving the existing SR76 as a County frontage road for local traffic.

The existing SR76 is now used by thousands of residents to enter and exit their homes and subdivisions. According to the DEIR, emergency response times would increase if the existing route is chosen due to restricted accesses to streets and driveways. Alternatively, the Southern Alignment would actually improve emergency response times. The DEIR also neglects to include provisions for fire evacuation and public transportation.

Supervisor Horn recently told a group of residents that he thought the Existing Alignment Alternative of four lanes would be obsolete by the time it was built! He has also stated publicly that ***SAFETY, NOT COST,*** should be the overriding factor in the final route selection. Yet, Supervisor Horn claims he cannot do much to influence the eventual route choice, despite the fact he is a director of SANDAG and the proponent of the San Luis Rey River Park which is being planned in coordination with Caltrans' expansion of SR76.

As our representatives, you have the ability to influence whether the final phase of SR76 will be expanded on the existing roadway, or whether a new modern expressway will be built to the south. Are you listening to the outcry of concerned residents about the numerous dangers of the proposed four-lane design on the existing roadway?

We expect each of you to look into this matter. Our safety and lives are at risk and you have the obligation to do the right thing.

Paid for by 76 Action, Joan Voigt, Treasurer

76 Action • 5256 S. Mission Road, Suite 703 • Bonsall, CA 92003

Published on 10/14/2010

This ad for Political in North County may contain time-sensitive information and offers.

Please check with Joan Voigt to confirm availability.

http://advault.nctimes.com/ROP/ads.aspx?advid=1379620&adid=9992381&cat=15642 10/16/2010

In 2007, Caltrans began traffic technical studies for the SR-76 east segment from South Mission to I-15. Those studies were based on SANDAG's Series 10 projected year 2030 traffic volumes and land use. During the course of the project development process, SANDAG released both the Series 11 modeling, with year 2030 forecasts, and the Series 12 modeling, including year 2035 and year 2050 forecasts. The table and chart added to Section 3.10 of the Final EIR shows that the Series 10 (2030) future traffic volumes used for the current project's traffic studies fall in-between the Series 12 year 2035 and year 2050 traffic volumes.

A four-lane conventional highway is typically warranted when traffic volumes on the roadway are between 20,000 and 60,000 ADT. The traffic data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs. Upon review of these different data sets, the project team determined that the initial 2030 traffic volumes that were used for the basis of the traffic studies were indicative of year 2035–2040 volumes of the latest Series 12 forecasts. Updating the project's Series 10 traffic studies to the most recent Series 12 traffic volumes would not substantially alter the resulting volumes used for determination of the roadway width and other project features. Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

For the Southern Alignment Alternative, the existing SR-76 roadway would be relinquished to the County, and is anticipated to function as a frontage road for local access. Please refer to Chapter 2, Section 2.1.3 – Southern Alignment Alternative.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for

emergency vehicles between the median openings for the proposed intersections.

Traffic modeling indicated that the Southern Alignment Alternative would have a lower ADT when compared to the Existing Alignment Alternative (Preferred Alternative), since local traffic would use the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity of signalized intersections within and adjacent to the project limits would affect the flow characteristics of the roadway alternatives. Each roadway alternative has six signalized intersections within the project limits. (See Tables 3.10-11 and 3.10-13 for a detailed listing of intersections.)

Laurie Berna

Debra Soifer
C/O CALTRANS
4050 Taylor St. MS 242
San Diego, CA. 92110

October 25, 2010

RE: Comments to CALTRANS DEIR for the East Section of SR76

1 First of all we must express our disappointment with CALTRANS for not fulfilling their promise of providing a CD of their DEIR for the East Section. We called a number of times and were told that we would receive a CD within several days of our phone call. We never received one and eventually had to go to the Library to review the DEIR which caused us much inconvenience.

CALTRANS by law is charged with providing two viable alternative routes as well as a No Build option. The plans for this final link (East Section) of Hwy SR76 provide for the expansion/modification of the existing roadway (Existing Alternative) or the alternate route which crosses the river (Southern Alternative). or, a No Build Option. If we are to believe that CALTRANS performed their due diligence in a responsible manner and developed the required alternatives, we must then accept the choices presented in the DEIR.

