

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2019100381

Project Title: I-15 Express Lanes Project Southern Extension (ELPSE)

Lead Agency: Caltrans District 8

Contact Name: Jeff Dietzler, Capital Projects Manager, Riverside County Transportation Commission

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Project Location: From City of Lake Elsinore to City of Corona Riverside
City *County*

Project Description (Proposed actions, location, and/or consequences).

The Riverside County Transportation Commission (RCTC), in cooperation with the California Department of Transportation (Caltrans) is proposing to construct new lanes along I-15 between post mile (PM) 21.2 and PM 38.1 in Riverside County, California. The primary component of the Project would be the addition of two tolled express lanes in both the northbound (NB) and southbound (SB) directions within the median of I-15 from SR-74 (Central Avenue)(PM 22.3) in the City of Lake Elsinore, through the unincorporated Riverside community of Temescal Valley, to El Cerrito Road (PM 38.1) in the City of Corona, for a distance of approximately 15.8 miles. The Project would also add a SB auxiliary lane between both the Main Street (PM 21.2) Off-Ramp and SR-74 (Central Avenue) On-Ramp (approximately 0.75 mile), and the SR-74 (Central Avenue) Off-Ramp and Nichols Road On-Ramp (PM 23.9) (approximately 1 mile). Along with the lane additions, which would extend from PM 21.2 to PM 38.1, the Project would include widening of up to 15 bridges; potential construction of noise barriers, retaining walls, and drainage systems; and implementation of electronic toll collection equipment and signs. (Continued on page 3)

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

Vehicle miles traveled (VMT) is expected to increase for the Design Year (2050), as such, mitigation measure VMT-1, Vehicle Miles Traveled Mitigation Program will be implemented. Operation under Opening Year (2030) and Design Year (2050) conditions is expected to increase emissions of particulate matter 10 microns or less in diameter (PM10) and particulate matter 2.5 microns or less in diameter (PM2.5) when compared to both the existing and no-build conditions. As it is located within a nonattainment area for the state PM10 and PM2.5 ambient air quality standards, the Project related increase would be cumulatively considerable, however VMT-1 and GHG-1 through GHG-11 will be implemented. For Biological Resources, mitigation measure NC-15 will be implemented for riparian/riverine resources, measure NC-16 will implement mitigation ratios for riparian resources, ephemeral drainages, and temporary impacts to riparian/riverine resources, measure NC-17 will include Aquatic Resource Compensatory Mitigation, and measure NC-20 will be implemented for oak tree management. While no direct impact on least Bell's vireo (LBV) are anticipated, measure TE-3 is included to address direct construction impacts on LBV. As operational greenhouse gas (GHG) emissions would increase over time, measures GHG-1 through GHG-11 will also be implemented for the Project.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

During the Notice of Preparation (NOP) public scoping meetings held for the Project, key issues raised by agencies and the public included: the potential for air quality impacts, an assessment to include full biological habitat types within and adjacent to the Project, analysis of direct, indirect, and cumulative impacts to biological resources, discussion of a range of reasonable alternatives, mitigation measures for impacts to biological resources, analysis of Native American and Tribal Cultural Resources, impacts to local traffic in the Temescal Valley area, impacts to future development of the Temescal Valley area, noise impacts to area residences along I-15, consideration of reduced toll costs for senior citizens, disabled, and local area residents, transit service improvements for I-15 south and opportunities to link Lake Elsinore with Corona Metrolink facilities, and consistency with the Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

Provide a list of the responsible or trustee agencies for the project.

Responsible Agency: Riverside County Transportation Commission

Trustee Agency: California Department of Fish and Wildlife

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Project Description (Continued from page 1):

In addition, due to the SB express lanes access between the Cajalco Road and Weirick Road Interchanges, the SB I-15 Weirick Road Off-Ramp would be configured as a dual-lane exit. Associated improvements for the toll lanes, including advance signage and transition striping, would extend approximately 2 miles from each end of the express lane limits to PM 20.3 in the south and PM 40.1 in the north. The proposed lane additions and supporting infrastructure are expected to be constructed primarily within the existing State right of way. No new permanent right of way is expected to be required as part of this Project.