PORM APPROVED COUNTY COUNSEL BY: GREGORY P. PRIAMOS DAT

SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

1414 A



SUBMITTAL DATE: December 22, 2015

FROM: TLMA - Transportation Department

SUBJECT: Intent to Adopt a Final Initial Study/Mitigated Negative Declaration and Approve the Avenue 66 Grade Separation Project. 4th District; [\$0]

RECOMMENDED MOTION: That the Board of Supervisors:

- Adopt the Final Initial Study With Mitigated Negative Declaration for Environmental Assessment No. OM900 and adopt the Mitigation Monitoring and Reporting Program based on the findings in the initial study and conclusion that the project will not have a significant effect on the environment;
- 2. Approve the Avenue 66 Grade Separation Project; and
- 3. Direct the Clerk of the Board to file the Notice of Determination with the County Clerk for posting within five (5) working days of approval of the project.

BACKGROUND:

Summary (continued on p. 2)

Patricia Romo

Assistant Director of Transportation

Juan C. Perez

Director of Transportation and Land Management

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost:	POLICY/CONSENT (Per Exec. Office)
COST	\$ 0	\$ 0	\$ 0	\$ 0	Consent □ Policy ⊠
NET COUNTY COST	\$ 0	\$ 0	\$ 0	\$ 0) Consont a 1 one, a
SOURCE OF FUNDS				Budget Adjust	ment:
				For Fiscal Year	r: 15/16
OF O DECOMME	NDATION		En an annual and a state of		

C.E.O. RECOMMENDATION:

APPROVE

County Executive Office Signature

MINUTES OF THE BOARD OF SUPERVISORS

Positions Added	Change Order		
□ A-30	□ 4/5 Vote	Prev. Agn. Ref.:	District: 4 Agenda Number:

SUBMITTAL TO THE BOARD OF SUPERVISORS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

FORM 11: Intent to Adopt a Final Initial Study/Mitigated Negative Declaration and Approve the Avenue 66th Grade

Separation Project. 4th District; [\$0] DATE: December 22, 2015

PAGE: 2 of 3

BACKGROUND:

Summary (continued)

The County of Riverside (County) as the lead agency under CEQA, proposes to construct a new grade separation and roadway to cross the Union Pacific Railroad (UPRR) and Highway 111 from Avenue 66 to Lincoln Street in the Community of Mecca. The total length of the project is approximately 1.7 miles. Currently, the only UPRR crossing in the area is at 4th Street; because the 4th Street crossing is at-grade, east-west travel is delayed when trains cross.

The Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan (RTP) identifies grade separations of streets from rail lines as a key part of the region's goods movement strategy. Avenue 66 is a major street within the Coachella Valley and serves as a connection between State Route 86, State Route 111, and the Community of Mecca. Increasing vehicular traffic due to regional population growth and rising train traffic along this rail trade corridor has increased the congestion which is causing increasing delays at the existing 4th Street at-grade crossing with State Route 111, UPRR, and Hammond Road.

The proposed project will consist of the construction of a new two lane roadway that will connect State Route 195/Avenue 66 west of the UPRR tracks to Avenue 66 east of the UPRR tracks, and will add two new signals at the new connections to Avenue 66, approximately 1.7 miles in length, and a new bridge over the existing Union Pacific Railroad (UPRR) tracks, as shown in figures 1-3.

Adoption of the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Plan (MMRP) will complete the environmental documentation for the project. Final design is currently on going and will be completed by early 2016. Construction is expected to commence in December 2016. Construction is anticipated to take 18 months.

Pursuant to the California Environmental Quality Act ("CEQA") and the Riverside County Implementing Procedures for CEQA, the County of Riverside, as lead agency, has prepared an Initial Study/Environmental Assessment No. OM900 (SCH#2014051063) to analyze the proposed project to determine if any potential significant effects on the environment would result from the proposed project. The public Notice of Intent (NOI) to adopt the CEQA Initial Study/Mitigated Negative Declaration (IS/MND) was published in the Press Enterprise with Spanish language affiliates on May 21, 2014. The CEQA IS/MND was circulated for public comment from May 21, 2014 through June 21, 2014. As a result of the public comments received during the first circulation, the Build Alternative was reevaluated. The document was recirculated during July 1, 2015 through July 30, 2015. Issues raised in the public circulations (May 21, 2014 - June 21, 2014 and July 1, 2015- July 30, 2015) of the Initial Study have been addressed by incorporation of response-to-comments located within Appendices of Initial Study Environmental Document. The Initial Study evaluated one Build Alternative and a No-Build Alternative. The Build Alternative is the proposed project.

The results from the analysis demonstrate the following: The proposed project would have no impact on Mineral Resource and Recreation. The project would have less than significant impact on Agriculture and Forest Resources, Population and Housing, Transportation/Traffic, and Utilities and Service Systems. The project would have no significant impacts to Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Public Services, and Mandatory Findings of Significance with mitigation implemented.

Impact on Residents and Businesses

The Avenue 66 Grade Separation Project will improve traffic circulation and safety; as well as provide uninterrupted and efficient access for motorists, residents, businesses, pedestrians and emergency vehicles in the area.

SUBMITTAL TO THE BOARD OF SUPERVISORS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

FORM 11: Intent to Adopt a Final Initial Study/Mitigated Negative Declaration and Approve the Avenue 66th Grade

Separation Project. 4th District; [\$0]

DATE: December 22, 2015

PAGE: 3 of 3

SUPPLEMENTAL:

Additional Fiscal Information

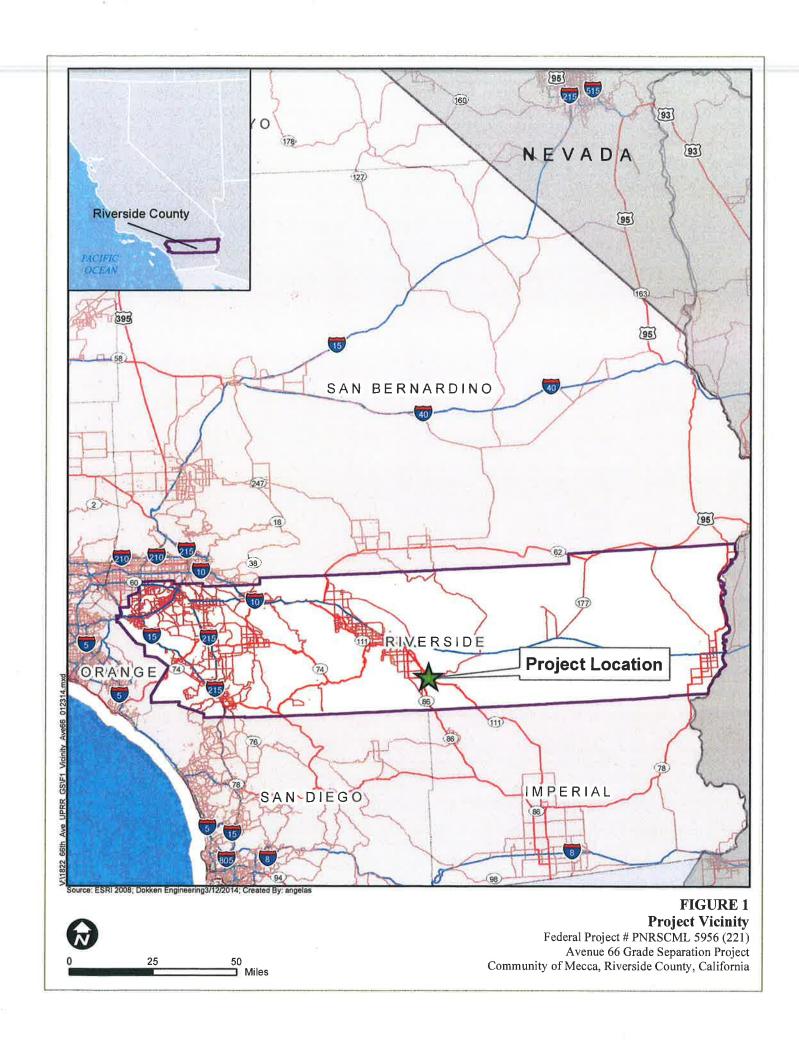
This project will be funded with a combination of State, Federal, and local funds, including CVAG TUMF, CMAQ, Federal Highway Administration funds, Developer Impact fees, and Gas Tax.

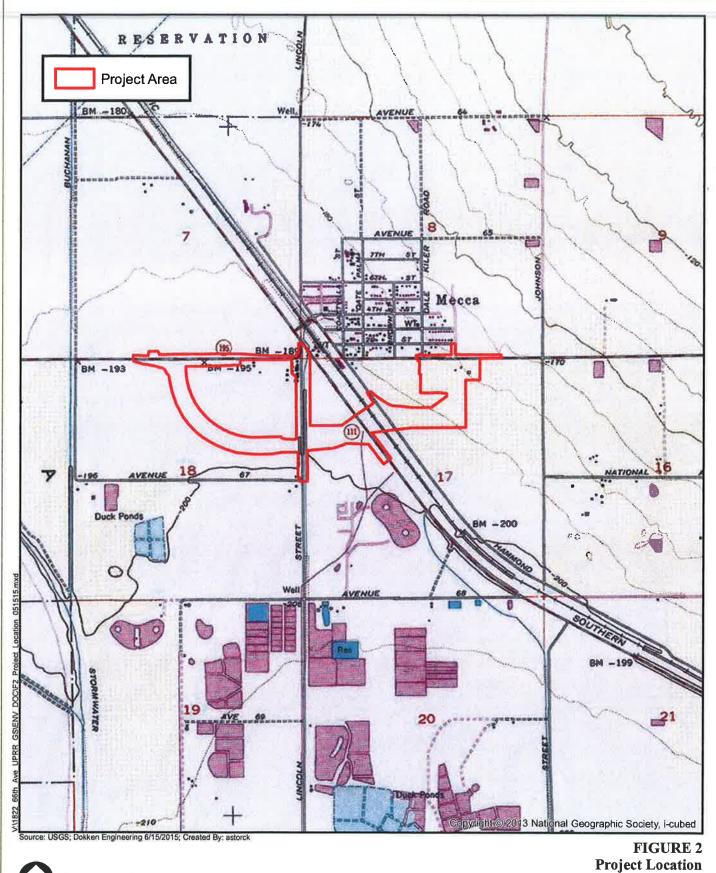
Contract History and Price Reasonableness

N/A

ATTACHMENTS:

Figure 1- Project Vicinity
Figure 2- Project Location
Figure 3- Build Alternative
Notice of Determination
Final Initial Study with Mitigated Negative Declaration

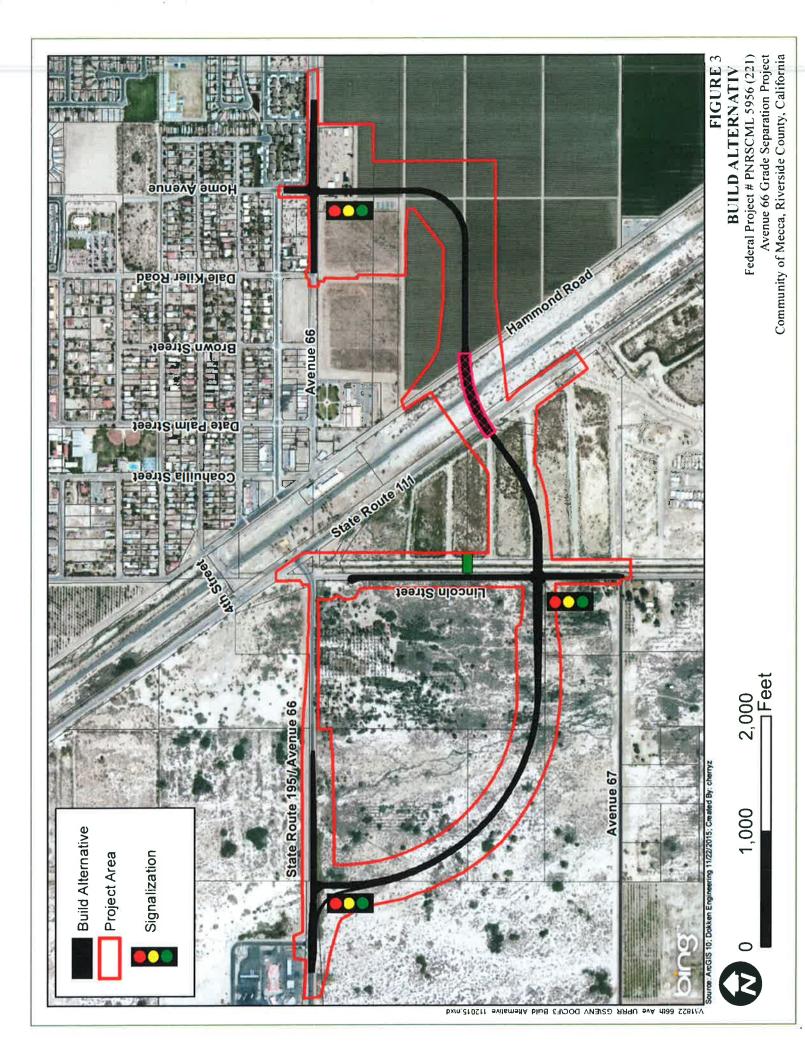






Federal Project # PNRSCML 5956 (221) Avenue 66 Grade Separation Project Community of Mecca, Riverside County, California

0.5 1 Mile





NOTICE OF DETERMINATION COUNTY OF RIVERSIDE TRANSPORTATION DEPARTMENT



EA No.OM900

For County Clerk Use

SCH #2014051063

PROJECT NAME: Avenue 66 Grade Separation Project

DESCRIPTION AND LOCATION: The County of Riverside (County) proposes to connect SR-195 to Avenue 66 with a new railroad grade separation bypass south of the existing Avenue 66 alignment. The new bypass would begin approximately 1,100 feet east of SR-86 (2,600 feet west of Lincoln Street) and crosses Lincoln Street approximately 1,900 feet south of SR 195. The new bypass then would continue east from Lincoln Street going over SR-111, the UPRR railroad corridor, and Hammond Road with a bridge. The road would extend further to the east and connect to the existing Avenue 66 at Home Avenue. The proposed bypass consists of approximately 1.7 mi of two lane (1 lane each direction) roadway and a bridge with sufficient width to allow an ultimate four lane cross section. The bridge would be approximately 750 feet long, 94 feet wide, and striped for 2 lanes. Lincoln Street would no longer connect to SR 195, but would become a cul-de-sac, providing access to adjoining properties. The project would include the construction of a bridge or culvert to span the Lincoln Street Stormwater Channel's ultimate condition per the completed Mecca/North Shore Stormwater Master Plan. Existing utilities, including electricity, phone, gas, and irrigation would be relocated or protected in place. Current access from adjacent properties would be maintained or modified. The project does not preclude affected properties from having access similar to current access. Modifications to 12-inch and 18inch sewer force mains located at Avenue 66/Lincoln Street intersection are included. A proposed 6-inch sewer force main along the eastern roadway shoulder of Lincoln Street from Avenue 66 towards Avenue 68, within the project area, is included. A 30inch domestic water main within the project area between State Route 195/Avenue 66 to Avenue 66/Home Avenue in Mecca is also included. Right-of-way would be acquired along the project alignment. Partial acquisitions are anticipated at 12 parcels. Temporary construction easements would be needed throughout the project as well. The project would allow traffic to use Avenue 66 and the 4th Street crossing during and after construction.

A Final Initial Study/ Mitigated Negative Declaration was prepared and completed in compliance with the State California Environmental Quality Act (CEQA) Guidelines and Riverside County CEQA Implementing Procedures. On January 26, 2016, the Board of Supervisors adopted the Avenue 66 Grade Separation Project Final Initial Study with Mitigated Negative Declaration (October 2015). The public Notice of Intent (NOI) to adopt the CEQA IS/MND was published in a newspaper of general circulation on May 21, 2014. The CEQA IS/MND was circulated for public comment from May 21, 2014 through June 21, 2014. As a result of the public comments received during the first circulation, the Build Alternative was re-evaluated. The CEQA IS/MND was recirculated during July 1, 2015 through July 30, 2015, with the NOI to adopt the CEQA IS/MND published on July 1, 2015 in newspapers of general circulation. Issues raised in the public circulations (May 21, 2014 – June 21, 2014 and July 1, 2015- July 30, 2015) of the Initial Study have been addressed by incorporated in the response-to-comments. The Initial Study evaluated one Build Alternative and a No-Build Alternative. The Build Alternative is the proposed project. The Avenue 66 Grade Separation Project Final Initial Study with Mitigated Negative Declaration (October 2015) may be examined, along with administrative record, at the Transportation Department, 4080 Lemon Street, 8th floor, Riverside, California 92501.

published on July 1, 2015 in newspapers of general circ 2014 and July 1, 2015- July 30, 2015) of the Initial Str. The Initial Study evaluated one Build Alternative and a Avenue 66 Grade Separation Project Final Initial Study along with administrative record, at the Transportation 1. The project [will will not] have a significan 2. An Environmental Impact Report was prepared A Mitigation Negative Declaration was prepared.	udy have be not	deen addressed by incorporated in the Alternative. The Build Alternative is the gated Negative Declaration (October ent, 4080 Lemon Street, 8 th floor, Rive the environment. fied for this project pursuant to the project pursuant to the project pursuant to the project pursuant to the provisions of	response-to-comments he proposed project. The 2015) may be examined rside, California 92501 rovisions of CEQA.
3. A Mitigation Monitoring Report Plan was 4. A statement of Overriding Consideration This is to certify that the Final Initial Study, and record of project approval, is available to the Street, 8th floor, Riverside, California 92501.	□] was n was ⊠ wa Mitigate	ot adopted for this project is not] adopted for this project. d Negative Declaration, public com	ments and responses,
Russell Williams	Title	Environmental Division Mgr.	Date 1/7/16
Juan C. Perez	Title	Director of Transportation	Date 1/11/16
HEARING BODY OR OFFICER XX Board of Supervisors Planning Commission		ACTION ON PROJECT Approval Disapproval	
Verifying:	Title:	D	Pate:

Avenue 66 Grade Separation Project

COUNTY OF RIVERSIDE, CALIFORNIA
DISTRICT 08 – RIV – COUNTY OF RIV ERSIDE
FEDERAL PROJECT NUMBER: PNRSCML 5956 (221)

Final Initial St Idy with Itigated Negative Declaration



Prepared by the County of Riverside



October 2015



General Information about this Document

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to County of Riverside, Attn: Marcia Frances Rose, 3525 14th Street, Riverside, CA 92501, phone number (951) 955-1505.



Avenue 66 Grade Separation Project

FINAL INITIAL STUDY with Mitigated Negative Declaration

Submitted Pursuant to: (State) Division 13, California Public Resources Code

COUNTY OF RIVERSIDE Transportation Department

15/15

Of Approval

Russell Williams

Russell Williams

Environmental Division Manager

Riverside County Transportation Department-Environmental Division

County of Riverside

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Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The County of Riverside (County) is the lead agency under CEQA. The Department of Transportation (Department) is the lead agency under NEPA.

The County proposes to construct a new grade separation and roadway to cross the Union Pacific Railroad and Highway 111 from Avenue 66 to Lincoln Street in the community of Mecca. The total length of the project is approximately 1.7 miles. Currently, the only UPRR crossing in the area is at 4th Street; because the 4th Street crossing is at-grade, east-west travel is delayed when trains cross.

The project is included in the Fiscal Year 2015 Federal Statewide Transportation Improvement Program and is proposed for funding from a Federal earmark, Congestion Mitigation and Air Quality Improvement (CMAQ) program, the Eastern Riverside Transportation Uniform Mitigation Fee (TUMF) program, and funds from sales taxes. It is also included in the Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan (RTP).

The purpose of the project is to:

- Provide a grade separated crossing of UPRR and State Route 111 for traffic in the Mecca Community
- Provide improved access for emergency vehicles across the railroad tracks
- Address projected increased delays due to future increases in rail and vehicular traffic
- Help reduce emissions from vehicle idling at the 4th Street at-grade train crossing
- Provide a facility consistent with regional and local General Plans. The 2013 FTIP and 2012-2035 RTP describes a 2-lane (1-lane in each direction) elevated structure. The County General Plan Circulation Element indicates Lincoln Street as a Secondary Road. West of Lincoln Street, Avenue 66 is designated as an arterial and east of Lincoln Street, Avenue 66 is a Major Road.

Avenue 66 is a major street within this part of Riverside County and serves as a connection between State Route 86, State Route 111, and the Community of Mecca. Increasing vehicular traffic due to regional population growth and rising train traffic along this rail trade corridor has increased the congestion which is causing increasing delays at the existing 4th Street at-grade crossing with State Route 111, UPRR, and Hammond Road. These delays affect the traveling public and potentially hinder access by emergency vehicles and increases emergency response times in the area. Air quality may also worsen due to increased vehicle idling without improvements.

UPRR will not authorize widening the existing crossing at 4th Street which necessitates creating a new grade-separated crossing in the area. The nearest at-grade railroad crossing from the project area is on 62nd Avenue, approximately 1.2 miles to the northwest. Another at-grade railroad crossing is near 69th Avenue, approximately 2.5 miles to the southeast. Without

improvements, 62nd Avenue would continue to be the closest alternate route for crossing UPRR. There are no other grade-separated crossings in the vicinity.

The 2012-2035 RTP identifies grade separations of streets from rail lines as a key part of the region's goods movement strategy.

The proposed project will connect SR-195 to Avenue 66 with a new railroad grade separation bypass south of the existing Avenue 66 alignment. The new bypass begins approximately 1,100 feet east of SR-86 (2,600 feet west of Lincoln Street) and crosses Lincoln Street approximately 1,900 feet south of SR 195. The new bypass then continues east from Lincoln Street going over SR-111, the UPRR railroad corridor, and Hammond Road with a bridge. The road then extends further to the east and connects to the existing Avenue 66 at Home Avenue. The proposed bypass will consist of approximately 1.7 mi of two lane (1 lane each direction) roadway and a bridge with sufficient width to allow an ultimate four lane cross section. The bridge will be approximately 750 feet long, 94 feet wide, and striped for 2 lanes. Lincoln Street will no longer connect to SR 195, but will become a cul-de-sac, providing access to adjoining properties. The project would include the construction of a bridge or culvert to span the Lincoln Street Stormwater Channel's ultimate condition per the completed Mecca/North Shore Stormwater Master Plan.