2 Those choices being:

1. The Existing Alternative route which, in our opinion, is fraught with danger to life and limb as well as being a hindrance to the free flow of traffic.
2. The Southern Alternative which CALTRANS indicates will add $120 million of costs over the Existing Alternative and require relocation of the entire 2000 acres of the Vessels ranch property. (We have major issues with the inflated cost for acquiring the right of way and the need for relocating the entire ranch)
3. No Build Option

Left with the choice between accepting the Existing Alternative which provides the potential for; life threatening accidents, interference with traffic flow from intersecting streets, no expansion potential for future traffic load, poor access for emergency and service vehicles as well as extreme delays as an evacuation route. OR, the Southern Alternative that we now learn has exorbitant ROW costs and relocation provisions, we must chose the Southern Alternative. The added cost for the Southern route begs the question - How much is a life worth? We feel the value of life is priceless and that CALTRANS is bound by the responsibility of their State Charter to expend their maximum efforts to insure their designs are safe.

3 Another argument for selecting the Southern Alternative is that CALTRANS would immediately gain six traffic lanes (4 new + 2 existing) instead of being limited to four congested lanes if the Existing route were chosen. The new Southern Route would handle the 'through' traffic while the existing Pala Rd would service the Fallbrook/Bonsall communities. In the future, the Southern alignment could be easily expanded to six lanes.

4 We substantiate our position for selecting the Southern Alignment Alternative based on our findings in reviewing the DEIR as follows:

1 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project. We are very sorry that you did not receive a CD with a copy of the Draft EIR/EIS and will make sure that you receive any other materials you request in a timely manner.

2 In accordance with the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA) and Federal Highway Administration project development regulations regarding alternatives analysis, the two build alternatives, Existing and Southern were compared and analyzed against the No Build Alternative to determine which alternative would provide the best balance between potential environmental and community impacts and the proposed benefits and costs.

3 Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

4 Subsequent to the SR-76 South Mission to Interstate 15 Draft EIR/EIS release, supplemental traffic studies at Via Monserate were completed, and it was determined that a traffic signal is warranted at this street's intersection with SR-76. The Final EIR/EIS has been revised to show that the intersection would be signalized with unrestricted access.

Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

Comments to CALTRANS' East Section DEIR for SR76(cont'd) page 2

FINDINGS: (cont'd)

SAFETY - re: Article 1.3.5

Existing Alignment Alternative

4 Cont. 1.The traffic studies used in projecting future vehicular traffic needs are outdated and totally incorrect as it relates to even the present day usage of SR76. The DEIR indicates growth projections for Fallbrook to increase by 76% by 2030. In our opinion, this increase would demand an 'expressway' with far more capacity than the planned four lanes for this route. Expansion of this route would be extremely costly because of the necessary encroachment into residential property on the north side and the flood plain on the south side of Hwy SR76.

2. The proposed design of the Existing Alignment Alternative, as presented, is fraught with major safety issues. Out of the nine streets which intersect Hwy SR76, only one is proposed to have a stop light (Gird Rd.). The others either are restricted to right turns in/right turns out, no left turns or left turns across unsafe intersections (Uncontrolled). All of these intersection conditions provide extreme safety issues.

3. The design restricts three of these intersections to right turns only when accessing SR76. Therefore, if the traveler wants to go East toward the I-15, he must first go west to either S. Mission or to Gird Rd whereby he must negotiate a U-turn. This again causes an unsafe condition and an impedance to the flow of traffic because the traveler must first merge onto the first lane of the roadway and then quickly negotiate another maneuver merging onto the inside lane so that a U-turn can be made at the stoplight. This system provides
5 an unsafe condition not only for the vehicle merging onto the highway but also for the vehicular traffic passing through the community. It's a prescription for disaster!!!

4. The design does not meet even the minimum standards for vehicular travel and will do nothing but, at best, slow traffic down below the anticipated design levels.

5. Six stoplights will be installed for the Middle Section between the origin and the terminus points – one for every single intersecting street between Melrose and S. Mission. And yet, CALTRANS has planned only one stop light between the origin and terminus points for the East Section even though there are nine intersecting streets and five private driveways. This projected design is, we assume, because of the need to make up speed and expedite traffic flow that will be lost in the Middle Section. This is not only unfair in that ignores the need for safe ingress and egress from all of S. Fallbrook's intersecting streets but it is poor planning.

Southern Alignment Alternative

1.This alternative design provides the safest route wherein traffic that is merely passing by is diverted away from the populated residential areas while at the same time allowing for the existing SR76 to remain as a frontage road.

6 2. Traffic speed would be much increased because of the straight through, uninterrupted roadway.

3. This alternative provides the potential for future expansion to handle the anticipated increase in traffic out through 2030.

5 Caltrans has developed both build alternatives per Caltrans design standards including identifying the location of signalized intersections.

6 Traffic modeling indicated that the Southern Alternative would have a lower Average Daily Traffic (ADT) when compared to the Existing Alternative since local traffic would utilize the proposed frontage road to travel in and around the residences and businesses north of the San Luis Rey River. In addition to the traffic volume analysis, the number and proximity, within and adjacent to the project limits, of signalized intersections would affect the flow characteristics of the roadway alternatives. Each roadway alternative has a total of six signalized intersections within the project limits. (See Tables 3.10-11 and 3.10-13 for a detailed listing of intersections.)

The geometrics proposed for the SR-76 South Mission to Interstate 15 project include features characteristic of a typical conventional highway facility. To improve roadway operation and safety, roadway features, such as flatter curve radii, tangent sections, standard shoulder widths, wide medians, and clear recovery zones, were proposed for both alternatives while making every effort to minimize the impacts to property, existing terrain, and environmentally sensitive areas within the project limits.

Intersection configurations and local street access was also analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, is proposed to minimize head-on collisions along the SR-76 roadway. Median openings were evaluated and spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design. See Chapter 2-Project Alternatives, Section 2.1.2 "Existing Alignment Alternative."

Comments to CALTRANS' DEIR for the East Section – SR76 page 3

FINDINGS (Cont'd)

COSTS

In all the meetings with CALTRANS prior to the DEIR release we were told that the reason that the Southern Alignment Alternative was more expensive was because of the cost of the two bridges (one on the east end and one on the west) that would be required to cross over the San Luis Rey river bed.

7 However, upon review of the DEIR released on 9/3/10 we learn that we have been sorely mislead because the major portion of the additional costs (roughly $120 million) is budgeted for the costs to secure the ROW. CALTRANS identifies this cost as being $94 million or approximately $18 million per mile of new roadway. Prior to release of the DEIR, CALTRANS had never revealed this exorbitant price for securing the ROW but rather, they had concealed the bulk of the costs by passing it off as being the cost of constructing the two bridges. CALTRANS doesn't have to acquire the entire 2000 acre Vessels property in order to build a roadway that takes up approximately 80-100 acres of this property which essentially lies in the flood plain. Presently, the property is used as grazing land and is subject to flooding during the heavy rains of the winter season.

8 Because there are more obstructions in building the Existing Route; ie: more cut slopes, more fill, more realignment, more intersection blending, the construction of a new bridge at Live Oak creek and certainly more traffic control equating to lengthy construction time delays, we feel that the cost for this route is very inaccurate and has been forced to favor the Existing Alternative.

9 The Southern Route, even though it includes the cost of two bridges, is going to be less cost to build because it can be constructed without interruption from traffic and the need to "shut-down" the work to accommodate through flow of traffic. The fill and elevated roadway work will essentially be placed over the existing flood plain and the construction can be accomplished without having to demolish portions of the existing SR76 and blending the many intersection that would occur on the Existing Alternative.

10 We object to the manner in which the budgeted costs for Support and Biological Mitigation were developed. We understand that the Support cost established by CALTRANS for the Southern Alternative is merely a projected percentage increase over the Support costs for the Existing Route. CALTRANS' claim is that this is due to what they believe will be "additional management and design costs" involved with this route. It is difficult to imagine that the support costs for the Southern Route would be more than that for the Existing Alignment because the design and coordination involved with this route are just as extreme as the Southern. The complexities may be different but the end result, in our opinion, would be at least equal if not less (because of the straight through design) for the Southern Route. Again, in our opinion, the costs have been skewed to favor the Existing Alternative.

7 Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

8 The SR-76 South Mission to Interstate 15 project is expected to be completed by the year 2015 and would be constructed in two phases. The SR-76/I-15 interchange phase (Phase 1) from Old Highway 395 to just east of the interchange is anticipated to begin construction in Spring 2012. Construction for the SR-76 roadway portion (Phase 2) from South Mission to Old Highway 395 is anticipated to begin in Spring 2013. Project construction is expected to be completed by the year 2015. The overall project cost of the SR-76 South Mission to Interstate 15 project is discussed in Chapter 2, Section 2.1.2 (Existing Alignment Alternative) and 2.1.3 (Southern Alignment Alternative), see topics "Construction Phasing" and "Construction Costs," for proposed construction schedule and project costs for each alternative.

9 Project construction is expected to be completed by the year 2015. Construction activities would be staged to minimize disruptions to existing traffic and to provide a safe working area for construction activities. For each phase of construction, Caltrans would develop a Transportation Management Plan (TMP) that would detail the steps taken to minimize construction related disruptions, such as the planning of detours, staging of work, use of night work, etc. Also, community outreach programs would be developed so information about the construction can be widely and quickly shared. During construction, the number of lanes would not be reduced, but when there is a need for full or partial closure, these closures would be done with sensitivity to traffic. Please refer to Chapter 3, Section 3.10.4, "Construction Related Measures" for further discussion on traffic handling during construction.