Existing utilities, including electricity, phone, gas, and irrigation would be relocated or protected in place. Current access from adjacent properties will be maintained or modified. The project does not preclude affected properties from having access similar to current access. A proposed 6-inch sewer force main along the eastern roadway shoulder Lincoln Street from Avenue 66 towards Avenue 68, within the project area, is included. A 30-inch domestic water main within the project area between State Route 195/Avenue 66 to Avenue 66/Home Avenue in Mecca is also included.

Right-of-way would be acquired along the project alignment. Partial acquisitions are anticipated at 12 parcels. Temporary construction easements would be needed throughout the project as well. The project would allow traffic to use Avenue 66 and the 4th Street crossing during and after construction. Construction is anticipated to take 18 months.

Determination

This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is the the County's intent to adopt an MND for this project. This does not mean that the County's decision regarding the project is final. This MND is subject of modification based on comments received by interested agencies and the public. The County has prepared an Initial Study for this project, and following public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have no impact on Mineral Resource and Recreation.

The project would have less than significant impact on Agriculture and Forest Resources, Population and Housing, Transportation/Traffic, and Utilities and Service Systems.

The project would have no significant impacts to Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous

Materials, Hyrdology and Water Quality, Land Use and Planning, Noise, Public Services, and Mandatory Findings of Signficance with mitigation implemented. The avoidance, minimization, and mitigation measures are:

AES-1: Re-vegetation: Exposed slopes shall be revegetated with standard erosion control planting.

AES-2: Lighting shall be appropriately shielded. The project's lighting design shall be consistent with Caltrans, Community of Mecca, and Riverside County lighting guidelines and standards and will be developed in coordination with Caltrans Landscape Architecture staff for areas within state right-of-way. Lights will be designed to face away and be shielded away from the adjacent Coachella Valley Multiple Species Habitat Species Conservation Plan area.

AES-3 The overcrossing over State Route 111 will harmonize with the natural surroundings by applying aesthetic treatment(s) such as artwork, color, and/or veneer. Such aesthetic treatment(s) will be determined by the County and incorporated during final design.

AES-4: Should landscaping be installed within and/or adjacent to the Coachella Valley Stormwater Channel and Delta Conservation Area , the project shall not incorporate invasive, non-native plant species or plants listed in the CVMSHCP Table 4-113. Any landscape treatments within or adjacent to the Conservation Area shall incorporate native plant materials to the maximum extent feasible; recommended native species are listed in CVMSHCP Table 4-112. This list may be amended from time to time through a Minor Amendment with Wildlife Agency Concurrence.

AQ-1: The construction contractor shall comply with Caltrans' Standard Specifications Section 14-9.03 Dust Control of Caltrans' Standard Specifications (2010).

AQ-2: The Wind Erosion Control BMP (WE-1) from Caltrans' Construction Site Best Management Practices Manual will be implemented as follows:

- Water shall be applied by means of pressure-type distributors or pipelines equipped with a spray system or hoses and nozzles that will ensure even distribution.
- All distribution equipment shall be equipped with a positive means of shutoff
- Unless water is applied by means of pipelines, at least one mobile unit shall be available at all times to apply water or dust palliative to the project.
- If reclaimed water is used, the sources and discharge must meet California Department
 of Health Services water reclamation criteria and the Regional Water Quality Control
 Board requirements. Non-potable water shall not be conveyed in tanks or drain pipes
 that will be used to convey potable water and there shall be no connection between
 potable and non-potable supplies. Non-potable tanks, pipes and other conveyances
 shall be marked "NON-POTABLE WATER DO NOT DRINK."
- Materials applied as temporary soil stabilizers and soil binders will also provide wind erosion control benefits.

AQ-3: Construction of the project would comply with the South Coast Air Quality Management District's Rule 403—Fugitive Dust.

BIO-1: The Lincoln Street Stormwater Channel will be designated an Environmentally Sensitive Area (ESA) and will either be staked with high visibility flagging or fenced with orange snow fencing to ensure the construction areas will not encroach further than the designated work limits. Prior to work within the channel, the project will obtain a CWA Section 404 authorization (Nationwide Permit 14) from the USACE, a Section 401 Water Quality Certification from the RWQCB, a Section 402 NPDES Permit regulated by the SWRCB, and a Section 1602 Streambed Alteration Agreement from the CDFW.

BIO-2: The Conservation Area shall be designated an ESA and fenced with high visibility snow fencing at the project limits. Where feasible, mesquite within the Conservation Area shall be designated an ESA and fenced with high visibility snow fencing at the tree's dripline. Remaining areas within Area #1 (see NES Figure 7. Project Impact Areas) must be provided ESA fencing or staking. Contractor is restricted from encroaching within any areas designated as ESA.

BIO-3: At construction completion, the County shall apply a seed mix comprised of native, locally adapted species to temporarily impacted native habitats (excluding agricultural and developed areas) and within the Conservation Area boundaries. The seed mix shall be approved by a biologist.

BIO-4: The project biologist shall conduct preconstruction surveys consistent with the 2015 CDFW Staff Report on Burrowing Owl Mitigation for burrowing owls within 1-2 weeks before construction activities begin. If no burrowing owls are detected, no further action for burrowing owl will be required.

If active burrowing owl burrows are found in or near the permanent or temporary construction impact area, the County will implement the following:

Occupied burrows must not be disturbed during the breeding season (February 1 to August 31) unless a qualified biologist approved by the CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg-laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. If avoidance of active nests is preferred, the biologist must consult with the CDFW to determine appropriate buffer widths and acreage of foraging habitat to be permanently preserved contiguous with the occupied burrow site. The Contractor must not disturb identified burrowing owl burrows until the qualified biologist verifies it has been cleared.

Should destruction of occupied burrows be unavoidable during the non-breeding season (September 1 – January 31) and prior to construction, the approved biologist will consult with CDFW and either, unsuitable burrows must be enhanced (enlarged or cleared of debris) or new burrows created (by installing artificial burrows) at a ratio of 2:1 on protected lands approved by the CDFW. Newly created burrows will follow guidelines established by the CDFW.

BIO-5: If the construction contractor needs to remove vegetation (shrubs or trees) during the migratory bird breeding season (February 15th – September 1st), a pre-construction nesting bird survey shall be conducted within 7 days prior to vegetation removal. Within 2 weeks of the nesting bird survey, all vegetation cleared by the project biologist shall be removed by the contractor.

A minimum 100 foot no-disturbance buffer shall be established around any active nest to limit the impacts of construction activities. The contractor shall immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until the project biologist determines the young have fledged.

BIO-6: To minimize direct mortality to any roosting bats, each date palm/palm tree requiring removal shall be trimmed using a two-step process conducted over two consecutive days. Contractor shall only trim the outermost fronds for each individual tree on the first day; innermost fronds shall not be trimmed. On the second day the remaining fronds on each tree shall be removed. All fronds shall only be manually trimmed using chainsaws- no dozers, backhoes, cranes, or other heavy equipment is permitted. Should bats emerge during the tree trimming, trimming activities shall temporarily cease at the individual tree until bats are no longer actively emerging from the tree. A survey within 2 weeks of tree removal will be conducted to detect if bats are using trees for roosting. If bats are using trees for roosting, trees must be removed during March 1 – April 15 or August 31 – October 15. Trees with bat presence will be removed following a two-step process; trees will be trimmed with chainsaws on day 1 and will be fully removed on day 2.

BIO-7: To allow subterranean wildlife enough time to escape initial clearing and grubbing activities, equipment used during initial clearing and grubbing shall be operated at speeds no greater than 3 miles per hour.

BIO-8: Prior to arrival at the project site and prior to leaving the project site, the construction contractor shall clean all construction equipment that may contain invasive plants and/or seeds to reduce the spreading of noxious weeds.

BIO-9: Contractor shall remove all tamarisk within the construction limits and shall remove the entire root ball using a large excavator to mechanically remove individual trees from the ground.

BIO-10: The contractor shall not apply rodenticides or herbicides in the project area during construction activities.

BIO-11: The contractor shall dispose of all food-related trash in closed containers, and shall remove it from the project area each day during the construction period. Construction personnel shall not feed or otherwise attract wildlife to the project area.

BIO-12: If any wildlife is encountered during the course of construction, said wildlife shall be allowed to leave the construction area unharmed. In the unlikely event a worker inadvertently injures or kills a special-status species or finds one dead, injured, or entrapped, the worker shall immediately report the incident to the project biologist.

BIO-13: Prior to construction, clearance surveys shall be conducted by an Acceptable Biologist during the Crissal thrasher and Le Conte's thrasher nesting season, January 15 – June 15, to determine if active nest sites for this species occur within 500 feet of the Conservation Area; survey restrictions are not required outside the boundary of the Conservation Area. If nesting Crissal thrashers or Le Conte's thrashers are found within the Conservation Area, a 500-foot buffer within the Conservation Area shall be established; the buffer is not required to extend into areas outside the Conservation Area. The buffer will be staked and flagged. No construction activities will be permitted within the buffer during the breeding season of January 15 – June 15 or until the young have fledged, as determined by the project biologist.

- BIO-14: Prior to conducting pre-construction surveys for CVMSHCP covered species, the County must submit the names of biologists to the CVCC for inclusion in the CVMSHCP list of Acceptable Biologists.
- BIO-15: Prior to construction, the County's CVMSHCP Acceptable Biologists must survey the Conservation Area to be affected by the project for applicable Covered Species during the appropriate seasons and in accordance with established accepted protocols, if they exist. For those species for which protocols do not exist at the time surveys are needed, the Acceptable Biologist will use a survey protocol generally accepted by biologists familiar with the species. Survey results must be documented in both mapped and text form and must be submitted to the CVCC for review.
- BIO-16: Should landscaping be installed within and/or adjacent to the Conservation Area, the project shall not incorporate invasive, non-native plant species or plants listed in CVMSHCP Table 4-112. Any landscape treatments within or adjacent to the Conservation Area shall incorporate native plant materials to the maximum extent feasible; recommended native species are listed in CVMSHCP Table 4-112. This list may be amended from time to time through a Minor Amendment with Wildlife Agency Concurrence.
- BIO-17: In areas adjacent to or within the Conservation Area, the project shall incorporate barriers into the project design to minimize unauthorized public access, illegal trespass, or dumping in the Conservation Area. Final design for barriers will occur following consultation with the CVCC.
- CUL-1: Within State Right-of-Way, if buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the discovery until a qualified archaeologist can evaluate the nature and significance of the find. The archaeological monitor must notify the Caltrans District Environmental Branch Chief (DEBC), Gabrielle Duff, if buried cultural resources are encountered.
- CUL-2: Outside of State Right-of-Way, if buried cultural resources are encountered during Project Activities, work will stop within 60 feet of the discovery until a qualified archaeologist can evaluate the nature and significance of the find. The archaeological monitor must notify the Riverside County Transportation Department Project Manager, Scott Staley, at (951) 955-6800, if buried cultural resources are encountered.
- CUL-3: Sampling will be conducted on bores that result in intact stratigraphic samples from which fossils can be recovered. Samples may be collected during geotechnical studies during final design, or alternatively, collected from the sidewalls of trenches dug for geotechnical investigations or during construction.
- CUL-4: Within State Right-of-Way, in the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gabrielle Duff, DEBC: (909)383-6933 and Gary Jones, DNAC: (909)383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.
- CUL-5: Outside State Right-of-Way, in the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native

American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the Riverside County Transportation Department Project Manager, Scott Staley, at (951) 955-6800. Further provisions of PRC 5097.98 are to be followed as applicable.

- CUL-6: Within State Right-of-Way, all ground-disturbing activities must be monitored by an archaeological and Native American monitor (approved by the Torres-Martinez Desert Cahuilla Indians [TMDCI]). The archaeological and Native American monitor must attend the preconstruction meeting. Both monitors and the Caltrans DEBC, Gabrielle Duff, must be notified 5 days in advance of ground-disturbing activities. Additionally, the Caltrans DEBC must be notified within 24 hours of construction completion within State Right-of-Way. A monitoring report must be submitted to Caltrans Cultural Studies within 30 days of end of construction in State ROW.
- CUL-7: Outside State Right-of-Way, all ground-disturbing activities must be monitored by an archaeological and Native American monitor (approved by the Torres-Martinez Desert Cahuilla Indians [TMDCI]). The archaeological and Native American monitor must attend the preconstruction meeting. Both monitors must be notified 5 days in advance of ground-disturbing activities.
- GEO-1: BMPs will be implemented during construction to minimize erosion. BMPs include any facilities and methods used to remove, reduce, or prevent storm water runoff pollutants from entering receiving waters. Erosion control methods, temporary and permanent BMPs, and improvement of drainage facilities along the roadway would minimize impacts from storm water runoff.
- GEO-2: The project will be designed in accordance with County design and construction requirements as well as the Caltrans Highway Design Manual, Caltrans Design Specifications, and applicable seismic standards.
- GEO-3 The project will be designed in accordance with recommendations provided in the final Geotechnical Design Report.
- CC-1: The project would incorporate the use of energy-efficient lighting, such as light-emitting diode (LED) traffic signals. LED bulbs cost \$60 to \$70 each, but last five to six years, compared to the one-year average lifespan of the incandescent bulbs previously used. The LED bulbs themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the project's CO_2 emissions.
- CC-2: According to the Department's Standard Specifications, the contractor must comply with all local Air Quality Management District rules, ordinances, and regulations for air quality restrictions.
- HAZ-1: Based on preliminary plans, right-of-way acquisition is not expected at the Former Coachella Valley Minimex, Former Mecca Chevron or the Riverside County Fire Department Station # 40 Station. These sites are adjacent to the project. Should final plans indicate that a portion of this parcel will be acquired for new right-of-way, a preliminary environmental screening (limited subsurface sampling and laboratory analysis) should be performed for potentially elevated levels of petroleum hydrocarbons and MTBE contamination within the limits of proposed construction, and/or right-of way acquisition.
- HAZ-2: If site screening encounters elevated levels of petroleum hydrocarbons and/or MTBE, a limited Phase II ISA should be performed. The Phase II ISA should consist of subsurface sampling and laboratory analysis and be of sufficient quantity to define the extent and concentration of contamination within the areal extent and depths of planned construction

activities adjacent to these sites. The Phase II ISA should also provide both a Health and Safety Plan for worker safety and a Work Plan for handling and disposing contaminated soil during construction.

HAZ-3: Test for potential pesticide and herbicide residuals in soils at the agricultural properties on Parcels 727-272-021, 727-272-027, 727-272-031, 727-272-032, and 727-272-033.

HAZ-4: To avoid impacts from pavement striping during construction it is recommended that testing and removal requirements for yellow striping and pavement marking materials be performed in accordance with Caltrans Standard Special Provision 15-300 REMOVE TRAFFIC STRIPE AND PAVEMENT MARKINGS.

HAZ-5: Any leaking transformers observed during the course of the project should be considered a potential PCB hazard. A detailed inspection of individual electrical transformers was not conducted for this ISA. However, should leaks from electrical transformers (that will either remain within the construction limits or will require removal and/or relocation) be encountered during construction, the transformer fluid should be sampled and analyzed by qualified personnel for detectable levels of PCB's. Should PCBs be detected, the transformer should be removed and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCB's should also be handled and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency.

HAZ-6: As is the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction. For any previously unknown hazardous waste/ material encountered during construction, the procedures outline in Appendix E (Caltrans Unknown Hazard Procedures) shall be followed.

WQ-1: Best management practices:

- The area of construction and disturbance would be limited to as small an area as feasible to reduce erosion and sedimentation.
- Measures would be implemented during land-disturbing activities to reduce erosion and sedimentation. These measures may include mulches, soil binders and erosion control blankets, silt fencing, fiber rolls, temporary berms, sediment desilting basins, sediment traps, and check dams.
- Existing vegetation would be protected where feasible to reduce erosion and sedimentation. Vegetation would be preserved by installing temporary fencing, or other protection devices, around areas to be protected.
- Exposed soils would be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events.
- Exposed soils would be stabilized, through watering or other measures, to prevent the
 movement of dust at the project site caused by wind and construction activities such as
 traffic and grading activities.

- All construction roadway areas would be properly protected to prevent excess erosion, sedimentation, and water pollution.
- All vehicle and equipment maintenance procedures would be conducted off-site. In the event of an emergency, maintenance would occur away from the stormwater channel.
- All concrete curing activities would be conducted to minimize spray drift and prevent curing compounds from entering the waterway directly or indirectly.
- All construction materials, vehicles, stockpiles, and staging areas would be situated outside of the stream channel as feasible. All stockpiles would be covered, as feasible.
- Energy dissipaters and erosion control pads would be provided at the bottom of slope drains. Other flow conveyance control mechanisms may include earth dikes, swales, or ditches. Stream bank stabilization measures would also be implemented.
- All erosion control measures and storm water control measures would be properly maintained until the site has returned to a pre-construction state.
- All disturbed areas would be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native or approved non-invasive exotic species.
- All construction materials would be hauled off-site after completion of construction.

WQ-2: Any requirements for additional avoidance, minimization, and/or mitigation measures will be contained in the permits obtained from all required regulatory agencies.

WQ-3: The proposed project would require a National Pollution Discharge Elimination System (NPDES) General Construction Permit for Discharges of storm water associated with construction activities (Construction General Permit 09-2009-DWQ). A Storm Water Pollution Prevention Plan (SWPPP) would also be developed and implemented as part of the Construction General Permit.

WQ-4: The construction contractor shall adhere to the SWRCB Order No. 2009-0009-DWQ NPDES Permit pursuant to Section 402 of the CWA. This permit authorizes storm water and authorized non-storm water discharges from Caltrans construction properties, facilities and activities and would be required prior to construction of this project. As part of this Permit requirement, a SWPPP shall be prepared prior to construction consistent with the requirements of the RWQCB. This SWPPP will incorporate all applicable BMPs to ensure that adequate measures are taken during construction to minimize impacts to water quality.

WQ-5: The project shall incorporate plans and design to ensure that the quantity and quality of runoff discharged to the adjacent Conservation Area is not altered in an adverse way when compared with existing conditions.

WQ-6: Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes within the Conservation Area.

PS-1: Impacts to traffic flow as a result of construction activities would be reduced by implementing the traffic management plan and a construction phasing plan for the proposed project. The traffic management plan includes requirements to provide the public with information through brochures and mailers, media releases, public meetings, and notification to impacted groups. Under the traffic management plan, travelers would be informed with changeable message signs, traveler information systems (internet), and bicycle community information, if necessary.

10/15/15

Russell Williams

Environmental Division Manager

ussell William

Riverside County Transportation Department-Environmental Division

County of Riverside

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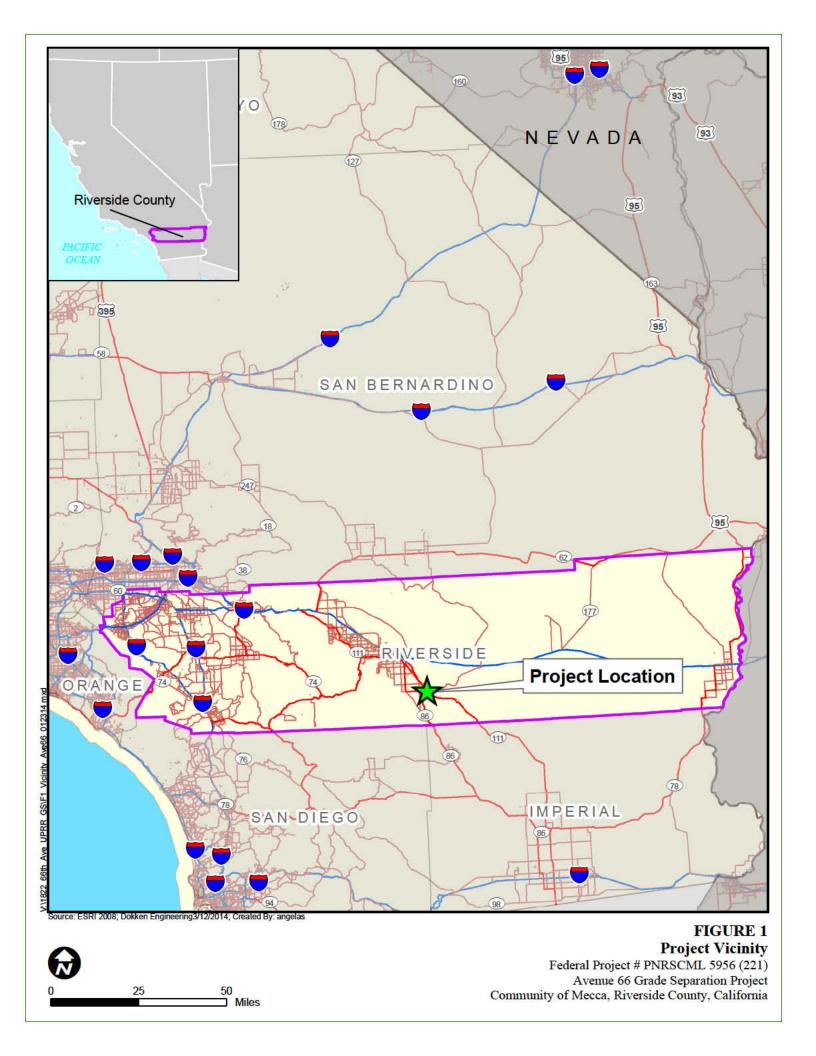
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CEQA Environmental Checklist

PROJECT DESCRIPTION AND BACKGROUND

Project Title:	Avenue 66 Grade Separation Project
Lead agency name and address:	Riverside County Transportation Department 3525 14th Street Riverside, CA 92501
Contact person and phone number:	Marcia Frances Rose, M.S., PMP 951-955-1505
Project Location:	Community of Mecca, County of Riverside
General plan description:	Arterial, Major Road, Secondary Road, Agriculture, Residential, Commercial
Objectives	 Provide a grade separated crossing of UPRR and State Route 111 for traffic in the Mecca Community Provide improved access for emergency vehicles across the railroad tracks Address projected increased delays due to future increases in rail and vehicular traffic Help reduce emissions from vehicle idling at the 4th Street at-grade train crossing Provide a facility consistent with regional and local General Plans. The 2013 FTIP and 2012-2035 RTP describes a 2-lane (1-lane in each direction) elevated structure. The County General Plan Circulation Element indicates Lincoln Street as a Secondary Road. West of Lincoln Street, Avenue 66 is designated as an arterial and east of Lincoln Street, Avenue 66 is a Major Road.
Zoning:	Light Agricultural (A-1), Scenic Highway Commercial (CPS), Controlled Development Areas (W-2)
Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or offsite features necessary for its implementation.)	The proposed project would connect SR-195 to Avenue 66 with a new railroad grade separation bypass south of the existing Avenue 66 alignment. The new bypass would begin approximately 1,100 feet east of SR-86 (2,600 feet west of Lincoln Street) and crosses Lincoln Street approximately 1,900 feet south of SR 195. The new bypass then would continue east from Lincoln Street going over SR-111, the UPRR railroad corridor, and Hammond Road with a bridge. The road would extend further to the east and connect to the existing Avenue 66 at Home Avenue. The proposed bypass consists of approximately 1.7 mi of two lane (1 lane each direction) roadway and a bridge with sufficient width to allow an ultimate four lane cross section. The bridge would be approximately 750 feet long, 94 feet wide, and striped for 2 lanes. Lincoln Street would no longer connect to SR 195, but would become a cul-de-sac, providing access to adjoining properties. The project would include the construction of a bridge or culvert to span the Lincoln Street Stormwater Channel's ultimate condition per the completed Mecca/North Shore Stormwater Master Plan. See Figures 1, 2, and 3.
	Existing utilities, including electricity, phone, gas, and irrigation would be relocated or protected in place. Current access from adjacent properties would be maintained or

modified. The project does not preclude affected properties from having access similar to current access. A proposed 6-inch sewer force main along the eastern roadway shoulder of Lincoln Street from Avenue 66 towards Avenue 68, within the project area, is included. A 30-inch domestic water main within the project area between State Route 195/Avenue 66 to Avenue 66/Home Avenue in Mecca is also included. Right-of-way would be acquired along the project alignment. Partial acquisitions are anticipated at 12 parcels. Temporary construction easements would be needed throughout the project as well. The project would allow traffic to use Avenue 66 and the 4th Street crossing during and after construction. Construction is anticipated to take 18 months. Partial acquisition is anticipated at parcels 727-250-016, 727-250-015, 727-250-005, 727-250-007, 727-271-011, 727-271-019, State Route 111, 727-272-027, 727-212-011, 727-272-032,727-272-033, 727-250-006, and 727-250-011. Surrounding Commercial, residential, agricultural. land uses and setting; briefly describe the project's surroundings: Other public State Water Resources Control Board agencies whose National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity (Construction approval is required (e.g. General Permit Order 2009-0009-DWQ). permits, financial Coachella Valley Association of Governments (CVAG) approval, or Coordination with CVAG will take place to insure compliance with the Coachella Valle participation Multiple Species Habitat Conservation Plan (CVMSHCP) agreements): Caltrans An encroachment permit would be obtained for project features affecting SR-195 and SR-111.