10 The estimates for biological mitigation were based on ratios used by various resource and regulatory agencies to plan for mitigation.

Comments to CALTRANS DEIR for the EAST Section – SR76 page 4

FINDINGS (cont'd)

COST(cont'd)

10 Cont. As for the Biological costs, because the summary on page S-7shows that the mitigation would be less for the Southern Alternative, therefore, the projection of $53 million for both routes is not accurate. The biological mitigation for the Southern Alignment Alternative is less than the Existing route – therefore, the cost of this effort should be less.

Aside from the aspects of safety and cost for the designs of the two routes we also want to address the impact issues of biological, environmental, and rural community character as follows:

11 **BIOLOGICAL**

In the DEIR summary on page S-7, the biological impacts are compared and it is evident from this comparison that the Southern Alignment Alternative will produce far less mitigation than the Existing Alignment route. Examples being; jurisdictional water impact, S D ambrosia, arroyo toad breeding, aestivation, and numbers of toads. The willow flycatcher, Least Bells vireo as well as the Gnatcatcher habitat/numbers are also far less for the Southern Route.

ENVIRONMENTAL

The water quality is better for the Southern route (pgS-7) And, although the comparison for floodplain encroachment, air quality and noise are shown as about equal. We disagree with these suggested levels for the following reasons:

12 Air Quality: With the Existing Alternative, traffic will be starting and stopping, slowing and speeding up, because of the interference from vehicles intersecting SR76 from the nine intersections plus five driveways and the stop light at Gird Rd. The air quality is bound to be more toxic on the Existing route as opposed to the straight through uninterrupted roadway that the Southern Alternative provides.

The noise and impact to the rural character will be greater with the Existing Alternative because of the increased volumes of traffic

13 Noise: Again, because of the congestion, stopping and starting that will take place on the Existing route, the noise created, especially at start up, will be far greater. Also, because of the massive amount of sloped earthen cuts that will be required for the Existing Alternative, the noise from vehicle traffic will be reflected and refracted thereby reinforcing it and introducing a greater impact on the surrounding residential community than would be experienced with the Southern Alignment.

11 The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The project development team does not include elected officials. The existing alignment alternative has been chosen as the preferred alternative as it would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

12 Regionally the emissions of this project have been accounted for because it has been programmed by the San Diego Association of Governments (SANDAG) the local Metropolitan Planning Organization (MPO) in the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP), "The design concept and scope of the proposed project are consistent with the project description in the 2030 RTP, the 2008 RTIP, and the assumptions in SANDAG's regional emissions analysis." Additionally, future local emissions for both build alternatives were analyzed in the Hot Spot analysis described in Section 3.18 of the Final EIR/EIS. The Hot Spot analysis includes Carbon Monoxide (CO), Particulate Matter (PM 10 and PM 2.5) and Mobile Source Air Toxics (MSAT). The proposed project only warranted a qualitative analysis for each build alternative and both were determined not to result in adverse air quality impacts.

Carbon Monoxide (CO) emissions were analyzed using the CO Protocol for both alternatives and did not warrant a quantitative analysis. After performing the CO analysis it was found that both alternatives would not contribute localized CO impacts.

13 As described in Section 3.19.4, noise abatement was found to be infeasible at four locations under the Southern Alignment Alternative, compared to three locations under the Existing Alignment Alternative. Therefore, impacts related to noise under the Southern Alignment Alternative would not be fewer compared to the Existing Alignment Alternative.

Comment to CALTRANS DEIR for the East Section of SR76 page 5

FINDINGS (cont'd)
COMMUNITY CHARACTER

The comparison between the two alternative is totally flawed. The DEIR indicates that there would be considerable impacts to community character for both routes. We disagree with this analysis because of the enormous amount of hillside cuts that would have to be made for the Existing Alignment. The new slope cuts that would be required in order to construct the Existing Alignment would drastically change forever the overall rural character and appearance of the Fallbrook/Bonsall community.

The end result of this design would be a roadway that would look very much like the 'forced' path that is now being created on the Middle Section construction. The Southern Alignment on the other hand would have very little impact on the adjacent low level
14 rolling hills. For the most part the Southern roadway would essentially follow the existing terrain and be built, for the most part, in the flood plain. An example of its minimal impact is the airplane runway that now exists on Vessels ranch. This airstrip is barely visible to commuters traveling along Pala Rd at the present time. Nor would this roadway materially impact the visual view from the hillsides on either side of the river bed. The existing Vessels ranch airstrip is actively used and runs generally parallel with the proposed Southern Alternative. Also, what is known as Vessels ranch road is a part of a County planned road to be dedicated by 2030 so there is some precedence for this route.

The simulated view of the proposed cut slopes that would be constructed in the proximity of Ramona Dr (DEIR figure 3.11-3b) is not accurate because it doesn't depict reality. A more accurate depiction would have been to show the extent of the cut slopes at that location as viewed by traffic flowing to the East whereby the length and breath of the entire cut can be imagined. These cut slopes truly destroy the rural character of Fallbrook. The same holds true for the proposed cut slopes further to the East along existing SR76.

We provide these comments in hopes of convincing CALTRANS that the best overall choice for the selected route of SR76 is the Southern Alternative Alignment. We would
16 hope that negotiations with Vessels would bring about a much more reasonable cost for the Southern route. Thank you for the opportunity to be involved in the planning of this important transportation link.

Sincerely,

James and Sandra Sadler
2132 Vista Valle Verde Dr.
Fallbrook, California 92028

Cc: Ms Cindy McKim, Director, CALTRANS
Hon. Darrell Issa
Hon. Dennis Hollingsworth
Hon. Kevin Jeffries
County Supervisor Horn. 5th District
Ms Ann Fox, CALTRANS
Mr Charles Muggs, Director of LU&T, SANDAG
Mr James Earp, Chair, CA Transportation Commission

14 The cut slopes as well as all proposed landform alterations were assessed for their visual impact for each of the alternatives and the appropriate mitigation measures were recommended to minimize these impacts including grading techniques to complement the natural configuration of the landscape. All disturbed areas would be planted with the appropriate plant materials.

The proposed Dulin Road alignment is a separate roadway under the jurisdiction of the County of San Diego. Impacts associated with that project would be analyzed separately. Similarly, impacts associated with the Southern Alignment Alternative are totally independent of the proposed Dulin Road alignment. The path of the Southern Alignment Alternative represents an entirely new roadway alignment that had not been planned previously and impacts associated with this alternative must be analyzed as such.

15 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

October 20, 2010

Ms. McKim,
This is a copy of the letter I sent to Ms. Soifer re, the Eastern Hwy 76 Construction
cf

Debra Soifer
Environmental Analysis A
Caltrans District 11
4050 Taylor St. MS242
San Diego, CA 92110

Dear Ms. Soifer,
I am a resident of Fallbrook with apprehension about the pending construction of the Eastern section of our local Hwy. 76. I live just north of the current Hwy. 76 route and I am concerned about the noise, pollution, interruption of rural life and environmental impact that construction of an additional two lanes will cause if the northern option is pursued. This construction will undoubtedly cause much inconvenience, as well.

I feel the solution to our need for additional traffic lanes would be building on the proposed southern alternative. This area is actually San Luis Rey riverbed that is currently being used as farmland and I feel that highway construction there will not interrupt commuters' daily activities.

Correspondence from "Keep San Diego Moving" indicates that Caltrans has set the project goals to: (1) relieve existing and future traffic congestion, (2) improve motorist safety, and (3) protect and enhance the natural environment.

1 In response to the first goal, I suggest that inasmuch as the cost would be close to the same for two east- and two westbound lanes on the southern side of the river, as for one east- and one westbound lane on the northern side, it does not seem prudent to pursue the northern alternative. Also, I understand that Caltrans projects that the four lanes of traffic on our Hwy 76 will be obsolete in 2030. It seems an opportune time to consider a more long lasting project by constructing six lanes instead. Since the middle section of the project is six lanes, there will certainly be congestion at the merging points. I am also wondering if traffic from the new campus of Palomar College (@ Hwys 76 and 15), the new casino and the Rancho Viejo development, as well as other new developments are being considered as the alternatives are reviewed. It is clear that construction of the northern route will undoubtedly cause much more congestion and inconvenience, with delays and detours, than the southern alternative.

The second goal seems to be contrary to the planned construction because it will undoubtedly limit highway usage (including safety hazards and emergency vehicle access) for the highway in general, as well as several appendage roads along the route, due to concrete barrier construction.

While there seems to be focus on the environment with the third goal, it is clear the northern route will affect the floodplain, natural habitats, six cultural sites and 33 acres of wetlands while the southern alternative would only affect 15 acres of wetlands, no cultural sites and fewer acres of land overall.

I hope you will select the southern alternative as the preferred alignment for this project.

Very truly yours,
Carolyn Follis

Carolyn Follis
3184 Old Post Road
Fallbrook, CA 92028

1 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left- and right-turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of "Traffic Forecast Modeling" in Section 3.10-2 of the Final EIR/EIS.