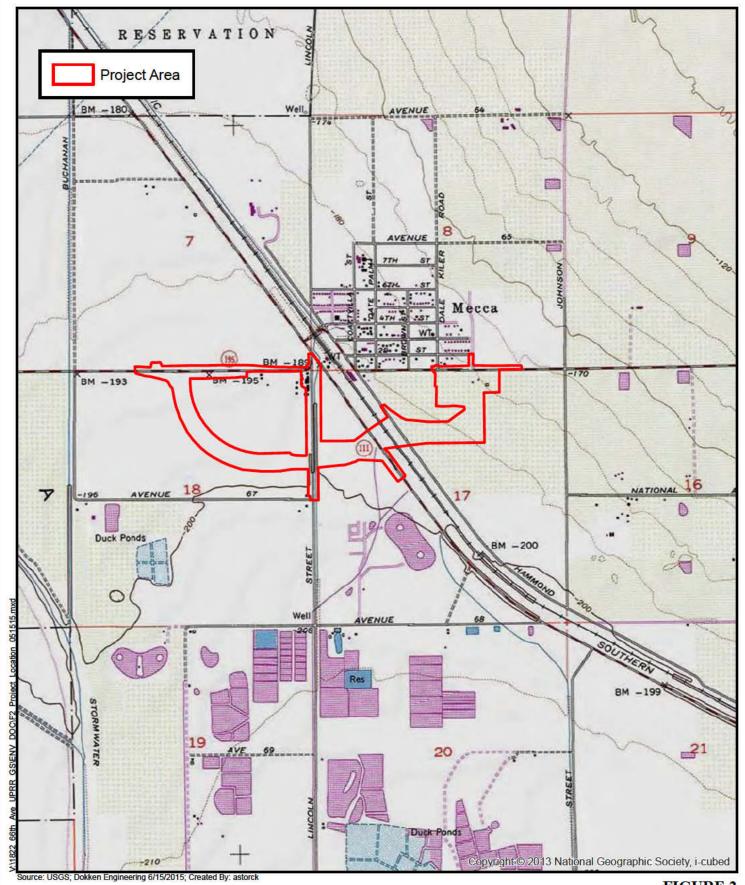
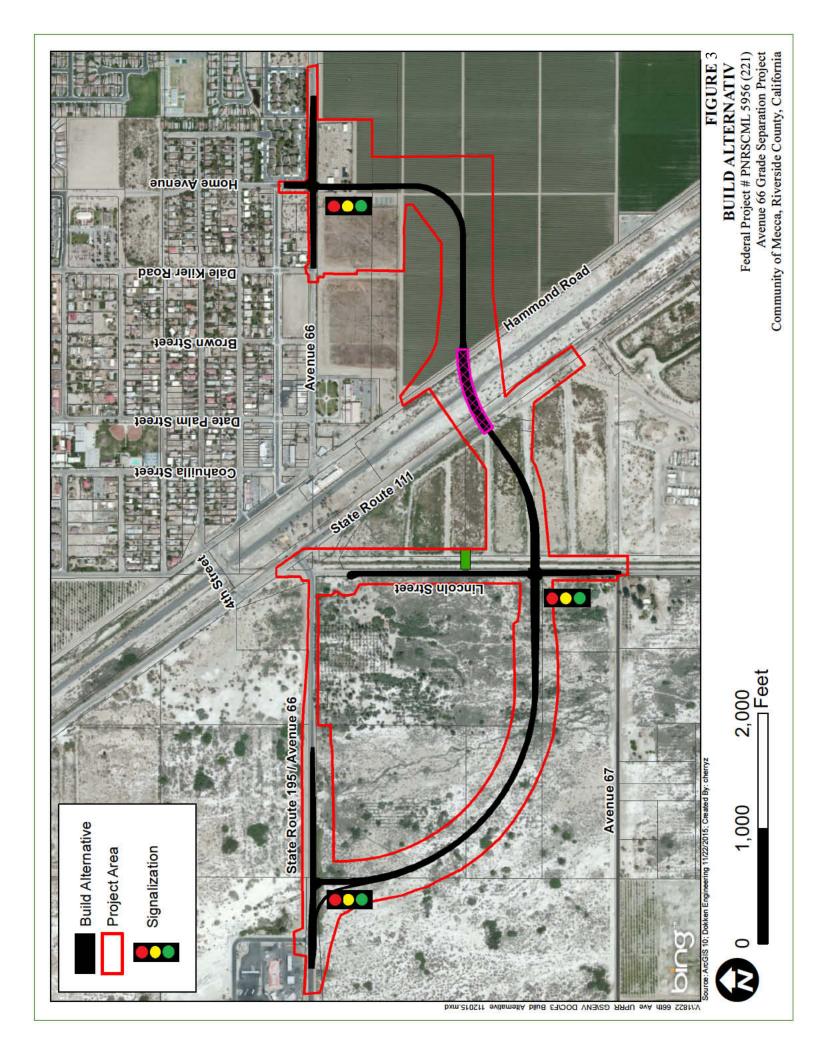


FIGURE 2 Project Location





ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 23 for additional information.

	Aesthetics		Agriculture and Forestry		Air Quality
	Biological Resources	\boxtimes	Cultural Resources	\boxtimes	Geology/Soils
	Greenhouse Gas Emissions		Hazards and Hazardous Materials	\boxtimes	Hydrology/Water Quality
	Land Use/Planning		Mineral Resources	\boxtimes	Noise
\boxtimes	Population/Housing	\boxtimes	Public Services		Recreation
	Transportation/Traffic	\boxtimes	Utilities/Service Systems	\boxtimes	Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

	I find that the proposed project COULD NOT have a significant effect a NEGATIVE DECLARATION will be prepared.	on the environment, and
\boxtimes	I find that although the proposed project could have a significant effect there will not be a significant effect in this case because revisions in the made by or agreed to by the project proponent. A MITIGATED NEGA will be prepared.	he project have been
	I find that the proposed project MAY have a significant effect on the e ENVIRONMENTAL IMPACT REPORT is required.	nvironment, and an
	I find that the proposed project MAY have a "potentially significant implicant unless mitigated" impact on the environment, but at least of adequately analyzed in an earlier document pursuant to applicable leadern addressed by mitigation measures based on the earlier analysist sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it in effects that remain to be addressed.	ne effect 1) has been gal standards, and 2) has as described on attached
	I find that although the proposed project could have a significant effect because all potentially significant effects (a) have been analyzed ade or NEGATIVE DECLARATION pursuant to applicable standards, and or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATIO or mitigation measures that are imposed upon the proposed project, r	quately in an earlier EIR (b) have been avoided N, including revisions
	``	
Sig	nature: Russell William	Date: 10/15/15
Pri	nted Name: Russell Williams	For:

CEQA Environmental Checklist

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 Incorporated	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?		\boxtimes		
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				

a&b) Less Than Significant Impact with Mitigation Incorporated. SR-111, from Bombay Beach on the Salton Sea to State Route 195 (SR-195) near Mecca, is a State-eligible Scenic Highway. While the proposed grade separation would span over SR-111, its location is near the more developed portion of Mecca and therefore would minimally affect the scenic value of this segment of SR-111. No trees or rock outcroppings are at the project site.

As discussed in the Cultural section (Section V) of this Initial Study, the UPRR within the project area appears eligible for listing in the National Register and California Register of Historic Places, as it is part of the Yuma Main line which connected Los Angeles to Yuma, Arizona, as well as other to midwestern and eastern parts of the United States. The project would span the UPRR and would not affect its alignment or substantially damage the visual setting. Further, AES-3 will be implemented to include aesthetic treatment at the overcrossing.

c) Less Than Significant Impact with Mitigation Incorporated. The proposed project would have less than significant impact on degrading the existing visual character or quality of the site and its surroundings. The existing visual character is rural and consists largely of agricultural and scrub land cover. Surrounding land cover and character would not change.

The proposed project would temporarily change views experienced by drivers and pedestrians during construction. Various equipment and construction activities would be visible on-site. These impacts are temporary, and therefore, not considered substantial. With re-vegetation of exposed slopes, as discussed in measure **AES-1**, the project would not substantially degrade the existing visual character of the site. **AES-4** would also incorporate native plant materials.

d) Less Than Significant with Mitigation Incorporated. Standard street lighting would be added to the bridge, which would add a new source of lighting to the area. Standard safety lighting would also be placed at intersections. Lighting would be shielded with downcasting and would be designed to face away and be shielded away from the adjacent CVMSHCP Conservation Area. Substantial light or glare is not anticipated with implementation of measure AES-2.

Avoidance, Minimization, and/or Mitigation Measures

The following measures will be implemented:

AES-1: Re-vegetation: Exposed slopes shall be revegetated with standard erosion control planting.

AES-2: Lighting shall be appropriately shielded. The project's lighting design shall be consistent with Caltrans, Community of Mecca, and Riverside County lighting guidelines and standards and will be developed in coordination with Caltrans Landscape Architecture staff for areas within state right-of-way. Lights will be designed to face away and be shielded away from the adjacent Coachella Valley Multiple Species Habitat Species Conservation Plan area.

AES-3: The overcrossing over State Route 111 will harmonize with the natural surroundings by applying aesthetic treatment(s) such as artwork, color, and/or veneer. Such aesthetic treatment(s) will be determined by the County and incorporated during final design.

AES-4: Should landscaping be installed within and/or adjacent to the Coachella Valley Stormwater Channel and Delta Conservation Area, the project shall not incorporate invasive, non-native plant species or plants listed in the CVMSHCP Table 4-113. Any landscape treatments within or adjacent to the Conservation Area shall incorporate native plant materials to the maximum extent feasible; recommended native species are listed in CVMSHCP Table 4-112. This list may be amended from time to time through a Minor Amendment with Wildlife Agency Concurrence.

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:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				
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))?				\boxtimes
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?				\boxtimes

a) Less Than Significant. The project would convert approximately 8 acres of Prime Farmland and 13 acres of Farmland of Local Importance as shown by the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency (California Department of Conservation, Division of Land Resource Protection, 2012). Please see Figure 4. The area east of the UPR Railroad is currently under cultivation and is planted with bell peppers.

The area west of Lincoln Street was once cultivated for date farm production, but is no longer actively planted or cultivated. Based on the location of the farmland near existing development, and the County's General Plan which indicates future Community Development land uses in this area, the conversion of these farmlands to non-agricultural use is less than significant.

A United States Department of Agriculture *Farmland Conversion Impact Rating* (AD-1006) form has been prepared for completion and input by the Natural Resources Conservation Service, for evaluation under the Federal Farmland Protection Policy Act. The form is included in Appendix B as a reference.

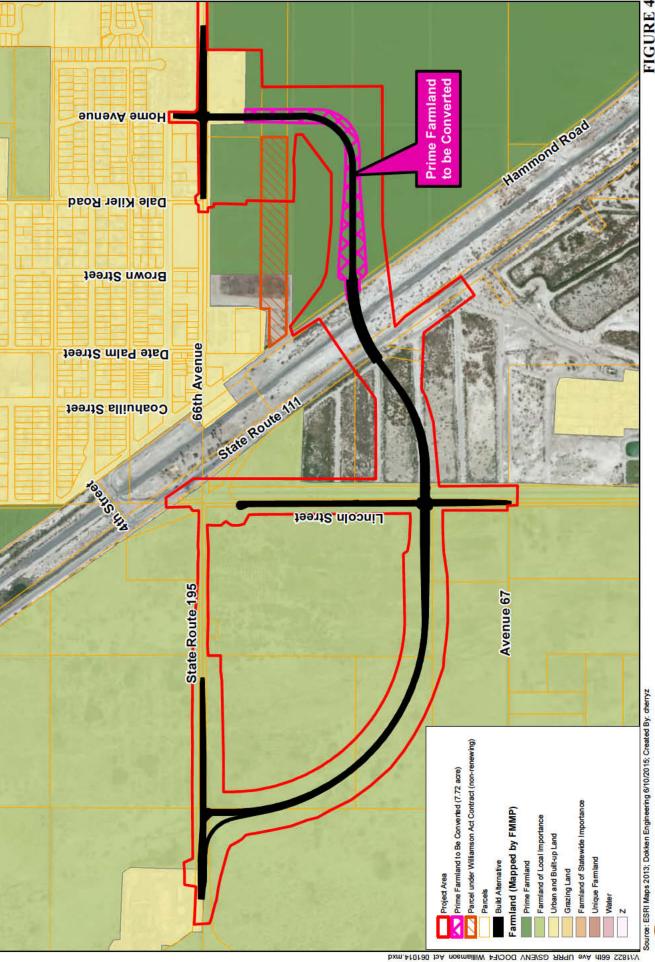
b) **No Impact.** The project footprint does not go onto Williamson Act Contract land. While parcel 727-272-021 is nearby and in current non-renewal, the project does not require work within it.

Parcels 727-272-032, 727-272-033, and 727-272-027, located east of Hammond Road, were formerly under Williamson Act Contract. These properties were in non-renewal for Williamson Act Contracts beginning in February 17, 2006. The non-renewal date initiates a nine-year count down to the expiration of the contract. As a result, these parcels are no longer under Williamson Act Contract.

- c & d) **No Impact.** There are no forest lands or timberlands (or lands zoned as such) in the project study area. The project would not result in the loss of forest land or conversion of forest land to non-forest use.
- e) **No Impact.** The project would have no impact to conversion of Farmland to non-agricultural use. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is in the project area as mapped by the Farmland Mapping and Monitoring Program of the California Resources Agency. No forest land is in the project area as well.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or avoidance measures are proposed.



Avenue 66 Grade Separation Project Community of Mecca, Riverside County, California Federal Project # PNRSCML 5959 (221) Farmland and Williamson Act Land

2,000 Feet

1,500

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		\boxtimes		
e) Create objectionable odors affecting a substantial number of people?		\boxtimes		

a - c) Less Than Significant Impact. The project would not conflict with obstruct implementation of the
applicable air quality plan, violate any air quality standard or contribute substantially to an existing
or projected air quality violation, or result in a cumulatively considerable net increase in any
criteria pollutant for which the project region is in non-attainment.

The project was analyzed for regional and project-level conformity with applicable air quality plans. The analyses for regional and project level/local conformity are discussed below:

Regional Conformity:

The project is included in the 2013-2035 Regional Transportation Plan/Sustainable Communities Strategy which was found to conform by the Southern California Association of Governments (SCAG) on April 4, 2012, and FHWA and FTA adopted the air quality conformity finding on June 4, 2012. The project is also included in the SCAG 2013 Federal Transportation Improvement Program, page 16 of the Riverside County Project Listing. The SCAG Federal Transportation Improvement Program was found to conform by FHWA and FTA on December 14, 2012. The design concept and scope of the proposed project is consistent with its description in the 2012 RTP, the 2013 FTIP, and the assumptions in SCAG's regional emissions analysis.

Project Level/Local Conformity

Particulate Matter

The project is subject to PM2.5/PM10 conformity analysis because it is located within a PM10 and PM2.5 nonattainment area. As the first step in demonstrating PM2.5/PM10 conformity, the project underwent Interagency Consultation through the SCAG Transportation Conformity Working Group to determine if it is a Project of Air Quality Concern (POAQC) as defined in 40 CFR 93.116 and 93.123 and U.S.EPA's Hot-Spot Guidance. The SCAG Transportation Conformity Working Group determined the project is not a POAQC on December 3, 2013. Documentation is included in Appendix B.

Local Carbon Monoxide Impact Analysis

The Transportation Project-Level Carbon Monoxide Protocol (University of California, Davis, Institute of Transportation Studies (UCD ITS) (1997) was used to determine the analysis needed regarding potential project-level CO impacts. The guidelines in the Protocol comply with the Clean Air Act, federal and state conformity rules, NEPA, and CEQA. In Figure 1 of the Protocol, a flow chart of questions was followed for the project. The flow chart is in included in Appendix C. Answers are as follows:

Question 3.1.1: Is the project exempt from all emissions analyses?

No, the project is not exempt from all emissions analyses. The project does not fit under the project types listed in Table 1 of the CO Protocol (same as 40 CFR Part 93, Table 2). Continue to Question 3.1.2.

Question 3.1.2: Is the project exempt from regional emissions analyses?

No, the project is not exempt from regional emissions analyses. It does not fit under the project types listed in Table 2 of the CO Protocol (same as 40 CFR Part 93, Table 3). Continue to Question 3.1.3.

Question 3.1.3: Is project locally defined as regionally significant?

Yes. For purposes of this flowchart, the project was considered a regionally significant project. In accordance with the definitions contained in 40 CFR Part 93 (the federal conformity rule), a regionally significant project means a transportation project that is on a facility which serves regional transportation needs and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. The project is thus considered regionally significant under the definition in 40 CFR Part 93. Continue to Question 3.1.4.

Question 3.1.4: Is project in a federal attainment area?

No, the proposed project is located in an area designated as nonattainment for the federal Ozone and PM10 standards. The project area is in attainment or unclassified for all other NAAQS. Continue to Question 3.1.5.

Question 3.1.5: Is there a currently conforming RTP and TIP? Yes. There is a currently conforming 2012 RTP and 2013 FTIP.

Question 3.1.6: Is the project included in the regional emissions analysis supporting the currently conforming RTP and TIP?

Yes, the project is included in the 2012 RTP and 2013 FTIP.

Question 3.1.7: Has the project design concept and/or scope changed significantly from that in the regional analysis?

No, the project design concept and/or scope has not changed significantly from that in the regional analysis. Continue to 3.1.9—Examine local impacts and proceed to Section 4.

Local Analysis

Question 4.1.1: Is the project located in a CO nonattainment area (Level 1 in Figure 3 of Protocol)?

No, the proposed project is located in a CO attainment area. Continue to Questions 4.1.2.

Question 4.1.2: Was the project area redesignated as "attainment" after the 1990 Clean Air Act? The project area was not re-designated as "attainment" after the 1990 Clean Air Act. Proceed to Section 4.7 (Level 7 in Figure 3 of the Protocol).

Question 4.7.1: Does the project worsen air quality?

No, the proposed project does not worsen air quality. The following criteria from the Protocol is discussed to help determine whether the project is likely to worsen air quality for the area:

Does the project significantly increase the percentage of vehicles operating in cold start mode? Increasing the number of vehicles operating in cold start mode by as little as 2% should be considered potentially significant.

Answer: The project does not increase the number of vehicles operating in cold start mode since it accommodates projected future traffic that is anticipated with or without the project. The project also does not introduce new residential or commercial land uses.

Does the project significantly increase traffic volumes? Increases in traffic volume in excess of 5% should be considered potentially significant. Increasing the traffic volume by less than 5% may still be potentially significant if there is also a reduction in average speeds.

Answer: The project does not increase traffic volumes through the project site. Future traffic volumes in the traffic study area total the same with the No-Build and Build Alternatives.

Does the project worsen traffic flow? For uninterrupted roadway segments, a reduction in average speeds (within a range of 3 to 50 mph) should be regarded as worsening traffic flow. For intersection segments, a reduction in average speed or an increase in average delay should be considered as worsening traffic flow.

Answer: No the project does not worsen traffic flow. Average delay at all intersections would improve with the Build Alternative. The level of service at all roadway segments would be C or better and would improve Grapefruit Boulevard north of 4th Street from a Level of Service (LOS) D to a LOS C or better.

d, e) Less Than Significant with Mitigation Incorporated. The project would have less than significant impact with mitigation incorporated, on exposing sensitive receptors to substantial pollutant concentrations and creating objectionable odors.

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and various other activities. Emissions from construction equipment also are anticipated and would include CO, nitrogen oxides (NO_x), volatile organic compounds (VOCs), directly-emitted particulate matter (PM₁₀ and PM₂₅), and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NO_x and VOCs in the presence of sunlight and heat.