The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. During an evacuation/disaster situation, Caltrans would assist and coordinate with OES and other responding agencies, as needed.

As discussed in Section 3.9, both roadway alternatives would continue to be considered primary roadways that could be used during evacuation. Both build alternatives add capacity and would be a substantial improvement compared to existing conditions.

JAMES EARP, Chair
DARIO FROMMER, Vice Chair
BOB ALVARADO
DARIUS ASSEMI
JOHN CHALKER
LUCETTA DUNN
JAMES C. GHIELMETTI
CARL GUARDINO
FRAN INMAN
JOSEPH TAVAGLIONE

SENATOR ALAN LOWENTHAL, Ex Officio
ASSEMBLY MEMBER BONNIE LOWENTHAL, Ex Officio

BIMLA G. RHINEHART, Executive Director

STATE OF CALIFORNIA

ARNOLD SCHWARZENEGGER
GOVERNOR

2010-803

REC'D DEC 06 2010

CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-52
P. O. BOX 942873
SACRAMENTO, 94273-0001
FAX (916) 653-2134
(916) 654-4245
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November 18, 2010

Ms. Laurie Berman, District Director
Caltrans District 11
4050 Taylor Street, MS 242
San Diego, CA 92110

Re: State Route 76, South Mission Road to Interstate 15 Highway Improvement Project

Dear ~~Ms. Berman~~ Laurie,

1 I am transmitting to you letters the Commission received from concerned citizens opposed to the alternatives found in the Draft Environmental Impact Report for the State Route 76 Highway Improvement Project.

As the CEQA Lead Agency for this project, please consider these concerns with respect to the potential significant effects of the project, alternatives, and mitigation measures which would substantially reduce the effects.

If you have any questions, please do not hesitate to contact Susan Bransen, Associate Deputy Director, at (916) 654-4245.

Sincerely,

BIMLA G. RHINEHART
Executive Director

c: Jay Norvell, Chief, Caltrans Division of Environmental Analysis
Mark Phelan, Project Manager, Caltrans District 11
Rachel Falsetti, Chief, Caltrans Transportation Programming
Ms. Joyce Brazel
Mr. Frank Hainey
Mr. Jim Meyer
76 Action

1 Thank you for forwarding this comment letter you received to Caltrans. We have provided responses to the letter in the response to comments below.

2010-803

3441 Sarah Ann Drive
Fallbrook, CA 92028

October, 18, 2010

Mr. James Earp,
Chairman, California Transportation Commission
928 Second Street, Suite 200
Sacramento, CA
95814

Dear Chairman Earp,

I am asking for your help with CALTRANS. Me and thousands of my neighbors fear CALTRANS is about to trap us by widening SR76, along Pala Road, in Fallbrook. CALTRANS is about to discard a much better option for us and the driving public.

2 CALTRANS published their Draft Environmental Impact Report (DEIR) on September 3rd, and held a public meeting on September 23rd. The DEIR presents two options. The Northern Alignment splits Pala Road into a divided highway with two lanes in each direction. The Southern Alignment builds a new four lane divided highway through the rural Bonsall valley and requires two bridge crossings of San Luis Rey river.

3 Based on the DEIR text and CALTRANS' answers at the public meeting, they prefer the Northern Alignment. CALTRANS claims this option is less costly and has less impact on all concerned. It is less costly, but Fallbrook safety will be reduced because a divided Pala Road will constrains thousands of local residents to right turns only when entering and leaving 9 side roads and 5 driveways feeding SR76. There will be only three signaled intersections where residents can make U-turns too go in the opposite direction. Fire and ambulance, and evacuation times will be increased by this design. Traffic volume and speed will make it much more difficult for Fallbrook residents enter and exit a divided Pala Road.

4 CALTRANS claims the Northern Alignment will satisfy traffic needs for 30 years. But the DEIR extrapolates traffic demand from a 1999 traffic study. This ignores 11 years of real increases in Pala Road traffic caused by rapid development in Murrieta, Temecula, Fallbrook, Pala and Escondido. Another glaring inconsistency is that CALTRANS is providing a six lane road bed from Oceanside to South Mission in Fallbrook. Narrowing the road to four lanes at South Mission is short-sighted and this will cause traffic backups. Pent-up demand for a good free flowing east-west highway from the Oceanside to US15 requires a continuous six lane road now.

2 Thank you for your comments and your participation in the environmental process regarding the SR-76 highway improvement project.