Site preparation and roadway construction would involve clearing, cut-and-fill activities, grading, removing or improving existing roadways, and paving roadway surfaces. Construction-related

effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. If not properly controlled, these activities would temporarily generate PM₁₀, PM_{2.5}, and small amounts of CO, SO₂, NO_x, and VOCs. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. PM₁₀ emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM₁₀ emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

In addition to dust-related PM $_{10}$ emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO $_2$, NO $_x$, VOCs and some soot particulate (PM $_{10}$ and PM $_{25}$) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

SO₂ is generated by oxidation during combustion of organic sulfur compounds contained in diesel fuel. Off-road diesel fuel meeting Federal Standards can contain up to 5,000 parts per million (ppm) of sulfur, whereas on-road diesel is restricted to less than 15 ppm of sulfur. However, under California law and Air Resources Board regulations, off-road diesel fuel used in California must meet the same sulfur and other standards as on-road diesel fuel, so SO₂-related issues due to diesel exhaust will be minimal. Some phases of construction, particularly asphalt paving, would result in short-term odors in the immediate area of each paving site(s). Such odors would be quickly dispersed below detectable thresholds as distance from the site(s) increases.

The project's construction emissions were estimated using the Roadway Construction Emissions Model by the Sacramento Metropolitan Air Quality Management District (SMAQMD, 2011), which is the accepted model for all CEQA roadway projects throughout Calfiornia. As summarized in Table 1, construction activities from the project would not exceed emission thresholds established by the SCAQMD (2011). The model printout is also included in Appendix C.

Table 1. Estimated Construction Emissions and Local Thresholds

	Project Construction Emissions	SCAQMD Air Quality Significance Thresholds
NOX	77.9 lbs/day	100 lbs/day
VOC	6.6 lbs/day	75 lbs/day
PM10	8.4 lbs/day	150 lbs/day
PM2.5	3.9 lbs/day	55 lbs/day
SOX	N/A	150 lbs/day
CO	36 lbs/day	550 lbs/day
Lead	N/A	3 lbs/day

Based on the map of naturally-occurring asbestos locations contained in A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos (California Department of Conservation, Division of Mines and Geology 2000), major ultramafic rock formations are not found in Riverside County. Therefore, construction and grading would not occur in an area with ultramafic rock that could be a source of emissions of naturally-occurring asbestos.

Construction related impacts to air quality would be temporary in nature and with the inclusion of measures AQ-1, AQ-2, and AQ-3, these impacts are not considered to be significant.

Avoidance, Minimization, and/or Mitigation Measures

Implementation of the following measures would reduce any air quality impacts resulting from construction activities:

AQ-1: The construction contractor shall comply with Caltrans' Standard Specifications Section 14-9.03 Dust Control of Caltrans' Standard Specifications (2010).

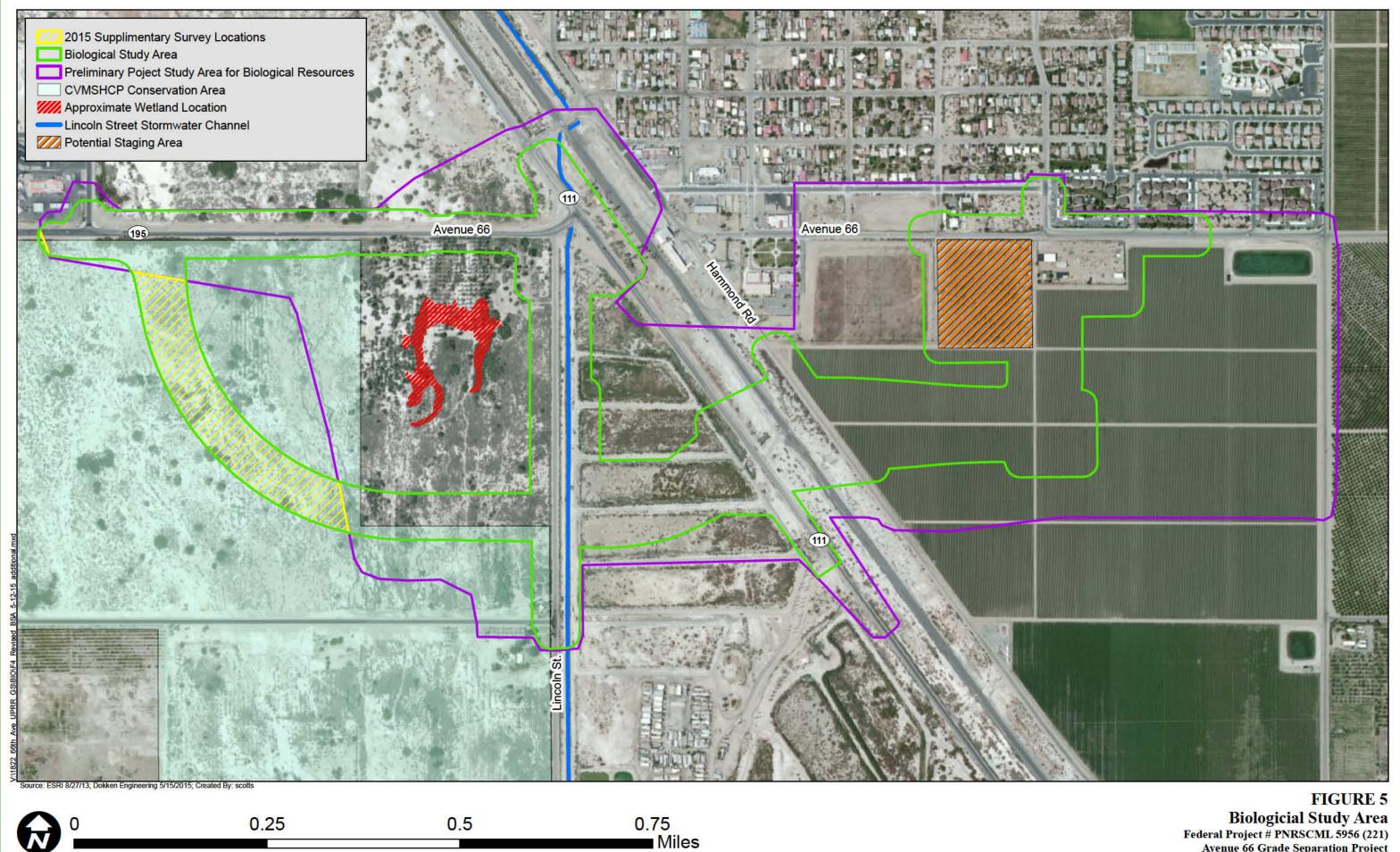
AQ-2: The Wind Erosion Control BMP (WE-1) from Caltrans' Construction Site Best Management Practices Manual will be implemented as follows:

- Water shall be applied by means of pressure-type distributors or pipelines equipped with a spray system or hoses and nozzles that will ensure even distribution.
- All distribution equipment shall be equipped with a positive means of shutoff
- Unless water is applied by means of pipelines, at least one mobile unit shall be available at all times to apply water or dust palliative to the project.
- If reclaimed water is used, the sources and discharge must meet California Department
 of Health Services water reclamation criteria and the Regional Water Quality Control
 Board requirements. Non-potable water shall not be conveyed in tanks or drain pipes that
 will be used to convey potable water and there shall be no connection between potable
 and non-potable supplies. Non-potable tanks, pipes and other conveyances shall be
 marked "NON-POTABLE WATER DO NOT DRINK."
- Materials applied as temporary soil stabilizers and soil binders will also provide wind erosion control benefits.

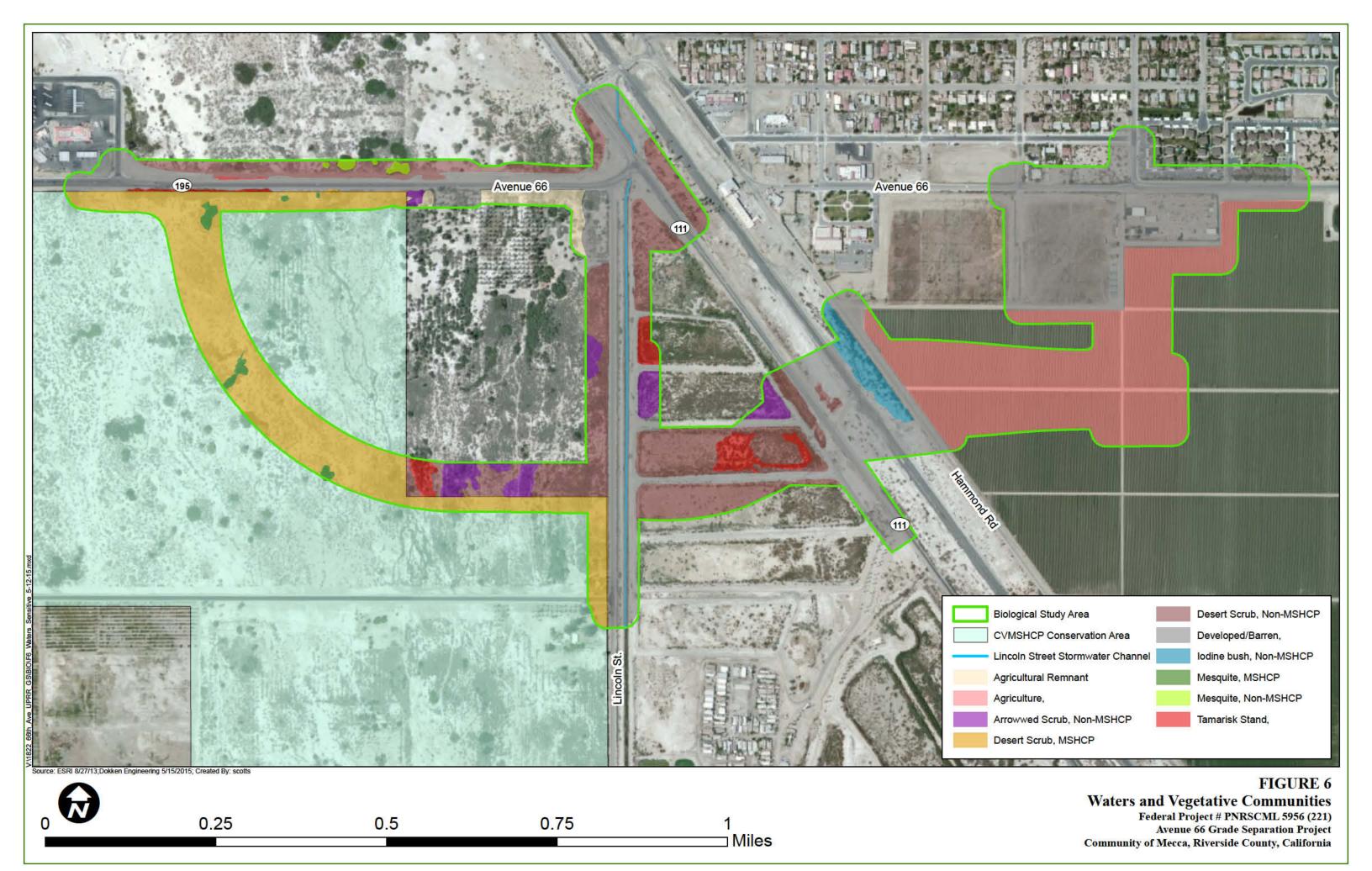
AQ-3: Construction of the project would comply with the South Coast Air Quality Management District's Rule 403—Fugitive Dust.

IV. BIOLOGICAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				
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?				

a) Less Than Significant with Mitigation Incorporated. The project would have less than significant impact, with mitigation incorporated, on candidate, sensitive, or special status species. While no candidate, sensitive, or special status species were observed during the biological surveys within the Biological Study Area (BSA) (see Figure 5 and 6). Potential habitat exists and the following seven species have low to high chances of occurrence within the BSA: burrowing owl, Crissal thrasher, Le Conte's thrasher, Palm Springs round-tailed ground squirrel, American badger, western yellow bat, and Couch's spadefoot. Further information on each of these species follow:



Federal Project # PNRSCML 5956 (221) Avenue 66 Grade Separation Project Community of Mecca, Riverside County, California



Burrowing Owl (Athene cunicularia)

The burrowing owl is not a State or Federally listed species, but is a CDFW Species of Special Concern and a Covered Species under the CVMSHCP. While no signs of burrowing owl or suitable burrowing owl burrows were observed during surveys conducted May 9-10, 2012, July 9, 2012, November 1- 2, 2012, and May 5, 2015 and the CVMSHCP does not consider the burrowing owl to be present within the Conservation Area, the project site does contain mixed saltbush scrub which is potentially suitable for burrowing owl. With implementation of measures BIO-4, BIO-10, BIO-11, BIO-12, BIO-14, and BIO-15 the project would have less than significant impact on burrowing owl.

Crissal thrasher (Toxostoma crissale)

The Crissal thrasher is not a State or Federally listed species, but is a CDFW Species of Special Concern and a Covered Species under the CVMSHCP. While no signs of Crissal thrasher were observed during the May 9-10, 2012, July 9, 2012, November 1- 2, 2012, and May 5, 2015 biological surveys, a portion of the BSA occurs within CVMSHCP designated Crissal thrasher Core Habitat (CVAG 2007). Considering the BSA contains a large amount of mixed saltbush scrub and mixed arrowweed scrub with scattered mesquite potentially suitable for the species nesting and foraging, the species is anticipated to occur in the project vicinity. The nearest CNDDB occurrence was documented in 1930 approximately within the project location. With implementation of measures BIO-5, BIO-10, BIO-11, BIO-12, BIO-13, BIO-14, BIO-15, the project would have less than significant impact on Crissal thrasher.

Le Conte's Thrasher (Toxostoma lecontei)

The Le Conte's thrasher is not a State or Federally listed species, but is a CDFW Species of Special Concern and a Covered Species under the CVMSHCP. While no signs of Le Conte's thrasher were observed during the May 9-10, 2012, July 9, 2012, November 1- 2, 2012, and May 5, 2015 biological surveys, a portion of the BSA occurs within CVMSHCP modeled Le Conte's thrasher habitat and the BSA contains a large amount of relatively undisturbed mixed saltbush scrub and mixed arrowweed scrub potentially suitable for the species nesting and foraging. Considering the BSA has none of the preferred species, such as densely branched cacti and limited thorny shrubs, it was determined the species has low to moderate potential to occur. The nearest CNDDB occurrence was documented in 1908 approximately within the project location. With implementation of measures BIO-5, BIO-10, BIO-11, BIO-12, BIO-13, BIO-14, BIO-15, the project would have less than significant impact on Le Conte's Thrasher.

Palm Springs Round-tailed Ground Squirrel (Xerospermophilus tereticaudus)

The Palm Springs round-tailed ground squirrel, also known as the Coachella Valley round-tailed ground squirrel, is not a State or Federally listed species, but is a CDFW Species of Special Concern and a Covered Species under the CVMSHCP. While no signs of Palm Springs round-tailed ground squirrel were observed during the May 9-10, 2012, July 9, 2012, November 1- 2, 2012, and May 5, 2015 biological surveys and the CVMSHCP does not consider the Palm Springs round-tailed ground squirrel to be present within the Conservation Area, the BSA does contain flat, mixed saltbush scrub and mixed arrowweed scrub in fine textured, sandy soils potentially suitable for the Palm Springs round-tailed ground squirrel.

Considering the limited availability of potentially suitable habitat within the BSA, the Palm Springs round-tailed ground squirrel has a low to moderate potential to occur. The nearest CNDDB occurrence was documented in 1938 in the project location's vicinity. With the implementation of measures **BIO-10**, **BIO-11**, **BIO-12**, **BIO-14**, **and BIO-15**, the project would have less than significant impact on Palm Springs round-tailed ground squirrel.

American Badger (Taxidea taxus)

The American badger is not a State or Federally listed species, but is a CDFW Species of Special Concern. While no signs of American badger or American badger burrow or prey excavations were observed during the May 9-10, 2012, July 9, 2012, November 1- 2, 2012, and May 5, 2015 biological surveys the BSA contains potentially suitable habitat. The BSA contains fine textured sandy soils and mixed saltbush scrub habitat contiguous with a large undeveloped area (approximately 240 acres). The contiguous undeveloped area is just below the minimum American badger home range (338 acres). The nearest CNDDB occurrence is located approximately 3 miles from the project. The American badger has a low potential to occur. With implementation of measures **BIO-10**, **BIO-11**, **and BIO-12** the project would have less than significant impact on American badger.

Western Yellow Bat

The western yellow is not a State or Federally listed species, but is a CDFW Species of Special Concern. While no signs of western yellow bat were observed during the May 9-10, 2012, July 9, 2012, November 1- 2, 2012, and May 5, 2015 biological surveys and the BSA lacks the species preferred riparian areas, the BSA does contain agricultural remnant date palm trees which are potentially suitable for western yellow bat roosting. Considering the project's occurrence outside of preferred riparian areas and the availability of potential roosting habitat, the western yellow bat has a low to moderate potential to occur. The nearest CNDDB occurrence is located approximately 5 miles from the project. With implementation of measures BIO-6, BIO-10, BIO-11, and BIO-12 the project would have less than significant impact on western yellow bat.

Couch's Spadefoot

The Couch's spadefoot is not a State or Federally listed species, but is a CDFW Species of Special Concern. While no sign of Couch's spadefoot were observed during the May 9-10, 2012, July 9, 2012, November 1- 2, 2012, and May 5, 2015 biological surveys, the BSA contains potentially suitable habitat for it. The project site contains sandy soils and mixed saltbush scrub, which are suitable for Couch's spadefoot's life cycle requirements, near the Lincoln Street Stormwater Channel. Considering the project's proximity to suitable foraging sites, sandy substrate and a desert water source, the Couch's spadefoot has potential to occur. The nearest CNDDB occurrence is approximately within the project location. With implementation of measures BIO-1, BIO-6, BIO-10, BIO-11, and BIO-12, the project would not have significant impact on Couch's Spadefoot.

b) Less Than Significant with Mitigation Incorporated. The project would have less than significant impact on riparian habitat or other sensitive natural community, with mitigation incorporated. The project area lies north of the Salton Sea and partially within Coachella Valley MSCHP Conservation Area.

A jurisdictional delineation was conducted to identify features that are potential waters of the U.S. and State. Within the BSA, the Lincoln Street Stormwater Channel is a jurisdictional Water of the U.S. and State. This is a non-wetland water. The Lincoln Street Stormwater Channel is a natural bottomed feature that runs parallel to Lincoln Street and periodically contains in-channel emergent vegetation. The channel is a tributary to the

Coachella Valley Storm Water Channel which ultimately terminates at the Salton Sea. The project has been designed to minimize temporary and permanent impacts to potential jurisdictional waters to the maximum extent practicable. Although the proposed project will require a total of two crossings over the Lincoln Street Stormwater Channel, use of a pre-cast slab bridge has been selected to avoid impacts to the channel. Project measures BIO-1, BIO-19 – BIO-20, and BMP's incorporated into the design would further minimize construction impacts and significant impacts would not result.

Sensitive Natural Communities

A portion of the proposed project would be within the CVMSHCP Conservation Area (See Figure 7). The project has been designed to minimize and avoid temporary and permanent impacts to sensitive natural communities to the maximum extent practicable. Temporary and permanent impacts to sensitive natural community within the Conservation Area are shown in Table 2. These numbers are worst-case scenario, as they are based on limits of proposed right-of-way.

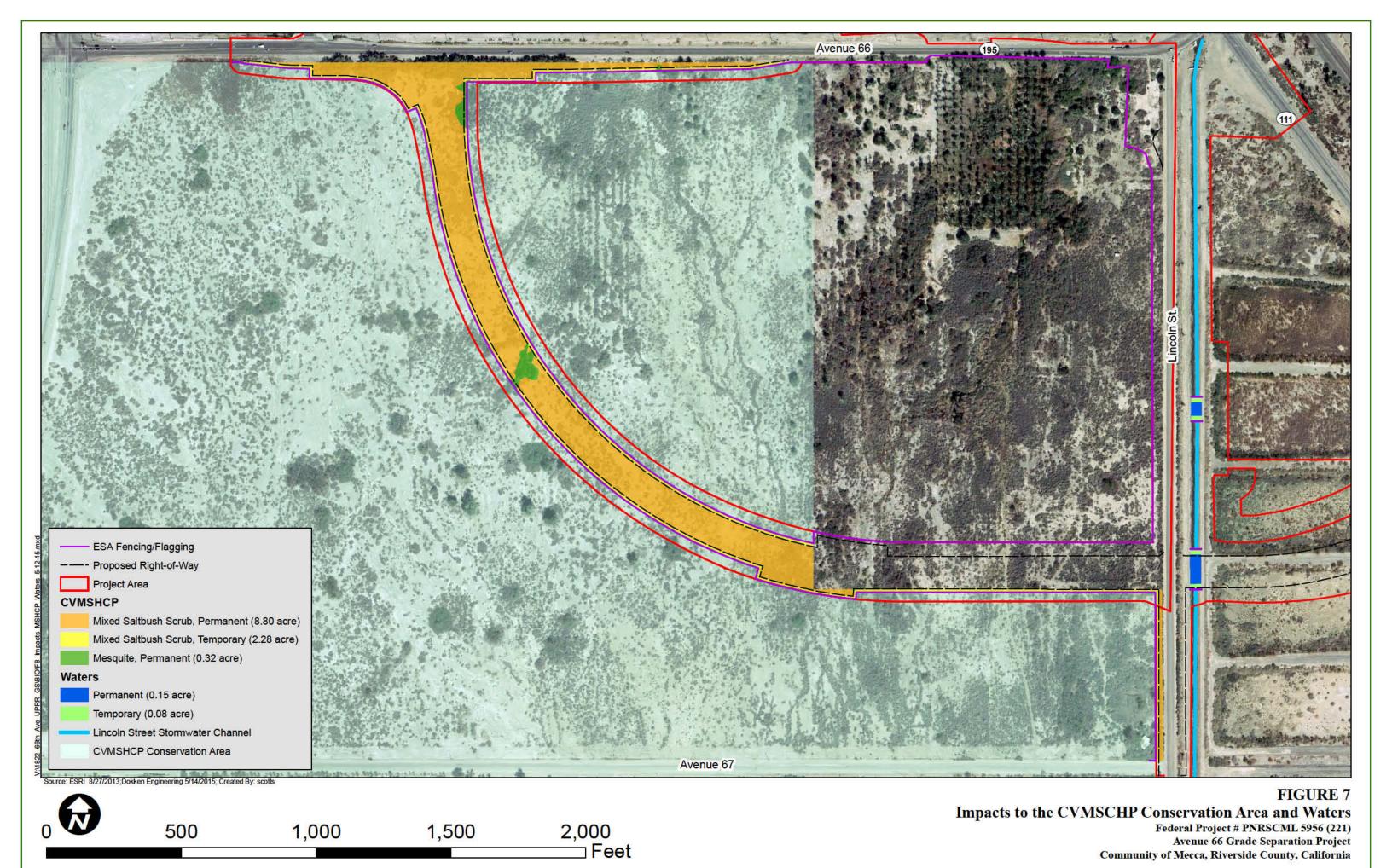
Table 2. Impacts to Sensitive Natural Communities within the Project Area

Sensitive Natural Community	Temporary	Permanent
Conservation Area Mixed Saltbush Scrub	2.28 acre	8.80 acres
Conservation Area Mesquite	0.00 acre	0.32 acre
Total	2.28 acre	9.12 acre

With implementation of measures BIO-2 – BIO-4 and BMP's incorporated into the design, the project would have less than significant impact to sensitive natural communities.

c) Less Than Significant Impact with Mitigation Incorporated. The project would require two crossings over the Lincoln Street Stormwater Channel, a Waters of the U.S. and State. It is anticipated that the project would avoid impacts to the channel through the use of a pre-cast

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slab bridge. The pre-cast slab bridge design would avoid temporary and permanent impacts to the Lincoln Street Stormwater Channel. In the event that temporary and permanent impacts do occur, the project would obtain applicable permits for impacts to the channel. With implementation of measures **BIO-1**, **BIO-19** – **BIO-20**, **BIO-26** and BMP's incorporated into the design, the project would have less than significant impact with mitigation incorporated on jurisdictional waters.