3 Intersection configurations and local street access were analyzed and designed to provide optimal sight distance and to be consistent with State and Federal standards. A median barrier, with limited openings, was evaluated and included to minimize head-on collisions along the SR-76 roadway, which limits left turn access at three local streets. The proposed median openings were spaced to provide continuing access to previously signalized intersections, to provide the least interference to through traffic on SR-76, and to minimize out of direction travel to those local streets with restricted access. To enhance roadway operation and safety with the proposed intersection configuration, acceleration and deceleration lanes along with turn pockets would be further studied and incorporated, whenever practical, during final design.

As discussed in Section 3.9, emergency vehicle travel times for the current and proposed conditions were studied with the assistance of North County Dispatch (NCD). The current condition and both build alternatives were evaluated using NCD's Computer Aided Dispatch program, which used travel distance and predetermined speeds, based on roadway classification, to approximate travel times. It was determined that for either build alternative the travel times for emergency vehicles were improved by the construction of four lanes and 8-10 ft outside shoulders, which would increase traffic operations and allow for emergency vehicles to travel at faster speeds and would provide room for vehicles to move out of the path of an approaching emergency vehicle. In many instances, emergency vehicle travel times to each local street were shown to decrease by a half a minute or more, even with the inclusion of out of direction travel. The median barrier design would continue to be evaluated during final design, which may provide alternatives to providing additional access for emergency vehicles between the median openings for the proposed intersections.

4 In 2007, Caltrans began traffic technical studies for the SR 76 east segment from South Mission to I-15. Those studies were based on SANDAG's Series 10 projected year 2030 traffic volumes and land use. During the course of the project development process, SANDAG released both the Series 11 modeling, with year 2030 forecasts, and more recently released the Series 12 modeling, including year 2035 and year 2050 forecasts. The table and chart added to Section 3.10 of the FEIR shows that the Series 10 (2030) future traffic volumes used for the current project's traffic studies fall in-between the Series 12 year 2035 and year 2050 traffic volumes.

A four-lane conventional highway is typically warranted when traffic volumes on the roadway are between 20,000-60,000 ADT. The traffic data shows that a four-lane facility on SR-76 is adequate to address the expected future traffic needs. Upon review of these different data sets, the project team determined that the initial 2030 traffic volumes that were used for the basis of the traffic studies were indicative of year 2035-2040 volumes of the latest Series 12 forecasts. Updating the project's Series 10 traffic studies to the most recent Series 12 traffic volumes

would not substantially alter the resulting volumes used for determination of the roadway width and other project features. Based on traffic forecasts using the SANDAG regional model, a need for six lanes in 2030 is not warranted. To improve operations, the project would grade and construct four through lanes, with six signalized intersections and channelization (an additional lane each direction at the intersection) at South Mission, Old Highway 395, and at the southbound and northbound SR-76/I-15 interchange ramps. In addition, turn pockets are being provided for left and right turn movements, where warranted. A four-lane facility is consistent with both the current 2030 RTP and draft 2050 RTP. See the discussion of “Traffic Forecast Modeling” in Section 3.10-2 of the Final EIR/EIS.

4 Cont. I believe the real reason CALTRANS backs the four lane design is that the topography of the Northern Alignment does no support six lanes without redirecting the San Luis Rey river bed. Take a drive on the existing road. You will see segments of the current two lane road are squeezed between the river bed and very steep hillsides to the north. A four lane highway will be difficult to build, but six lanes will be next to impossible.

Since CALTRANS claims four lanes are good enough, their Southern Alignment option has four lanes as well, even though a six or more lanes could easily be built through the rural Bonsall valley. But the DEIR quickly concludes the Southern Alignment impacts are immitigable, or impossible to overcome. The reasons given are the rural beauty of Bonsall valley will be ruined and Vessels Ranch will be damaged to the point that it would have to be completely relocated. One wonders why CALTRANS would proposed
5 such an alternative and then immediately declare it impossible to implement?

Vessels Ranch consists of 2000 acres. The Southern Alternative needs a strip of land 60 acres in size. Yes, some ranch buildings and facilities may have to be relocated but the ranch has 1940 acres available for this! Yes, the rural beauty of the Bonsall valley would be changed, but not destroyed. CALTRANS has built new roads through rural valleys before. Just look at SR56, the Ted Williams Freeway.

My take on all of this is that CALTRANS has made a deal with powerful people who have interests in keeping SR76 out of the Bonsall valley. San Diego Supervisor Bill Horn has interest in building a river park in the valley and Vessels Ranch property owners aren't really look forward a high speed highway cutting through their property.

We have collected and transmitted to CALTRANS over 4,800 petition signatures supporting the Southern Alignment. The Fallbrook Community Planning Group has
6 provided written comments to CALTRANS and supports the Southern Alignment. Hundreds of public comments supporting the Southern Alignment have been provided by individuals as well. The public has until November 2, 2010 to make their comments on the DEIR.