- d) Less than Significant Impact with Mitigation Incorporated. As documented in the Natural Environment Study (2014), fish species are presumed absent in the BSA. Interference with the movement of migratory fish would not occur. Native birds, protected under the MBTA and similar provisions under CFG code, currently nest or have the potential to nest within the BSA and the project impact area. During the biological surveys, evidence of potentially suitable nesting habitat was observed within the shrubs and trees adjacent to the proposed project BSA. Measure BIO-8 would avoid significant impacts on migratory nesting birds.
- e, f) Less than Significant with Mitigation Incorporated. With mitigation, the project would have less than significant impact on the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). A portion of the project would go into the Coachella Valley Stormwater Channel and Delta Conservation Area, a conservation area designated in the CVMSHCP. The roadway alignment had to partially go into the conservation area due to design standards. The project would temporarily impact 2.28 acres and permanently impact approximately 9.12 acres of this conservation area.

A portion of the project would take place within a CVMSHCP Conservation Area. This area has been designated by CVAG as Crissal thrasher Core Habitat, Other Conserved Habitat for Le Conte's thrasher and modeled migratory habitat for Least Bell's vireo, southwestern willow flycatcher, summer tanager, yellow-breasted chat and yellow warbler. (Although modeled habitat, no impacts to Least Bell's vireo, southwestern willow flycatcher, summer tanager, yellow-breasted chat or yellow warbler are anticipated based on review of the actual project footprint).

As a participant and co-permittee of the CVMSHCP, the County of Riverside will implement mitigation measures to be consistent with the CVMSHCP. The project is in the process of Project Review for consistency with the CVMSHCP. With the consistency review and implementation of measures BIO-18 and BIO-21-30, significant impacts would not result.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented.

BIO-1: The Lincoln Street Stormwater Channel will be designated an Environmentally Sensitive Area (ESA) and will either be staked with high visibility flagging or fenced with orange snow fencing to ensure the construction areas will not encroach further than the designated work limits. Prior to work within the channel, the project will obtain a CWA Section 404 authorization (Nationwide Permit 14) from the USACE, a Section 401 Water Quality Certification from the RWQCB, a Section 402 NPDES Permit regulated by the SWRCB, and a Section 1602 Streambed Alteration Agreement from the CDFW.

BIO-2: The Conservation Area shall be designated an ESA and fenced with high visibility snow fencing at the project limits. Where feasible, mesquite within the Conservation Area shall be designated an ESA and fenced with high visibility snow fencing at the tree's dripline. Remaining areas within Area #1 (see NES Figure 7. Project Impact Areas) must be provided ESA fencing or staking. Contractor is restricted from encroaching within any areas designated as ESA.

BIO-3: At construction completion, the County shall apply a seed mix comprised of native, locally adapted species to temporarily impacted native habitats (excluding agricultural and developed

areas) and within the Conservation Area boundaries. The seed mix shall be approved by a biologist.

BIO-4: The project biologist shall conduct preconstruction surveys consistent with the 2015 CDFW Staff Report on Burrowing Owl Mitigation for burrowing owls within 1-2 weeks before construction activities begin. If no burrowing owls are detected, no further action for burrowing owl will be required.

If active burrowing owl burrows are found in or near the permanent or temporary construction impact area, the County will implement the following:

Occupied burrows must not be disturbed during the breeding season (February 1 to August 31) unless a qualified biologist approved by the CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg-laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. If avoidance of active nests is preferred, the biologist must consult with the CDFW to determine appropriate buffer widths and acreage of foraging habitat to be permanently preserved contiguous with the occupied burrow site. The Contractor must not disturb identified burrowing owl burrows until the qualified biologist verifies it has been cleared.

Should destruction of occupied burrows be unavoidable during the non-breeding season (September 1 – January 31) and prior to construction, the approved biologist will consult with CDFW and either, unsuitable burrows must be enhanced (enlarged or cleared of debris) or new burrows created (by installing artificial burrows) at a ratio of 2:1 on protected lands approved by the CDFW. Newly created burrows will follow guidelines established by the CDFW.

BIO-5: If the construction contractor needs to remove vegetation (shrubs or trees) during the migratory bird breeding season (February 15th – September 1st), a pre-construction nesting bird survey shall be conducted within 7 days prior to vegetation removal. Within 2 weeks of the nesting bird survey, all vegetation cleared by the project biologist shall be removed by the contractor.

A minimum 100 foot no-disturbance buffer shall be established around any active nest to limit the impacts of construction activities. The contractor shall immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until the project biologist determines the young have fledged.

BIO-6: To minimize direct mortality to any roosting bats, each date palm/palm tree requiring removal shall be trimmed using a two-step process conducted over two consecutive days. Contractor shall only trim the outermost fronds for each individual tree on the first day; innermost fronds shall not be trimmed. On the second day the remaining fronds on each tree shall be removed. All fronds shall only be manually trimmed using chainsaws- no dozers, backhoes, cranes, or other heavy equipment is permitted. Should bats emerge during the tree trimming, trimming activities shall temporarily cease at the individual tree until bats are no longer actively emerging from the tree. A survey within 2 weeks of tree removal will be conducted to detect if bats are using trees for roosting. If bats are using trees for roosting, trees must be removed during March 1 – April 15 or August 31 – October 15. Trees with bat presence will be removed following a two-step process; trees will be trimmed with chainsaws on day 1 and will be fully removed on day 2.

BIO-7: To allow subterranean wildlife enough time to escape initial clearing and grubbing activities, equipment used during initial clearing and grubbing shall be operated at speeds no greater than 3 miles per hour.

- **BIO-8:** Prior to arrival at the project site and prior to leaving the project site, the construction contractor shall clean all construction equipment that may contain invasive plants and/or seeds to reduce the spreading of noxious weeds.
- **BIO-9:** Contractor shall remove all tamarisk within the construction limits and shall remove the entire root ball using a large excavator to mechanically remove individual trees from the ground.
- **BIO-10:** The contractor shall not apply rodenticides or herbicides in the project area during construction activities.
- **BIO-11:** The contractor shall dispose of all food-related trash in closed containers, and shall remove it from the project area each day during the construction period. Construction personnel shall not feed or otherwise attract wildlife to the project area.
- **BIO-12:** If any wildlife is encountered during the course of construction, said wildlife shall be allowed to leave the construction area unharmed. In the unlikely event a worker inadvertently injures or kills a special-status species or finds one dead, injured, or entrapped, the worker shall immediately report the incident to the project biologist.
- **BIO-13:** Prior to construction, clearance surveys shall be conducted by an Acceptable Biologist during the Crissal thrasher and Le Conte's thrasher nesting season, January 15 June 15, to determine if active nest sites for this species occur within 500 feet of the Conservation Area; survey restrictions are not required outside the boundary of the Conservation Area. If nesting Crissal thrashers or Le Conte's thrashers are found within the Conservation Area, a 500-foot buffer within the Conservation Area shall be established; the buffer is not required to extend into areas outside the Conservation Area. The buffer will be staked and flagged. No construction activities will be permitted within the buffer during the breeding season of January 15 June 15 or until the young have fledged, as determined by the project biologist.
- **BIO-14:** Prior to conducting pre-construction surveys for CVMSHCP covered species, the County must submit the names of biologists to the CVCC for inclusion in the CVMSHCP list of Acceptable Biologists.
- **BIO-15:** Prior to construction, the County's CVMSHCP Acceptable Biologists must survey the Conservation Area to be affected by the project for applicable Covered Species during the appropriate seasons and in accordance with established accepted protocols, if they exist. For those species for which protocols do not exist at the time surveys are needed, the Acceptable Biologist will use a survey protocol generally accepted by biologists familiar with the species. Survey results must be documented in both mapped and text form and must be submitted to the CVCC for review.
- **BIO-16:** Should landscaping be installed within and/or adjacent to the Conservation Area, the project shall not incorporate invasive, non-native plant species or plants listed in CVMSHCP Table 4-113. Any landscape treatments within or adjacent to the Conservation Area shall incorporate native plant materials to the maximum extent feasible; recommended native species are listed in CVMSHCP Table 4-112. This list may be amended from time to time through a Minor Amendment with Wildlife Agency Concurrence.
- **BIO-17:** In areas adjacent to or within the Conservation Area, the project shall incorporate barriers into the project design to minimize unauthorized public access, illegal trespass, or dumping in the Conservation Area. Final design for barriers will occur following consultation with the CVCC.

V. CULTURAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				

a, b) Less Than Significant with Mitigation Incorporated. An Historic Property Survey Report (HPSR) was prepared to document cultural resources within the project's Area of Potential Effects (APE)/Project Area Limit (PAL). Based on the results of the HPSR, the project would have less than significant impact on causing an adverse change in the significance of a historical resource. A record search (File #EIC-RIV-ST-1895) revealed one historic linear resource within the APE/PAL – a segment of the Sunset Route, operated by the Southern Pacific Railroad (SPRR) (now the UPRR) - and sixteen resources recorded within the 0.5 mile records search boundary. As a component of the HPSR, a Historic Resources Evaluation Report (HRER) was prepared for the project in May 2015.

The HRER formally evaluated the UPRR line within the APE/PAL for its eligibility under the National Register of Historic Places and California Register of Historic Places. The HRER documented that the segment of the UPRR line through Mecca and within the APE/PAL appears to contribute to the eligibility for listing in the National Register under Criterion A and received a Status Code of 3S; it also appears eligible for listing in the California Register under CRHR Criterion 1. The UPRR segment southeast of Mecca was assessed under National Register Criterion A for its potential significance as part of a historic trend that may have made a significant contribution to the broad patterns of our history. This railroad segment was completed in 1876 as part of the Yuma Main line which connected Los Angeles to Yuma, Arizona. Along with the Union Pacific and Santa Fe railroad lines, the Southern Pacific connected California and other western states to the Midwest and eastern parts of the United States after the Civil War. The UPRR segment contributes to the significance of the entire railroad line within the context of California's early railroad lines which connected the western United States with the rest of the country. This UPRR segment southeast of Mecca was also evaluated in accordance with Section 15064.5 (a)(2)-(3) of the California Environmental Quality Act (CEQA) guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The segment meets Criterion 1 of California Register, for the reasons described above under Criteria A of the NR evaluation, above. Therefore, the segment is considered a historical resource for the purposes of CEQA.

SHPO concurred with the HPSR on April 14, 2015 (see letter in Appendix A). The Finding of Effect (FOE), which includes the revised Build Alternative, will be provided to the SHPO for

finalization. It is anticipated that the project will result in a "Finding of No Adverse Effect" as the grade separation would not diminish the characteristics that make the railroad National Register-eligible and California Register-eligible. The current alignment of the track follows its original alignment and has not been moved or bypassed with another rail line through the project area since its initial construction. The segment will retain its original location with the Build Alternative. The design of the segment of the UPRR has remained generally intact, including the presence of ballast, steel rails on both tracks, and the remaining wood ties with metal tieplates and spikes at the southern end of the easterly track. The Build Alternative will not affect these elements of the UPRR segment.

The sixteen resources located within a 0.5 mile radius include the foundations of the SPRR Mecca station, two prehistoric isolates consisting of Salton Buff pottery shards, several historic homes and commercial buildings, and California Point of Historical Interest #43 – Date Industry Birthplace. Immediately adjacent the APE, located at the intersection of the Lincoln Street and 67th Street is P-33-005698, Dr. Johnson's Office/Randall Ranch. The Dr. Johnson's Office/Randall Ranch building exists just outside the APE and will not be impacted by the construction, either directly or indirectly.

A pedestrian survey of the APE/PAL was conducted by archaeologist Namat Hosseinion on November 1-2, 2012 and March 2, 2013, and on May 5, 2015 by archaeologist Brian Marks (HPSR 2015). No prehistoric resources were observed. Historic resources noted included 1) concrete foundations; 2) a segment of the Lincoln Street Stormwater Channel; 3) a segment of SR 195/Avenue 66 Avenue; 4) a segment of Lincoln Street; 5) segment of SR 111; and 5) segment of Hammond Road. The concrete foundations and segment of the LSSC qualify as Exempt Property Type 1, as outlined in Attachment 4 of the Caltrans Section 106 PA. The segments of Lincoln Street, SR 195/Avenue 66 Avenue, SR 111, and Hammond Road qualify as Exempt Property Type 3, as outlined in Attachment 4 of the Caltrans Section 106 PA (HPSR 2013).

Measures CUL-1, CUL-2, CUL-6, and CUL-7 would reduce the potential for impacts as a result of discovery of archeological resources during construction.

c) Less Than Significant with Mitigation Incorporated. The Coachella Valley is the northernmost portion of the Salton Trough and in some areas is filled with 3,700 meters of sediment. The project Study Area (PSA) is mapped at the surface entirely as Quaternary alluvium of the Holocene Epoch consisting of Lake Cahuilla beds with fluvial sand strata interbedded with lacustrine mudstone strata. The lake sediments were deposited during each high stand resulting from flooding of the Salton Trough by inflow from the Colorado River. The fluvial sediments were deposited during the intervening lake low stands, when the former lake bed was dry.

Paleontologist Kim Scott conducted a paleontological field reconnaissance of the study area for the originally proposed alignment on November 22, 2013 for the PIR/PER/PMP dated 2014. The technical study is considered adequate for analyzing the potential impact from the currently proposed alignment due to the great overlap between the two alignments. The survey consisted of inspection of accessible open ground surface. The maximum vertical area of disturbance (subsurface) is 20 feet at the proposed bridge footings. Grading for the roadway would reach about 2-3 feet below the existing surface.

The survey consisted of inspection of accessible open ground surface of the majority of the directly impacted area only. Hardscaped and farmed areas were not inspected. The surface sediments were light to medium brown, well-sorted, silt to fine grained sands. Fossil shells of the freshwater aquatic snails Physella (physa) and Tyronia (tyronia) were noted in native sediments. These clearly indicate presence of the Lake Cahuilla beds throughout the area. Sediments of the modern channel east of Lincoln Avenue revealed modern clams and snails of the aqueduct system along with Physella and Tyronia that have washed out of the side walls. Any rock unit which has previously produced significant vertebrate fossils is ranked as having moderate to high

sensitivity using the Caltrans sensitivity scale. The Lake Cahuilla beds are considered to have a high paleontological sensitivity. As discussed in the PIR/PER/PMP, recovery of potential fossil samples of the Lake Cahuilla Beds to be impacted is recommended as mitigation for construction impacts.

Sampling of the sediments of the bridge footings would take place during geotechnical studies. With the inclusion of sampling measure **CUL-3**, the project would have less than significant impact on paleontological resources.

d) Less Than Significant with Mitigation. Disturbance to human remains, including those interred outside of formal cemeteries is not anticipated because the project site is already highly disturbed from existing roadways and development. Measures CUL-4 and CUL-5 would further avoid effects on human remains.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented.

- CUL-1: Within State Right-of-Way, if buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the discovery until a qualified archaeologist can evaluate the nature and significance of the find. The archaeological monitor must notify the Caltrans District Environmental Branch Chief (DEBC), Gabrielle Duff, if buried cultural resources are encountered.
- CUL-2: Outside of State Right-of-Way, if buried cultural resources are encountered during Project Activities, work will stop within 60 feet of the discovery until a qualified archaeologist can evaluate the nature and significance of the find. The archaeological monitor must notify the Riverside County Transportation Department Project Manager, Scott Staley, at (951) 955-6800, if buried cultural resources are encountered.
- CUL-3: Sampling will be conducted on bores that result in intact stratigraphic samples
 from which fossils can be recovered. Samples may be collected during geotechnical
 studies during final design, or alternatively, collected from the sidewalls of trenches dug
 for geotechnical investigations or during construction.
- CUL-4: Within State Right-of-Way, in the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gabrielle Duff, DEBC: (909)383-6933 and Gary Jones, DNAC: (909)383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.
- CUL-5: Outside State Right-of-Way, in the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the Riverside County Transportation Department Project Manager, Scott Staley, at (951) 955-6800. Further provisions of PRC 5097.98 are to be followed as applicable.

- CUL-6: Within State Right-of-Way, all ground-disturbing activities must be monitored by an archaeological and Native American monitor (approved by the Torres-Martinez Desert Cahuilla Indians [TMDCI]). The archaeological and Native American monitor must attend the pre-construction meeting. Both monitors and the Caltrans DEBC, Gabrielle Duff, must be notified 5 days in advance of ground-disturbing activities. Additionally, the Caltrans DEBC must be notified within 24 hours of construction completion within State Right-of-Way. A monitoring report must be submitted to Caltrans Cultural Studies within 30 days of end of construction in State Right-of-Way.
- CUL-7: Outside State Right-of-Way, all ground-disturbing activities must be monitored by an archaeological and Native American monitor (approved by the Torres-Martinez Desert Cahuilla Indians [TMDCI]). The archaeological and Native American monitor must attend the pre-construction meeting. Both monitors must be notified 5 days in advance of ground-disturbing activities.

VI. GEOLOGY AND SOILS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			\boxtimes	
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?			\boxtimes	
iii) Seismic-related ground failure, including liquefaction?				
iv) Landslides?			\boxtimes	
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?				

a (i-iv) Less Than Significant Impact.

i) The project site does not lie within or adjacent to an Alquist-Priolo Earthquake Fault Zone (Hart and Bryant, 2007). The nearest active Fault Zone is the San Andreas Fault Zone, approximately 4 miles away. The Coachella Valley segment of the San Andreas Fault "extends from the San Gorgonio Pass to the Salton Sea". This segment "has not produced large, surface rupturing earthquakes in historic times" (County of Riverside 2010). The potential for surface fault rupture adversely affecting the project is considered low.

- ii-iv) The proposed project is designed in accordance with design and construction requirements of the Caltrans Highway Design Manual, Caltrans Design Specifications, Caltrans Seismic Design Criteria, and according to recommended seismic values as defined in the 2010 California Building Code (California Building Standards Commission 2013), and applicable seismic standards. Structures would be designed according to recommended seismic values as defined by the California Building Code 2007 (CBC). As a result, less than significant exposure to strong seismic ground shaking; strong seismic-related ground failure, including liquefaction; and landslides, is anticipated.
- b) Less Than Significant Impact with Mitigation Incorporated. The project would have less than significant impact on soil erosion or the loss of topsoil, with mitigation incorporated during construction. Construction would require clearing, grubbing, and grading activities which would cause some erosion, particularly since the Coachella Valley is a zone of high wind erosion susceptibility (County of Riverside 2013). The impact would be minimized through revegetation of exposed slopes as described in measure AES-1. With BMPs and erosion control measures implemented in accordance with the mitigation measure GEO-1, potential wind and water erosion would be further minimized.
- c) Less Than Significant Impact with Mitigation Incorporated. The project is in a flat area away from hillsides, so no impacts on on or off-site landslides would not result. The project is located in an area with documented subsidence (County of Riverside, 2000). As described in ii-iv, the project is designed in accordance with design and construction requirements of the Caltrans Highway Design Manual, Caltrans Design Specifications, Caltrans Seismic Design Criteria, and according to recommended seismic values as defined in the 2010 California Building Code (California Building Standards Commission 2013), and applicable seismic standards. Structures would be designed according to recommended seismic values as defined by the California Building Code 2007 (CBC). As a result, there is less than significant impact with mitigation incorporated on on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. With implementation of measure GEO-2 and GEO-3, the project would not have a significant potential to result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- d) **No Impact.** Expansive soils contain significant amounts of clay particles that have the ability to give up water (shrink) or take on water (swell). When these soils swell, the change in volume can exert significant pressures on loads that are placed on them, and can result in structural distress and/or damage. Soils at the proposed project site are of the "Gilman-Coachella-Indio Association" and are well drained (USBR 2006). These soils are non-expansive.
- e) **No Impact.** The project does not include septic tanks or an alternative wastewater disposal system on the site.

Avoidance, Minimization, and/or Mitigation Measures

The following measures will be implemented (GEO-1 and GEO-2 are also repeated under measures HYD-1 and HYD-2).

- o GEO-1: BMPs will be implemented during construction to minimize erosion. BMPs include any facilities and methods used to remove, reduce, or prevent storm water runoff pollutants from entering receiving waters. Erosion control methods, temporary and permanent BMPs, and improvement of drainage facilities along the roadway would minimize impacts from storm water runoff.
- GEO-2: The project will be designed in accordance with County design and construction requirements as well as the *Caltrans Highway Design Manual*, Caltrans Design Specifications, and applicable seismic standards.

GEO-3: The project will be designed in accordance with recommendations provided in the final Geotechnical Design Report.

VII. GREENHOUSE GAS EMISSIONS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				

a & b) Less Than Significant with Mitigation Incorporated. Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gases (GHGs), particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization's in 1988, has led to increased efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs related to human activity that include carbon dioxide (CO₂), methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (s, s, s, 2 –tetrafluoroethane), and HFC-152a (difluoroethane).

There are typically two terms used when discussing the impacts of climate change. "Greenhouse Gas (GHG) Mitigation" is a term for reducing GHG emissions in order to reduce or "mitigate" the impacts of climate change. "Adaptation," refers to the effort of planning for and adapting to impacts due to climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels)¹.

Transportation sources (passenger cars, light duty trucks, other trucks, buses and motorcycles) in the state of California make up the largest source (second to electricity generation) of greenhouse gas emitting sources. Conversely, the main source of GHG emissions in the United States (U.S.) is electricity generation followed by transportation. The dominant GHG emitted is CO₂, mostly from fossil fuel combustion.

There are four primary strategies for reducing GHG emissions from transportation sources: 1) improve system and operation efficiencies, 2) reduce growth of vehicle miles traveled (VMT) 3) transition to lower GHG fuels and 4) improve vehicle technologies. To be most effective all four should be pursued collectively. The following regulatory setting section outlines state and federal efforts to comprehensively reduce GHG emissions from transportation sources.

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¹ http://climatechange.transportation.org/ghg_mitigation/

Regulatory Setting

State

With the passage of several pieces of legislation including State Senate and Assembly Bills and Executive Orders, California launched an innovative and pro-active approach to dealing with greenhouse gas emissions and climate change at the state level.

Assembly Bill 1493 (AB 1493), Pavley. Vehicular Emissions: Greenhouse Gases (AB 1493), 2002: requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year. In June 2009, the U.S. Environmental Protection Agency (U.S. EPA) Administrator granted a Clean Air Act waiver of preemption to California. This waiver allowed California to implement its own GHG emission standards for motor vehicles beginning with model year 2009. California agencies will be working with Federal agencies to conduct joint rulemaking to reduce GHG emissions for passenger cars model years 2017-2025.

Executive Order S-3-05: (signed on June 1, 2005, by Governor Arnold Schwarzenegger) the goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32.

AB32 (AB 32), the Global Warming Solutions Act of 2006: AB 32 sets the same overall GHG emissions reduction goals as outlined in Executive Order S-3-05, while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the State's Climate Action Team.

Executive Order S-01-07: Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this Executive Order, the carbon intensity of California's transportation fuels is to be reduced by at least ten percent by 2020.

Senate Bill 97 (Chapter 185, 2007): required the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the State CEQA Guidelines for addressing greenhouse gas emissions. The Amendments became effective on March 18, 2010.

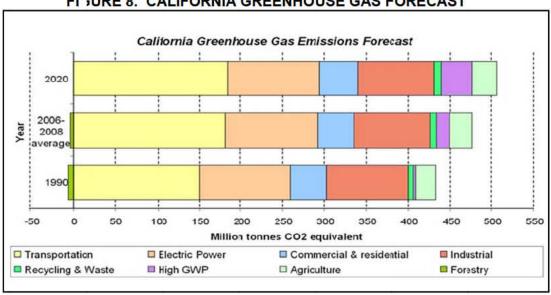
Project Analysis

An individual project does not generate enough GHG emissions to significantly 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.2 In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable." See California Environmental Quality Act (CEQA) Guidelines sections 15064(h)(1) and 15130. To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult if not impossible task.

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² This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the SCAQMD (Chapter 6: : The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

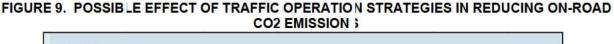
The AB 32 Scoping Plan contains the main strategies California vill use to reduce GHG. As part of its supporting documentation for the Draft Scopin; Plan, ARB released the GHG inventory for alifornia (Forecast last updated: 28 October 2010). The forecas: is an estimate of the emissions expected to o cur in the year 2020 if none of the fo eseeable measures included in the Scoping Plan were i plemented. The base year used for forecasting emissions is the average of statewide emissions in the GHG inventory for 2006, 2007, and 20)8 (Figure 8).

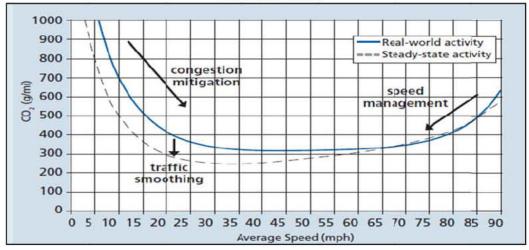


FI JURE 8. CALIFORNIA GREENHOUSE GAS FORECAST

Source: http://www.arb.ca.gov/cc/inventory/data/forecast.htm

one of the nain strategies to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of carpon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour) and speeds over 55 mph; the nost severe emissions occur from 0-25 miles per hour (see Figure 9). To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors GHG emissions, particularly CO2, may be reduced.





For reference, a discussion of Greenhouse Gases was included in the 2008 RTP's Environmental Impact Report (EIR) (SCAG 2008). The 2008 RTP EIR concluded that implementation of the RTP would result in "significant and unavoidable global warming impact" because future greenhouse gas emissions would not be below the existing condition (for purposes of the 2008 RTP EIR only, any increases in greenhouse gas emissions compared to 2008 was considered significant). Implementation of the 2008 RTP, however, was found to result in lower CO₂ emissions compared to not implementing the RTP. This is due to decreased regional vehicle miles traveled by implementing RTP projects.

The project is included in the SCAG 2008 RTP, which also consider and include transit, multi-modal transportation, and alternative transportation in their plans.

Quantitative Analysis

The project Build Alternative is estimated to generate less CO₂ than the No-Build Alternative due to general improvement in LOS through the study intersections. Based on emissions estimates using the CT-EMFAC model and information from the Traffic Study (2014), traffic at the study intersections currently generate approximately 2.25 tons of CO₂ during the AM and PM peak period. In the projected opening year, the No-Build would result in 3.6 tons of CO₂ during the AM and PM peak period. In comparison, the Build Alternative would reduce CO₂ emissions to 3.39 tons. In the future, the No-Build would result in 5.56 tons of CO₂ during the AM and PM peak period. In comparison, the Build Alternative would reduce this to 5.06 tons. Table 3 summarizes the estimated reduction in CO₂ emissions with Build Alternative.

Table 3. CO₂ Operational Emissions

Time	Existing	Opening (Year 2020)		Future (Ye	ar 2040)
span	(Year 2014)	No- Build	Build	No- Build	Build
Daily	2.25 tons	3.60 tons	3.39 tons	5.56 tons	5.06 tons

^{*}Based on CT-EMFAC Version 5.0 (2013) and Avenue 66 Grade Separation *Traffic Operations Report* (2014).

The numbers are not necessarily an accurate reflection of what the true CO₂ emissions will be because CO₂ emissions are dependent on other factors that are not part of the model such as the fuel mix (EMFAC model emission rates are only for direct engine-out CO₂ emissions, not full fuel cycle; fuel cycle emission rates can vary dramatically depending on the amount of additives like ethanol and the source of the fuel components), rate of acceleration, and the aerodynamics and efficiency of the vehicles.

Construction Emissions

Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

CO₂ emissions from construction were estimated using the Roadway Construction Emissions Model (Version 7.1.5.1, December 2013). While SCAQMD does not have a CEQA threshold for construction projects, it is estimated that construction of all projects in Riverside County contributes approximately 110,000 metric tons of GHG every year (SCAG 2012). The project's

construction is anticipated to emit 775 metric tons/year (1,136 metric tons of CO_2 for the anticipated 18-month long construction). The project therefore would be less than 1% of the annual GHG emissions from construction activities within Riverside County. This is not considered a significant impact. Further, construction and operational impacts of implementation of SCAG's 2012-2035 RTP was considered in its associated 2012 RTP Environmental Impact Report (RTP EIR). The proposed Avenue 66 Grade Separation is included in the 2012-2035 RTP and therefore these emissions are not a new impact in addition to what was considered in the RTP EIR.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events. Per measure CC-2 and Caltrans standards, construction activities will be in compliance with the SCAQMD.

CEQA Conclusion

The project would not have significant impact on Greenhouse Gases. CO₂ emissions with the project would be less than emissions without the project. Further, mitigation measures **CC-1** and **CC-2** would be implemented to reduce impacts.

The following measures would be included in the project to reduce the GHG emissions and potential climate change impacts from the project:

CC-1: The project would incorporate the use of energy-efficient lighting, such as LED traffic signals. LED bulbs cost \$60 to \$70 each, but last five to six years, compared to the one-year average lifespan of the incandescent bulbs previously used. The LED bulbs themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the project's CO₂ emissions.

CC-2: According to the Department's Standard Specifications, the contractor must comply with all local Air Quality Management District rules, ordinances, and regulations for air quality restrictions.

Avoidance and Minimization Measures

The following measures will be implemented:

- CC-1: The project would incorporate the use of energy-efficient lighting, such as light-emitting diode (LED) traffic signals. LED bulbs cost \$60 to \$70 each, but last five to six years, compared to the one-year average lifespan of the incandescent bulbs previously used. The LED bulbs themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the project's CO₂ emissions.
- CC-2: According to the Department's Standard Specifications, the contractor must comply with all local Air Quality Management District rules, ordinances, and regulations for air quality restrictions.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				
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?				

- a) Less than Significant Impact. The proposed project is designed to accommodate current and future traffic in the area. No additional transport, use, or disposal of hazardous materials is anticipated as a result of the project.
- b) Less than Significant Impact with Mitigation. Upset and accident conditions involving the release of hazardous materials into the environment would not be significant based on background research of hazardous materials in the project vicinity and implementation of precautionary measures. Based on the Hazardous Waste Initial Site Assessment (ISA) (February 2014) and ISA Memorandum (May 2015) for the proposed project, hazardous waste handlers and fuel spill incidents within 1-mile of the project are not anticipated to have an effect on the project,

or would be affected by the project. The ISA evaluated the potential for hazardous materials or petroleum hydrocarbons to exist within the study area, and was based on a governmental records search, select agency interviews, aerial photograph and topographic map review and visual site survey.

A 1-mile radius search on federal, state, and local listings of known hazardous sites and hazardous waste handlers was conducted. The radius search identified a total of 8 sites within 1 mile of the study area. Four of the properties within 1 mile include agriculture, recycling and underground fuel storage tanks with no reported violations. The four additional properties have had underground fuel storage tank leaks reported. The site names, contamination type, and the status of the cases are listed below:

- Former Coachella Valley Minimex Gasoline Leak Preliminary Site Assessment -
- Former Mecca Chevron Gasoline Leak Open, Site Assessment
- Chevron Station #9 5315 Gasoline Leak Active Site
- Riverside County Fire Department Diesel Fuel Leak Open, Site Assessment

Based on preliminary plans, right-of-way acquisition is not expected at these locations. Should final plans indicate that a portion of this parcel will be acquired for new right-of-way, a preliminary environmental screening (limited subsurface sampling and laboratory analysis) should be performed for potentially elevated levels of petroleum hydrocarbons and MTBE contamination within the limits of proposed construction, and/or right-of way acquisition. If site screening encounters elevated levels of petroleum hydrocarbons and/or MTBE, the extent and concentration of the contamination within the planned construction activities should be determined. After determining the extent of contamination, a Health and Safety Plan for worker safety and a Work Plan for handling and disposing contaminated soil during construction should be produced prior to beginning construction.

Due to the limited amount of excavation near existing SR-111 and SR-195 that will be part of the proposed project and the low historic traffic volumes of SR-111 and SR-195, an ADL study is not recommended to be performed.

A review of the Geotracker Database (State Water Resources Control Board 2009) indicated that there are no sites on, or near the project study area listed on the Geotracker Database that were not reported in the 1-mile radius search.

A visual survey of the project area was conducted on May 5, 2015. The site survey confirmed the current land uses and indicated that past spills have been remediated or are in-progress of remediation.

Since the Initial Site Assessment findings are largely based on visible screening and records searches, the findings are limited because no environmental testing was performed to verify potential Recognized Environmental Conditions (RECs).

The Initial Site Assessment indicates that potential RECs within the project boundaries include the following shown in Table 4.

With implementation of measures HAZ-1 through HAZ-6, significant impacts are not anticipated.

Table 4. Summary Table from Initial Site Assessment

Table 4. Summary Table from Initial Site Assessment						
Location	Description of REC Evidence Found	Description of Associated Activity and Use Limitations (AUL)				
Existing roadways within project boundaries including SR-111 and SR-195 and associated local roads within the project boundaries.	Potential lead and heavy metals associated with pavement striping. Implementation of improvements may require the removal and disposal of yellow traffic stripe and pavement marking materials (paint, thermoplastic, permanent tape, and temporary tape). Yellow paints made prior to 1995 may exceed hazardous waste criteria under Title 22, California Code of Regulations, and require disposal in a Class I disposal site.	None Found				
Various pole- and pad-mounted electrical transformers within or immediately adjacent to the project boundaries.	Potential PCB's in pole- or pad-mounted electrical transformers. As of the date of this ISA, the existence and/or levels of PCB's associated with the pole- or pad-mounted electrical transformers, which may be encountered within the planned construction area, had not been determined.	None Found				
Leon's Other Place (located on Lincoln Street), Eddie's Place (located at the southeast quadrant of the intersection of Hammond Road and 3 rd Street)	Underground fuel storage tank leaks reported for these former gas stations. These cases status is listed as closed	None Found				
Former Coachella Valley Minimex (located at the southwest quadrant of the intersection of Hammond Road and Avenue 66), Former Mecca Chevron (located at the northeast quadrant of the intersection of Hammond Road and Avenue 66) and Riverside County Fire Department Station # 40 (located at the northeast quadrant of the intersection of SR-111 and 4 th Street),	Underground fuel storage tank leaks reported from former gas stations and fire station that store fuel within or near to the project boundaries. The cases associated with these sites are currently have site assessment status	None Found				
Chevron Station #9 (located on SR-195 east of the SR86 intersection)	Underground fuel storage tank leaks reported for this former gas station The cases status is listed as an active cleanup site.	None Found				
Apple Market One (Located at the northwest quadrant of the SR-111 and SR-195 Intersection)	Potential for pesticides and herbicides that may have likely been applied over many years. It is possible that residuals of these chemicals can build up in the surface soil. If soils are to be exported off-site, the upper 24 inches of soil in these agricultural areas should be screened for residuals and handled in accordance with Riverside County	None Found				

	Environmental Health Division Guidelines.	
ARCO Travel Center (located on SR-195 east of the SR86 intersection)	Potential gas station/filling station/service station site. At the time of this ISA, there was no documented evidence of soil or groundwater contamination associated with the existing gas stations adjacent to, or near the project study area.	None Found

- c) No Impact. The project would not result in emitting new hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. While one school, the Saul Martinez Elementary School, is ¼ mile northeast of the Home Avenue/Avenue 66 intersection, this intersection already exists and the project does not change the land uses of that portion of the project area.
- d) No Impact. The proposed project is not on a site included in the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, which is also known as the Cortese List. No sites in the Cortese List are in this area of Riverside County (EnviroStar 2013). While four cases within 1 mile of the project are in the historic Cortese database, they are all outside of the project footprint.
- e) **No Impact.** The project is not within an airport land use plan or within two miles of a public airport or public use airport. The nearest airport is Jacqueline Cochran Regional Airport, approximately 6 miles northwest of the project site.
- f) **No Impact.** The project is not within the vicinity of a privately-owned airport or airstrip. The nearest privately-owned airport or airstrip is Desert Air Sky Ranch Airport, approximately thirteen miles southeast of the project (AirNav, LLC. 2013).
- g) Less Than Significant Impact. During construction, there would be no temporary substantial effects to public services such as fire, police, or emergency medical response. Planned lane closures, an emergency detour plan, and an emergency notification plan would be used to manage transportation movements at the construction area.
- h) **No Impact.** The project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No wildlands are near the project.

Avoidance, Minimization, and/or Mitigation Measures

- HAZ-1: Based on preliminary plans, right-of-way acquisition is not expected at the Former Coachella Valley Minimex, Former Mecca Chevron or the Riverside County Fire Department Station # 40 Station. These sites are adjacent to the project. Should final plans indicate that a portion of this parcel will be acquired for new right-of-way, a preliminary environmental screening (limited subsurface sampling and laboratory analysis) should be performed for potentially elevated levels of petroleum hydrocarbons and MTBE contamination within the limits of proposed construction, and/or right-of way acquisition.
- HAZ-2: If site screening encounters elevated levels of petroleum hydrocarbons and/or MTBE, a limited Phase II ISA should be performed. The Phase II ISA should consist of subsurface sampling and laboratory analysis and be of sufficient quantity to define the extent and concentration of contamination within the areal extent and depths of planned construction activities adjacent to these sites. The Phase II ISA should also provide both a Health and Safety Plan for worker safety and a Work Plan for handling and disposing contaminated soil during construction.

- HAZ-3: Test for potential pesticide and herbicide residuals in soils at the agricultural properties on Parcels 727-272-021, 727-272-027, 727-272-031, 727-272-032, and 727-272-033.
- HAZ-4: To avoid impacts from pavement striping during construction it is recommended that testing and removal requirements for yellow striping and pavement marking materials be performed in accordance with Caltrans Standard Special Provision 15-300 REMOVE TRAFFIC STRIPE AND PAVEMENT MARKINGS.
- HAZ-5: Any leaking transformers observed during the course of the project should be considered a potential PCB hazard. A detailed inspection of individual electrical transformers was not conducted for this ISA. However, should leaks from electrical transformers (that will either remain within the construction limits or will require removal and/or relocation) be encountered during construction, the transformer fluid should be sampled and analyzed by qualified personnel for detectable levels of PCB's. Should PCBs be detected, the transformer should be removed and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCB's should also be handled and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency.
- HAZ-6: As is the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction. For any previously unknown hazardous waste/ material encountered during construction, the procedures outline in Appendix E (Caltrans Unknown Hazard Procedures) shall be followed.

IV HVDDOLOGV AND WATER OHALITY	Detentially	Less Than	Less Than	No
IX. HYDROLOGY AND WATER QUALITY: Would the project:	Potentially Significant Impact	Significant with Mitigation Incorporated	Significant Impact	Impact
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?				
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				\boxtimes

a,c,d,f) Less Than Significant with Mitigation Incorporated. The Water Quality Assessment (2014) and Water Quality Assessment Memorandum (2015) for the project analyzed potential long-term and short-term impacts on water features in the study area. Potential impacts would result from increased stormwater runoff rates from the new facility, the two proposed crossings of the Lincoln Street Stormwater Channel, and construction. The proposed project would not substantially alter the existing drainage pattern in a manner that would result in substantial erosion or siltation on- or

off-site or flooding on-or off-site. Permanent treatment BMPs are traditionally used to address pollutants in post-construction stormwater runoff. Permanent treatment BMPs are required to be considered when a project that is defined as a new facility or major reconstruction results in a net increase of one acre or more of new impervious surface. The project is anticipated to include permanent treatment BMPs. The project storm water drainage would be designed consistent with County requirements and the Caltrans Project Planning and Design Guide and Storm Water Management Plan.

To address the potential water quality impacts associated with construction, the project will acquire a Section 402 NPDES Construction General Permit. Temporary Best Management Practices (BMPs) aimed at soil stabilization and sediment control will be implemented consistent with the Caltrans Construction Site BMP Manual. BMPs may include general construction site management, water pollution control, temporary concrete washouts, temporary check dams, temporary fiber rolls, temporary drainage inlet protection, and temporary construction entrances. The Stormwater Pollution Prevention Plan, which will be prepared as part of the Section 402 NPDES Construction General Permit, will include measures also found in **WQ-1**.

Since water quality impacts from the proposed project are limited to storm water flows and storm water runoff would be fully accommodated for with proposed features, no adverse impacts to groundwater or surface water is anticipated. The proposed project would have less than significant impact on water quality with the inclusion of measures **WQ-2 through WQ-6**.

- b) **Less Than Significant Impact.** While dewatering is likely to be needed during construction of the bridge foundations, the project does not propose activities resulting in permanent increases in groundwater use.
- e) Less Than Significant with Mitigation Incorporated. The project would result in an increase to the paved surface area, which would increase the volume of storm water runoff from the roadways surface that could enter the drainage system and eventually the river itself. Roadways may contain oil, grease, petroleum products, zinc, copper, lead, cadmium, iron, or other trace metals, which could harm aquatic life. Concentrations of these pollutants in storm water runoff would be greatest during the "first flush" storm event, generally the first major rains of the season. However, with the inclusion of permanent treatment BMPs and project measures WQ-1 WQ-4, project impacts to water quality would not be substantial.
- g j) **No Impact.** The project is not within the 100-year flood hazard area, the Federal Emergency Management Agency Flood Insurance Rate Map (Map Number 06065C2950G), shows that the project is located within Zone X and Zone D. These zones are outside of the Special Flood Hazard Area, which is subject to 100 year floods.

The project does not include changes to levees or dams and the project does not 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.

The site is approximately 3.5 mi north of the nearest lake (Salton Sea), and is approximately 80 mi northeast of the ocean. As a result, the project site is not subject to seiche, tsunami, or mudflow.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented:

WQ-1: Best management practices:

 The area of construction and disturbance would be limited to as small an area as feasible to reduce erosion and sedimentation.