CALTRANS says they will coordinate with state and federal agencies before making
7 their final decision next year. I hope you will challenge CALTRANS and support the Southern Alignment. Don't let CALTRANS build a road that will be obsolete when it opens and trap thousands of Fallbrook home owners in their properties.

Sincerely,

Frank Hainey

Frank Hainey

5 The route of the Southern Alignment Alternative was developed based on a combination of environmental and engineering factors, including the location of cultural resources, 100-year floodplain, wetlands, and other biological resources as well as roadway elevations and curve radii. Although the Southern Alignment Alternative would only require acquisition of a small portion of the Vessels Stallion Farm, the Southern Alignment Alternative is expected to directly affect specific facilities at the Vessels Stallion Farm. Section 3.7 of the Final EIR/EIS has been revised to indicate how the Southern Alignment Alternative may affect existing operations at the Vessels Stallion Farm. Since the Southern Alignment Alternative may substantially impact the owner's current use of the property, it is reasonable, for budgeting purposes, to plan for a full acquisition of the Vessels Stallion Farm. The fair market value of the property would be determined by an appraisal and an offer of just compensation would be made consistent with the Caltrans' Relocation Assistance Program (RAP). The right-of-way acquisition process would begin after the Final EIR/EIS has been released and final design is accomplished. The primary reason the Southern Alignment Alternative would cost more than the Existing Alignment Alternative (Preferred Alternative) is due to the two additional San Luis Rey River Crossing bridges.

6 Petitions have been received and are included in the project files.

7 Thank you for your comment and expressing your support for the Southern Alignment Alternative. The project development team considers environmental impacts, comments from the public, Native Americans and resource agencies when identifying the preferred alternative. The existing alignment alternative would have the least overall impacts, meets the purpose and need, and meets Caltrans design requirements. For an in depth discussion of the preferred alternative, please refer to Chapter 2, Section 2.2.

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APPENDIX N
FHWA ACCEPTABILITY LETTER
REGARDING MODIFIED ACCESS ON I-15

(This appendix has been added to the document following public review of the Draft EIR/EIS)

U.S. Department of Transportation
Federal Highway Administration

Federal Highway Administration
California Division

650 Capitol Mall, Suite 4-100
Sacramento CA 95814
(916) 498-5001
(916) 498-5008 fax

May 25, 2011

In Reply Refer To:
HDA-CA

MAY 31 2011

Laurie Berman, District 11 Director
California Department of Transportation
4050 Taylor Street
San Diego, CA 92110

Dear Ms. Berman:

SUBJECT: ACCEPTABILITY FOR THE INTERSTATE 15/STATE ROUTE 76 MODIFICATION

This letter is in response to the California Department of Transportation's April 14, 2011 letter requesting an Engineering and Operational Acceptability for the modification of the Interstate 15/State Route 76 interchange. The Federal Highway Administration (FHWA) has concluded its review of the electronic submittals included with the April 14th letter as well as subsequent traffic analysis. As described Draft Project Report, dated August 2010, the improvements at the interchange will widen the existing bridge structure over I-I5 to a 4-lane bridge with standard shoulders and will add a channelization lane in each direction, for a total of a 6-lane wide structure. Each entrance ramp would be widened to two lanes and provide for one high occupancy vehicle lane. A 1000-foot auxiliary lane in the northbound direction and enhancements to the existing Park and Ride facility in the northwest quadrant of the freeway would also be provided.

Based on an engineering and operational analysis and under the authority of Section III of Title 23 U.S. Code, the reconfiguration of the existing diamond interchange to a partial cloverleaf configuration as documented in Draft Project Report is considered acceptable. This finding of "acceptability" only constitutes preliminary or conditional approval of the modified access request. If this alternative is ultimately selected in the environmental process, and there are no major changes in the proposed design, final "approval" may be given upon completion of the environmental process by Caltrans. Once the environmental process is complete, Caltrans must notify FHWA that the environmental determination has been made and request final approval of the access request. At that time, FHWA shall issue a formal letter of approval if all conditions of this EOA are met.

RECOVERY.GOV

If you have any questions regarding these comments, please call Manuel Sanchez at (619) 699-7336 or via e-mail at manuel.sanchez@dot.gov

Sincerely,

For
Robert F. Tally Jr.
Acting Division Administrator

Cc:
Carl Savage, Caltrans District 11
Luis Betancourt, Caltrans Headquarters
Jeff Holm, FHWA
Manuel Sanchez, FHWA

MSanchez/mb