- Measures would be implemented during land-disturbing activities to reduce erosion and sedimentation. These measures may include mulches, soil binders and erosion control blankets, silt fencing, fiber rolls, temporary berms, sediment desilting basins, sediment traps, and check dams.
- Existing vegetation would be protected where feasible to reduce erosion and sedimentation. Vegetation would be preserved by installing temporary fencing, or other protection devices, around areas to be protected.
- Exposed soils would be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events.
- Exposed soils would be stabilized, through watering or other measures, to prevent the movement of dust at the project site caused by wind and construction activities such as traffic and grading activities.
- All construction roadway areas would be properly protected to prevent excess erosion, sedimentation, and water pollution.
- o All vehicle and equipment maintenance procedures would be conducted off-site. In the event of an emergency, maintenance would occur away from the stormwater channel.
- All concrete curing activities would be conducted to minimize spray drift and prevent curing compounds from entering the waterway directly or indirectly.
- All construction materials, vehicles, stockpiles, and staging areas would be situated outside of the stream channel as feasible. All stockpiles would be covered, as feasible.
- Energy dissipaters and erosion control pads would be provided at the bottom of slope drains. Other flow conveyance control mechanisms may include earth dikes, swales, or ditches. Stream bank stabilization measures would also be implemented.
- All erosion control measures and storm water control measures would be properly maintained until the site has returned to a pre-construction state.
- All disturbed areas would be restored to pre-construction contours and revegetated, either through hydroseeding or other means, with native or approved non-invasive exotic species.
- All construction materials would be hauled off-site after completion of construction.
- WQ-2: Any requirements for additional avoidance, minimization, and/or mitigation measures will be in contained in the permits obtained from all required regulatory agencies.
- WQ-3: The proposed project would require a National Pollution Discharge Elimination System (NPDES) General Construction Permit for Discharges of storm water associated with construction activities (Construction General Permit 09-2009-DWQ). A Storm Water Pollution Prevention Plan (SWPPP) would also be developed and implemented as part of the Construction General Permit.
- WQ-4: The construction contractor shall adhere to the SWRCB Order No. 2009-0009-DWQ NPDES Permit pursuant to Section 402 of the CWA. This permit authorizes storm water and authorized non-storm water discharges from Caltrans construction properties, facilities and activities and would be required prior to construction of this project. As part of this Permit requirement, a SWPPP shall be prepared prior to construction consistent with the requirements of the RWQCB. This SWPPP will incorporate all applicable BMPs to ensure that adequate measures are taken during construction to minimize impacts to water quality.
- WQ-5: The project shall incorporate plans and design to ensure that the quantity and quality of runoff discharged to the adjacent Conservation Area is not altered in an adverse way when compared with existing conditions.
- WQ-6: Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes within the Conservation Area.

X. LAND USE AND PLANNING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				

- a) **No Impact.** The project would not physically divide an established community. The alignment is away from existing neighborhoods and located at largely undeveloped parcels. The Community of Mecca would be better connected as a result of the grade separated crossing of UPRR.
- b) **Less than Significant Impact.** The project would have less than significant impact on land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Land Use and Zoning

As shown in Figure 10, the alignment would be placed in areas currently zoned for A-1 (Light Agriculture), W-2 (Controlled Development Areas), and CP-S (Scenic Highway Commercial) per the County General Plan. As shown in Figure 11, the alignment would be placed in areas designated for AG (Agriculture), VHDR (Very High Density Residential), MDR (Medium Density Residential), RR (Rural Residential), and Community Development Overlay. With respect to land use and zoning, there would be no conflict with the goals of the County and the Southern California Association of Governments (SCAG), as the project is included in the County General Plan Circulation Element, SCAG Regional Transportation Plan, and SCAG Federal Transportation Improvement Program. While the project would result in new public right-of-way for transportation purposes, surrounding zoning and land uses described would not change as a result of the project. With the exception of the new right-of-way and roadway alignment, these zoning and land use designations would change, and the project does not preclude these designations and future plans from taking place. Land uses and zoning were considered during the development of the project, and the alignment east of Hammond Road is located southerly to allow for Community Development Overlay, as planned by the County.

Please also see Section II. Agriculture and Forest Resources regarding Williamson Act Lands.

c) Less Than Significant Impact with Mitigation. With mitigation, the project would have less than significant impact on the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). As shown in Figure 7, a portion of the project would go into the Coachella Valley Stormwater Channel and Delta Conservation Area, a conservation area designated in the CVMSHCP. The roadway alignment had to partially go into the conservation area due to design standards. The project would temporarily impact 2.28 acres and permanently impact approximately 9.12 acres of this conservation area.

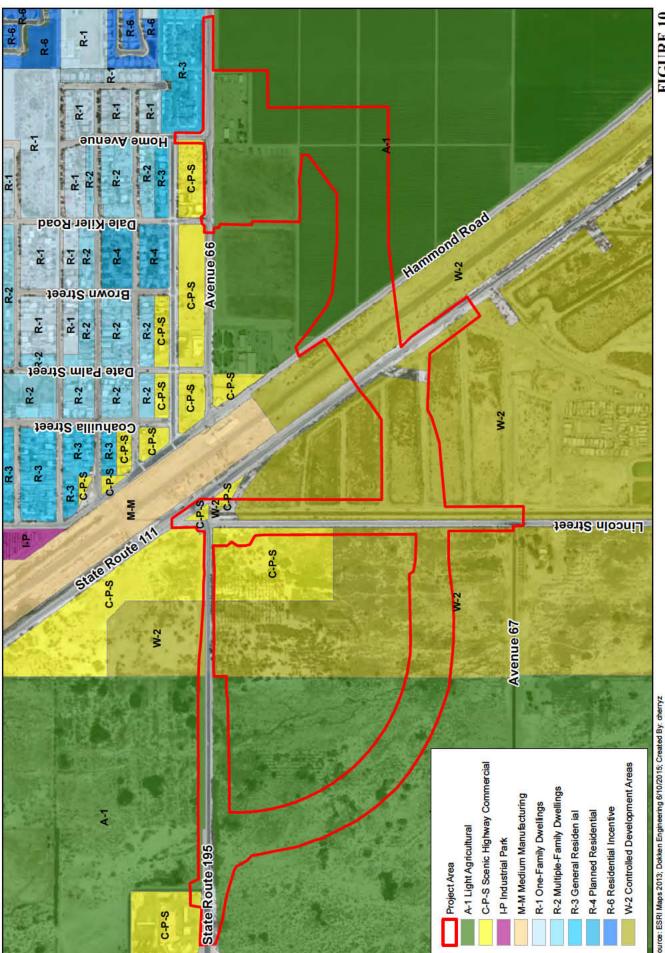


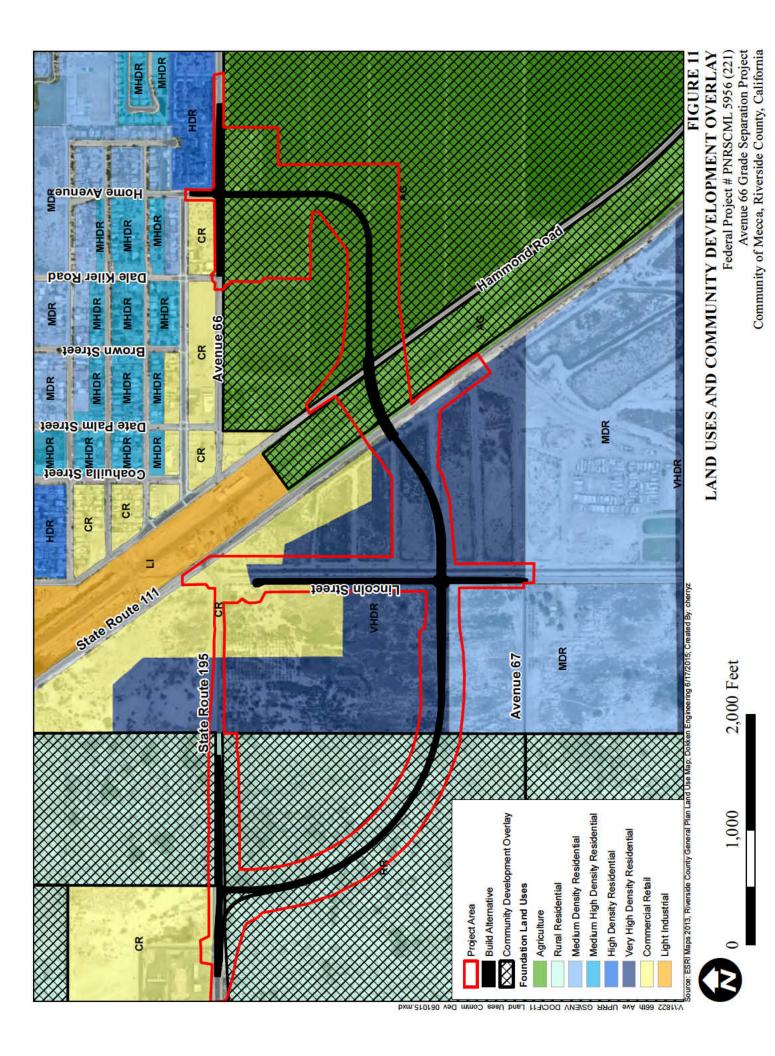
FIGURE 10
EXISTING ZONING
EXISTING ZONING

Federal Project # PNRSCML 5956 (221)
Avenue 66 Grade Separation Project
Community of Mecca, Riverside County, California

2,000 Feet

1

V:/1822 66th Ave UPRR GS/ENV DOC/F10 Zoning 061015.mxd



As a participant and co-permittee of the CVMSHCP, the County of Riverside will implement mitigation measures to be consistent with the CVMSHCP. The project is in the process of Project Review for consistency with the CVMSHCP. With the consistency review and implementation of measures LUP-1, AES-4, BIO-17, WQ-5, WQ-6, and, NOI-3, significant impacts would not result.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would be implemented:

LUP-1: The project will be submitted to the CVMHCP to undergo the Project Review process and will comply with all pertinent CVMSHCP measures.

XI. MINERAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				

a & b) **No Impact.** No known mineral resources are at the project site. The project area is designated as either MRZ-4 (which does not have enough information to determine mineral presence) or is an unstudied area (County of Riverside 2013).

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or avoidance measures are proposed.

	I			
XII. NOISE: Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			\boxtimes	
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?				
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?				
f) 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?				

a, c) Less Than Significant with Mitigation Incorporated. The project would have less than significant impact on 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. Measures NOI-1, NOI-2, and NOI-3 would be implemented. Anticipated noise levels were compared to Caltrans standards in the *Noise Study Report (*2015) and County of Riverside standards as further discussed in this section. For reference, Noise Levels of Common Activities are shown on Figure 12: Noise Levels of Common Activities.

Figure 12. Noise Levels of Common Activities

	Levels of Col	
Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph) Noisy Urban Area, Daytime		Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft) Commercial Area		Vacuum Cleaner at 3 m (10 ft) Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft) Quiet Urban Daytime		Large Business Office Dishwasher Next Room
Quiet Urban Nighttime Quiet Suburban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Rural Nighttime	30	Bedroom at Night, Concert Hall (Background) Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	(\cap)	Lowest Threshold of Human Hearing

County of Riverside CEQA Noise Analysis

The County's *General Plan* Noise Element was reviewed for policies and guidelines for evaluating and addressing noise impacts. The Noise Element in its entirety is also is included in Appendix C of this Initial Study. The following policies N 1.3, N 1.5, N 8.2, N 8.5, and N 8.6 were found pertinent to this project:

- **N 1.3** Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL:
 - Schools:
 - Hospitals;
 - Rest Homes;
 - Long Term Care Facilities;
 - Mental Care Facilities;
 - Residential Uses;
 - Libraries:
 - Passive Recreation Uses; and
 - Places of worship
- **N 1.5** Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.
- **N 8.2** Ensure the inclusion of noise mitigation measures in the design of new roadway projects in the County.
- **N 8.5** Employ noise mitigation practices when designing all future streets and highways, and when improvements occur along existing highway segments. These mitigation measures will emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.
- **N 8.6** Require that all future exterior noise forecasts use Level of Service C, and be based on designed road capacity or 20-year projection of development (whichever is less) for future noise forecasts.

It is the County's policy to discourage excessive noise levels and to employ mitigation measure for areas where excessive noise may occur. For this project, the *Avenue 66 Grade Separation – CNEL Noise Level—Memorandum* (Entech Consulting Group, 2014) was prepared to evaluate existing conditions and future scenarios (please see Appendix C). For a summary of the thresholds used by the County, please see Figure 13 and Table 5. Figure 13 shows the County of Riverside's Community Noise Equivalent Levels (CNEL) for different land use categories and Table 5 shows the estimated CNEL for the noise receivers in the vicinity of the project.

Residential Areas

Following the County's CNEL thresholds shown in Figure 13, Residential-Low Density (Single Family, Duplex, and Mobile Homes) are Normally Acceptable for 60 dBA CNEL and below, and Conditionally Acceptable levels are from 55 to 70 dBA CNEL. For Residential-Multiple Family land uses, the Normally Acceptable levels are 65 CNEL dBA and below, and Conditionally Acceptable levels are from 60 to 70 CNEL dBA.

Following the County's CNEL thresholds shown in Figure 13, the Build Alternative would not result in exceedance of the County's CNEL thresholds on single-family or multi-family residential receivers R1, R12, and R-14/ST3.

The Build Alternative would have conditionally acceptable noise impacts at single-family residential areas represented by receivers R3 and R16. These receivers have a Build Noise Level of 63 and 65 dBA CNEL respectively. For these receivers, the Build Alternative would result in a difference of 12 and 7 dBA CNEL, respectively, compared to the existing noise levels. When comparing the future noise levels of the Build Alternative versus the No-Build, the difference would be 7 and 5 db CNEL, respectively, at these locations. Receiver R3 and R16 would have a discernable increase in noise levels (a difference of at least 3 dB is discernable) compared to the No-Build.

While discernable increases would result on R3, and R16, the levels are under 70 dBA CNEL and are conditionally acceptable for such single-family residential areas as shown in Figure 13, which show the thresholds considered in the County of Riverside General Plan. To meet conditionally acceptable requirements, alternative noise abatement is to be considered. R3, and R16 and the receptors they represent are being considered for alternative noise abatement with rubberized asphalt, per measure NOI-1.

Further analysis under Caltrans standards are discussed later in this section.

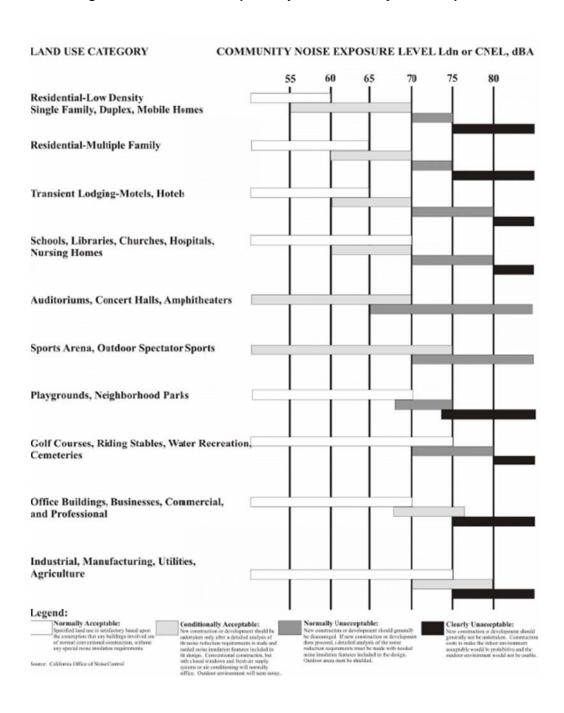
Undeveloped Areas

Receivers R2/ST1, R5, R5-1, R6, R7/ST6, R8, R9/ST2, R9-1, R10, R11, R13/ST5, R15/ST4, and R19 are in undeveloped areas, active sports areas, or parks. The receivers located on undeveloped areas would be below 75 dB CNEL and noise levels would be acceptable with the Build Alternative. No dwellings are located at these receptor sites. The future noise level at R9/ST2, the active sports area, would be 56 dB CNEL, and the future noise level at R9-1, a park, would be 61 dB CNEL. These levels are acceptable following the "sports arena, outdoor spectator sports" or "playground, neighborhood parks" normally acceptable levels. The normally acceptable noise level for "sports arenas, outdoor spectator sports areas" is 75 dBA CNEL and the normally acceptable noise level for "playground, neighborhood parks" is 70 dBA CNEL, as shown in Figure 13.

Commercial Areas

Receivers R17 and R18 are in commercial areas. The future noise levels would be 63 dBA CNEL at R17 and 61 dBA CNEL at R18. These noise levels would be below 70 dBA CNEL and are within the normally acceptable range for commercial areas.

Figure 13. Land Use Compatibility for Community Noise Exposure



LEGEND

Normally Acceptable: Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with dosed windows and fresh air supply systems or air condition will normally suffice. Outdoor environmental will seem noisy.
Normally Unacceptable: New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with needed noise insulation features included in the design. Outdoor areas must be shielded.
Clearly unacceptable: New construction or development should generally not be undertaken. Construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.

Table 5. Estimated CNEL of the Build and No-Build Alternatives

Receiver ID	Number of Dwelling Units	Land Use	Address	Existing Noise Level, CNEL	No Build Noise Level CNEL	Build Noise Level, CNEL	No Build minus Existing, dB	Build minus Existing, dB	Build minus No- Build, dB	Norm- ally Acce- ptable CNEL
R1	1	SFR	66975 Lincoln Street	47	54	59	7	12	5	60
R2/ST1	0	UND	Adjacent to 66975 Lincoln Street	61	68	73	7	12	5	75
R3**	1	SFR	67th Avenue	51	58	63	7	12	5	60
R4	3	SFR	68th Avenue	45	51	54	6	9	3	60
R5	0	UND	South of 66th Avenue & East of Lincoln Street	50	57	65	7	15	8	75
R5-1	0	UND	South of 66 th Avenue & West of Lincoln Street	49	56	66	7	17	10	75
R6	0	UND	South of 66 th Avenue & West of Lincoln Street	59	65	66	6	7	1	75
R7/ST6	0	UND	91665 66 th Avenue	66	72	72	6	6	0	75
R8	0	UND	South of 66 th Avenue & East of Hammond Road	48	55	60	7	12	5	75
R9/ST2	1	ASA	91391 66 th Avenue	49	55	56	6	7	1	75
R9-1	3	Park	91350 66 th Avenue	58	63	61	5	3	-2	70
R10	0	UND	South of 66th Avenue & East of Hammond Road	46	52	68	6	22	16	75
R11	0	UND	North of 66th Avenue & East of Hammond Road	60	64	61	4	1	-3	75
R12	1	SFR	65954 66th Avenue	54	60	59	6	5	-1	60
R13/ST5	0	UND	North of 66th Avenue & East of receiver R12	56	62	61	6	5	-1	75
R14/ST3	6	MFR	91720 66th Avenue	56	62	65	6	9	3	65
R15/ST4	0	UND	91600 3rd Street	53	58	60	5	7	2	75
R16**	3	SFR	91636 3rd Street	58	63	65	5	7	2	60
R17	2	СОМ	90496 66 th Ave	55	61	63	6	8	2	70
R18	2	СОМ	90480 66 th Ave	54	60	61	6	7	1	70
R19	0	UND	90977-91061 66 th Ave	51	57	60	6	9	3	75

^{**}R3 and R16 to be considered for rubberized asphalt. Conditionally acceptable levels are 70 CNEL for single-family residential.

Caltrans/FHWA Regulations

The project was evaluated for impacts under Caltrans/FHWA regulations due to the project's overcrossing over State Route 111 and improvements to State Route 195. A *Noise Study Report* (2015) for the project documents the findings and is summarized in this section.

Sensitive receivers were identified in those areas where outdoor frequent human use would occur, such as single and multi-family residences and active sports areas. These sensitive receivers fall into FHWA and Caltrans Noise Abatement Criteria (NAC) Activity Categories B and C. In addition, parcels of undeveloped land were identified (Activity Category G) within the project limits. Undeveloped land uses do not have existing noise criteria. These parcels were included in the study to provide information to the local community. The FHWA and Caltrans NAC for both Activity Categories B and C is 67 dBA equivalent sound levels over one hour (L_{eq} [h]). Activity Category G does not have a NAC standard (Table 6).

Table 6. Caltrans and FHWA Noise Abatement Criteria

Activity Category	Activity L _{eq} [h] ¹	Evaluation Location	Description of Activities
А	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B ²	67	Exterior	Residential.
C ²	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurant/bars, and other developed lands, properties, or activities not included in A-D or F.
F			Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G			Undeveloped lands that are not permitted.

¹ The L_{eq} (h) activity criteria values are for impact determination only and are not design standards for noise abatement measures. All values are A-weighted decibels (dBA).

The project was evaluated for noise impacts at twenty-one representative receivers (see Figure 14) following procedures of the FHWA and Caltrans *Noise Analysis Protocol.* None of the receivers would approach or exceed the Noise Abatement Criteria of 67 dB for a residential area or 72 dBA for a commercial area (see Table 7). There is no Noise Abatement Criteria for undeveloped lands that are not permitted. As a result no abatement was needed.

² Includes undeveloped lands permitted for this activity category.

Table 7. Predicted Future Noise and Sound Wall Analysis - Avenue 66 Grade Separation

				i abie	/ . F	lean	leu	Future	14015	e and	Avenue										•											
					dBA ¹		ţ		ţ	ţ						No	oise P	redic	tion wi	th Bar	rier, E	Barrie	Inser	tion L	oss (I.L.), and					ica	
		its				without	Project	without	roje s	roje								ı	Numbe	of Be	enefite	d Red	eivers	(NBR	R)						I.L.) oust	
		Units			L _{eq} (h),		with P	Level with t Conditions	th P iion	th P	AC)		6 f	eet		8	feet		1	0 feet			12 fee	t	1.	4 feet			16 feet		dB	
I.D.	.D.	ling	e e	ø		evel	<u>×</u>	Level t Condit	i wi	wi ond	Ž	200																			(5 c	oal)
Receiver	Barrier I.	Number of Dwelling	Land Use	Addres	Existing Noise Level	Design Year Noise Le Project	Design Year Noise Leve	Design Year Noise Le Project minus Existing Co	Design Year Noise Level with Project minus Existing Conditions	Design Year Noise Level with Project minus No Project Conditions	Activity Category (NAC)	Impact Type ²	L _{eq} (h)	l.L.³	NBR	L _{eq} (h)	I.L.3	NBR	L _{eq} (h)	I.L.³	NBR	3	"LL. ³	NBR	L _{eq} (h)	I.L.³	NBR	(h)	I.L. ³	NBR	Barrier Feasible (5 dB I.L.) Barrier meets Caltrans Acoustical	Design G (7 dB I.I
R1	No Barrier	1	SFR	66975 Lincoln Street	45	52	57	7	12	5	B (67)	None	 																			
R2/ST1	No Barrier	0	UND	Adjacent to 66975 Lincoln Street	59	66	71	8	12	5	G (N/A)	NA	 															-				
R3	No Barrier	1	SFR	67th Avenue	49	56	61	7	12	5	B (67)	None	 																			
R4	No Barrier	3	SFR	68th Avenue	43	49	52	7	10	3	B (67)	None	 																-			
R5	No Barrier	0	UND	South of 66th Avenue & East of Lincoln Street	48	55	63	7	15	8	G (N/A)	NA	 														1	-				-
R5-1	No Barrier	0	UND	South of 66th Avenue & West of Lincoln Street	47	54	64	7	17	10	G (N/A)	NA	 										-					-	-			
R6	No Barrier	0	UND	South of 66th Avenue & West of Lincoln Street	57	63	64	6	7	1	G (N/A)	NA	 														1	-				-
R7/ST6	No Barrier	0	UND	91665 66th Avenue	64	70	70	6	6	0	G (N/A)	NA	 																			
R8	No Barrier	0	UND	South of 66th Avenue & East of Hammond Road	46	53	58	7	12	5	G (N/A)	NA	 														1	-				-
R9/ST2	No Barrier	1	ASA	91391 66th Avenue	47	53	54	7	7	1	C (67)	None	 																			-
R9-1	No Barrier	3	Park	91350 66th Avenue	56	61	59	6	3	-2	C (67)	None	 																			
R10	No Barrier	0	UND	South of 66th Avenue & East of Hammond Road	44	50	66	6	22	17	G (N/A)	NA	 																			
R11	No Barrier	0	UND	North of 66th Avenue & East of Hammond Road	58	62	59	5	1	-3	G (N/A)	NA	 														1	-				
R12	No Barrier	1	SFR	65954 66th Avenue	52	58	57	6	5	-1	B (67)	None	 																			
R13/ST5	No Barrier	0	UND	North of 66th Avenue & East of receiver R12	54	60	59	5	5	-1	G (N/A)	NA	 															-				
R14/ST3	No Barrier	6	MFR	91720 66th Avenue	54	60	63	5	9	4	B (67)	None	 																			
R15/ST4	No Barrier	0	UND	91600 3rd Street	51	56	58	5	7	2	G (N/A)	NA	 																			
R16	No Barrier	3	SFR	91636 3rd Street	56	61	63	5	7	2	B (67)	None	 																			
R17	No Barrier	2	COM	90496 66th Ave	53	59	61	6	8	2	E (72)	None	 															[-				
R18	No Barrier	2	COM	90480 66th Ave	52	58	59	5	7	1	E (72)	None	 																			
R19	No Barrier	0	UND	90977-91061 66th Ave	49	55	58	6	9	3	G (N/A)	NA	 																			

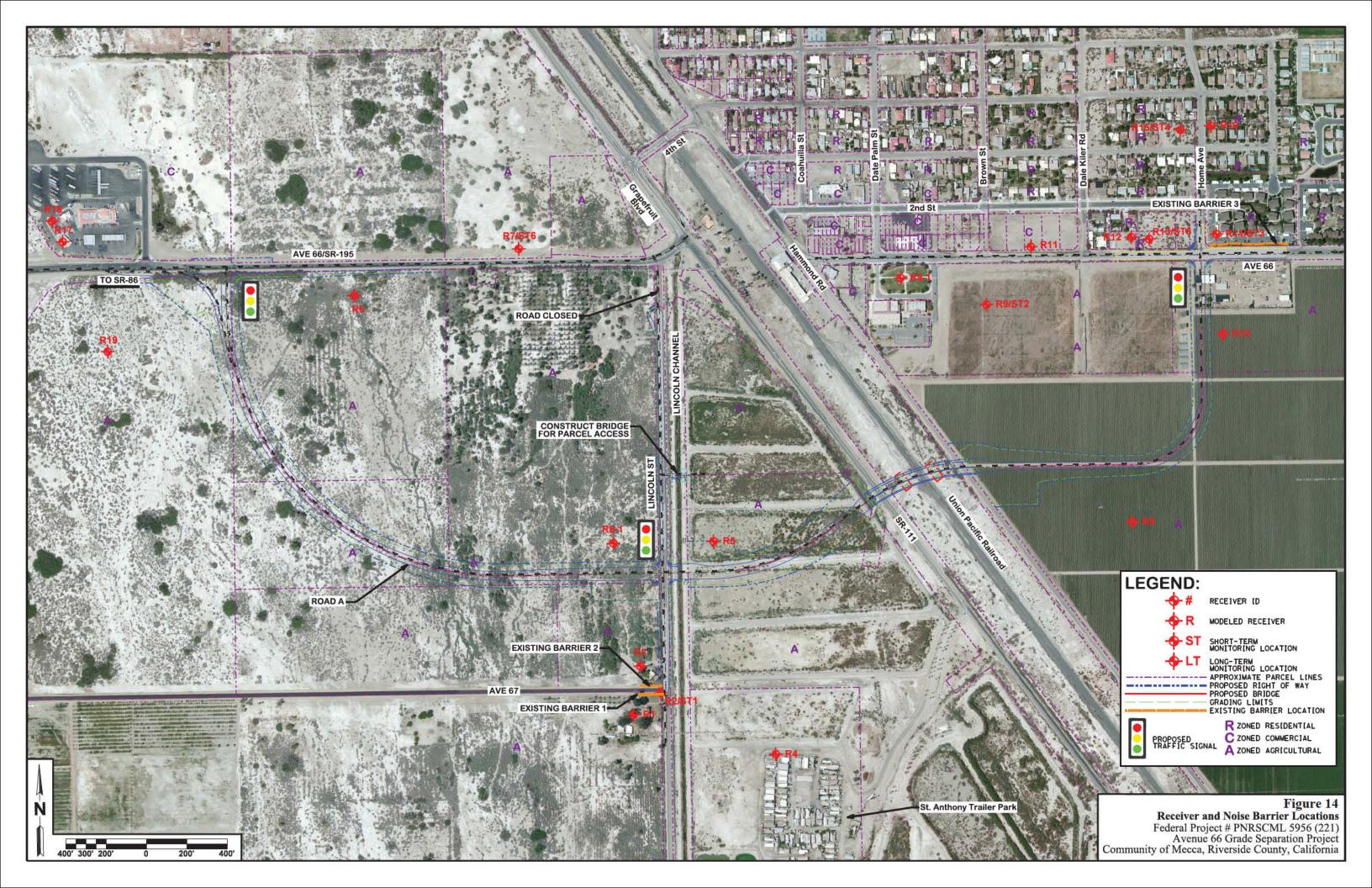
Notes:

1. Noise levels were adjusted to existing peak hour.

2. Impact types: A/E - Future noise conditions approach (within 1 dBA) or exceed the Noise Abatement Criteria, S = substantial noise increase, when the project's predicted worst-hour design-year noise level exceeds the existing worst hour noise level by 12 dBA or more 3. I.L. = Insertion Loss

4. SEB = single family residence | IND = Undeveloped. ASA = active sports area, MFR = multi-family residence

^{4.} SFR = single-family residence, UND = Undeveloped, ASA = active sports area, MFR = multi-family residence 5. N/A - Not Applicable



- b) Less Than Significant Impact. Exposure of groundborne vibration or groundborne noise levels would be less than significant. Groundborne vibration or groundborne noise may result from the placement of bridge piles at the overcrossing, which is at a location approximately 0.2 miles from commercial areas. Construction noises in general would be temporary and intermittent.
- d) Less Than Significant Impact. The project would result in less than significant temporary or periodic increase in ambient noise levels during construction. Noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction equipment is expected to generate noise levels ranging from 70 to 90 dB at a distance of 50 feet. Construction noise would be short-term, intermittent, and less than significant. To minimize the construction-generated noise, measure NOI-2 would be followed.
- e) **No Impact.** The project is not within an airport land use plan or within two miles of a public airport or public use airport. The nearest airport is Jacqueline Cochran Regional Airport, approximately 6 miles northwest of the project site.
- f) No Impact. The project is not within the vicinity of a privately-owned airport or airstrip. The nearest privately-owned airport or airstrip is Desert Air Sky Ranch Airport, approximately thirteen miles southeast of the project (AirNav, LLC. 2013).

- NOI-1: Rubberized asphalt will be considered for conditionally acceptable noise levels at receivers R3 and R16.
- NOI-2: Standard Specification 14-8.02, "Noise Control", and SSP S5-310, Section 14-8.02 states:
 - o Do not exceed 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m.
 - o Equip an internal combustion engine with the manufacturer recommended muffler.
 - Do not operate an internal combustion engine on the job site without the appropriate muffler.
- NOI-3: In areas adjacent to or within the Conservation Area, the project shall be designed to maintain noise levels at or below 75 dBA Leq hourly. Noise in excess of 75 dBA Leq hourly shall require setbacks, berms, or walls, as appropriate, to minimize the effects of noise on the adjacent Conservation Area.

XIII. POPULATION AND HOUSING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				

- a) Less Than Significant Impact. The project would have less than significant impact on population growth in the area. The project is not a new housing or commercial business development. Indirect impacts would be non-significant, as the project is designed to accommodate existing and planned future traffic volumes, as discussed in Section XVI. These traffic volumes would result with or without the project.
- b & c) No Impact. The proposed project would not displace substantial numbers of existing housing, nor would it displace substantial numbers of people. No housing is within the project footprint. While there would be partial acquisitions, this would not displace housing, or people.

No measures are proposed.

XIV. PUBLIC SERVICES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
I) Fire protection?		\boxtimes		
II) Police protection?				
III) Schools?				\boxtimes
IV) Parks?				\boxtimes
V) Other public facilities?		\boxtimes		

- a (i, ii) Less Than Significant with Mitigation Incorporated. The project would have less than significant impacts on fire and police protection. In the long-term, the grade separation will enhance and improve access to and from the Community of Mecca by providing an alternate route across the railroad. During short-term construction, the project would have little effect on fire and police protection as the alignment is largely new. Portions that take place on existing streets, such as the intersections at Avenue 66 and along Lincoln Street would continue to allow traffic access through construction staging and traffic management. With inclusion of measure PS-1 the project would have less than significant impact on public services.
- a (iii-v) **No Impact.** There are no schools, parks, or other public facilities within the project area. No mitigation measures would be required.

The following measure will be implemented to minimize potential impacts during construction:

PS-1: Impacts to traffic flow as a result of construction activities would be reduced by implementing the traffic management plan and a construction phasing plan for the proposed project. The traffic management plan includes requirements to provide the public with information through brochures and mailers, media releases, public meetings, and notification to impacted groups. Under the traffic management plan, travelers would be informed with changeable message signs, traveler information systems (internet), and bicycle community information, if necessary.

XV. RECREATION:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				

- a) **No Impact.** No community, regional, or other recreational facilities are within the proposed project area. The nearest recreational facility is the Boys and Girls Club of Coachella Valley Mecca Clubhouse, which is on the existing Avenue 66 approximately 0.1 mi west of the intersection at Home Avenue. The project would generally route traffic away from the Boys and Girls Club so accelerated usage of the facility is not expected.
- b) **No Impact.** The proposed project does not include recreational facilities, nor does it require the construction or expansion of recreational facilities. The proposed project would accommodate existing and projected future traffic, and would not lead to induced growth or needed recreational facilities.

No mitigation is required.

XVI. TRANSPORTATION/TRAFFIC: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			\boxtimes	
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?			\boxtimes	
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?				

- a, b, f) Less Than Significant Impact. The project would not conflict with applicable plans, ordinances, or policies establishing measures of effectiveness for the performance of the transportation circulation system. The project would also not conflict with an applicable congestion management programs. The project is included in the Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan (RTP) and is included in the 2012 County of Riverside General Plan, Eastern Coachella Valley Area Plan (County of Riverside 2013). The County of Riverside has established the following Level of Service target in the County General Plan Circulation Element:
 - C 2.1 Maintain the following Maintain the following countywide target Levels of Service:

LOS "C" along all County maintained roads and conventional state highways. As an exception, LOS "D" may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways or freeway ramp intersections.

LOS "E" may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities.

A Traffic Operations Report (December, 2013) and Traffic Memorandum (May, 2015) were prepared to analyze potential traffic impacts of the proposed Build and No-Build Alternatives.

As shown in Tables 8 and 9, the Build Alternative produces considerable time savings over the No-Build Alternative. Under Opening Year 2020 conditions, the Build Alternative would improve operations at all study intersections by reducing delay and improving two intersections from "LOS D or worse" to "LOS C or better" in at least one peak hour. Under Design Year 2040 conditions, the Build Alternative would improve operations at all study intersections by reducing delay and improving two intersections from "LOS D or worse" with the No-Build, to "LOS C or better" with the Build Alternative.

Table 8. Intersection Level of Service, Opening Year (2020)

	Interse	ction Le	evel of S	ervice					
	Ор	ening Y	ear (202	0)	re-				
	No	Build	Alternati	ve		Build A	ternative		
Intersection	Α	M	P	M	A	AM		PM	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	
Avenue 66 at Home Avenue	12.3	В	12.3	В	12.4	В	13.9	В	
4 th Street at Hammond Road	8.1	Α	8.7	Α	7.7	Α	8.3	Α	
4 th Street at Grapefruit Boulevard	38.7	D	>80.0	F	27.3	С	>80.0	F	
Avenue 66 at Grapefruit Boulevard	37.1	Е	>50.0	F	16.5	С	>50.0	F	
Avenue 66 at Lincoln Street	16.1	С	25.8	D					
Proposed Overpass at Avenue 66 (SR-195)					9.2	Α	28.9	С	
Proposed Overpass at Lincoln Street					10.1	В	27.3	С	

Table 9. Intersection Level of Service, Design Year (2040)

	Interse	ction Le	evel of Se	ervice	*			
	De	sign Ye	ear (2040)				
No Build Alternative Build Alternative								
Intersection	Al	M	PI	М	AM		PM	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Avenue 66 at Home Avenue	>50.0	F	>50.0	F	16.3	В	18.9	В
4 th Street at Hammond Road	>50.0	F	>50.0	F	39.5	Е	>50.0	F
4 th Street at Grapefruit Boulevard	>80.0	F	>80.0	F	>80.0	F	>80.0	F
Avenue 66 at Grapefruit Boulevard	>50.0	F	>50.0	F	>50.0	F	>50.0	F
Avenue 66 at Lincoln Street	>50.0	F	>50.0	F				
Proposed Overpass at Avenue 66 (SR-195)					7.7	Α	10.2	В
Proposed Overpass at Lincoln Street					21.1	С	32.3	С
Proposed Overpass at Home Avenue					8.8	Α	12.7	В

- c) No Impact. The new grade separated crossing of UPRR and SR-111 would not affect air traffic patterns. The nearest airport is the Jacqueline Cochran Regional Airport, which is 5 mi northwest of the project site. No safety risks would result.
- d) No Impact. Design features would comply with Caltrans and City standards or would be approved as non-standard features as appropriate. Caltrans review process for the encroachment permit would ensure non-standard design features would comply with the Caltrans Design Manual and approved Design Exception Fact Sheets.
- e) Less Than Significant Impact. In the long-term, emergency vehicles would not be impeded since LOS would be improved through the intersection. During construction, an emergency detour plan would be used to manage transportation movements at the construction area.
- f) Less Than Significant Impact. There are no existing designated bicycle facilities provided in the study area. The pedestrian network in the study area consists of sidewalks, pedestrian crosswalks, and appropriate pedestrian crossing controls. No pedestrian facilities are provided west of Hammond Road. Along the study corridor, pedestrian facilities are provided along Hammond Road south of 3rd Street and along Avenue 66 east of Hammond Road. The Build Alternative includes bicycle facilities and pedestrian sidewalks and crosswalks throughout.

No mitigation is required; however, the following standard avoidance and/or minimization measures will be implemented to minimize potential impacts.

 PS-1: Impacts to traffic flow as a result of construction activities would be reduced by implementing the traffic management plan and a construction phasing plan for the proposed project. The traffic management plan includes requirements to provide the public with information through brochures and mailers, media releases, public meetings, and notification to impacted groups. Under the traffic management plan, travelers would be informed with changeable message signs, traveler information systems (internet), and bicycle community information, if necessary.

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				
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?				

- a) Less Than Significant Impact. While wastewater in the form of run-off from the construction site may result, BMPs would be implemented in compliance with the NPDES General Construction permit to minimize impacts. Permanent BMPs would also be incorporated into the project as feasible, consistent with the Caltrans Municipal Separate Storm Sewer System (MS4) permit and Whitewater Regional Water Quality Control Board MS4 permit. Exceedance of waste water treatment requirements would not result.
- b) **Less Than Significant Impact.** Anticipated permanent treatment BMPs are anticipated to be drainage swales or natural bottomed drainage ditches along the roadway. Construction of these swales would be a less than significant impact. See further information in answer "b."
- c) Less Than Significant Impact. While the project would include new storm water drainage to accommodate runoff from the roadway, the impact would not be significant. Storm water

drainage, such as swales, are anticipated along the roadway. The project will add a net impervious surface of 18.24 acres to the area, and curb and gutter would direct runoff appropriately potential swales or basins as determined by drainage studies. The proposed project will include storm water drainage improvements to channel runoff more efficiently, reduce erosion, and convey runoff to a controlled location.

- d) **No Impact.** Existing water supplies are sufficient for the project. As a transportation facility, no increased long-term usage is needed.
- No Impact. Waste water treatment is not needed for this project. As a transportation facility, only storm water would be affected.
- f) Less Than Significant Impact. As a transportation project, the project would not generate substantial solid waste during operation. During construction, solid waste may be generated from modification of currently paved portions, however, the amount is not expected to exceed landfill capacities.
- g) **No Impact.** The proposed project would comply with federal, state, and local statutes and regulations related to solid waste.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is proposed.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				

- a) Less Than Significant with Mitigation Incorporated: As discussed in Section IV Biological Resources, less than significant impacts are anticipated with inclusion of appropriate mitigation measures, BIO-1 to BIO-30. Inclusion of these measures would ensure that the project would not 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 animals. Based on results of the Historic Property Survey Report (2014) and Supplementary Historic Property Survey Report (2015), the project would not eliminate important examples of the major periods of California history or prehistory.
- b) Less Than Significant Impact: The proposed project would not have impacts that are individually limited, but cumulatively considerable. A discussion of key affected resource areas follow:

Aesthetics: Cumulatively considerable impacts would not result. The project would implement aesthetics to harmonize with the surroundings. While foreseeable changes in the future viewshed may result from planned development of the area, the grade separation would not be an incongruent feature in such a developed area.

Agriculture and Forest Resources: Cumulatively considerable impacts would not result on agriculture and forest resources. While the project would convert approximately 8 acres of Prime Farmland, the area is planned for community development overlay and has been considered in the County's General Plan EIR. The project's affect is not a new cumulatively considerable impact.

Air Quality: There would be no adverse cumulatively considerable impacts to air quality. As documented in the Air Quality Report, the project satisfies the analysis for regional and project-level transportation conformity. Considering the past and present worsening of level of service at the 4th Street at-grade separation, without the project future conditions at the 4th Street at-grade crossing in Mecca would worsen due to increased train and automobile traffic.

Biological Resources: Cumulatively considerable impacts would not result. The project will be reviewed for consistency with the Coachella Valley MSHCP, which addresses biological resources at a regional scale. As discussed in the NES for the project, the project includes avoidance, minimization, and mitigation measures to reduce impacts to the biological environment.

Hazards and Hazardous Materials: Cumulatively considerable impacts are not anticipated. As a transportation project, the project does not consist of increased hazardous materials-related land uses. As discussed in the Hazardous Waste ISA, sampling and testing at the project footprint is recommended for proper handling during construction. No long-term impacts are anticipated.

Hydrology and Water Quality: Cumulatively considerable impacts to water quality would not result. Only minor impacts to the Lincoln Storm Water Channel would result from two crossings.

Land Use and Planning and Population and Housing: Some land use change has taken place near the project footprint in the last 10-12 years. Aerial photography from 2002 shows agriculture east of Hammond Road, active fish ponds west of SR-111, and similar open space/undeveloped land west of Lincoln Street. By 2005, the fish ponds appeared to be non-active. The 2005 aerial photograph also shows new buildings (not in the 2002 photo) east of Hammond Road and south of Avenue 66, near the location of the new Boys & Girls Club. In the more densely populated area of Mecca, the 2002 photograph shows undeveloped land just southwest of the Avenue 65 and Johnson Street intersection. Between 2002 and 2005, a residential development was constructed near that location, southeast of the Dale Kiler Road/Avenue 65 intersection. By 2012, further residential development consisting of single-family homes were constructed between Home Avenue and Johnson Street.

As discussed in the Land Uses section of the document, the grade separation is a component of the planned future circulation system and this is demonstrated through its inclusion in the key planning documents of the area, which are the SCAG FTIP, SCAG RTP, and County of Riverside General Plan. SCAG and the County of Riverside have previously addressed the impacts on the transportation system through the FTIP, RTP, and General Plan's respective EIR's.

While the project brings a new roadway to a new area and potentially could influence growth, this would not be an unplanned affect. As discussed in the Land Uses section of this document, planned future land uses in the project alignment are community development overlay (over agriculture foundation land uses), residential, and rural residential (General Plan, 2012). The project would accommodate such future planned land uses and cumulatively considerable effects on growth or land use would not result.

Noise: Cumulatively considerable impacts are not anticipated. The noise analysis considered traffic noise to the Design Year 2040. The noise analysis used projected traffic volumes based on projected future growth in the area.

Transportation/Traffic: Cumulatively considerable impacts are not anticipated. As discussed in the Land Uses section of the document, the grade separation is a component of the planned future circulation system and this is demonstrated through its inclusion in the key planning documents of the area, which are the SCAG FTIP, SCAG RTP, and County of Riverside General Plan. Without the grade separation and the other projects in these planning documents, cumulatively considerable impacts on traffic are anticipated to occur. No un-planned traffic or

- growth inducing effects are expected. Viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects, none of this project's impacts would be considered cumulatively significant impacts to the environment.
- c) Less Than Significant Impact. No substantial adverse effects on human beings, either directly or indirectly, are anticipated. Construction noise would be minimized through timing restrictions, and a traffic control plan would be implemented to manage traffic movements and allow for emergency detour routes.

Please see individual sections for related measures.

List of Preparers

The following is a list of persons who participated in the Initial Study or prepared technical studies for this project.

County of Riverside

Marcia Frances Rose, M.S., PMP, Environmental Project Manager, Riverside County Transportation Department, M.S., Tufts University, Medford, M.A., and B.A. Administration & Legal Processes, Mills College, Oakland, CA; over 15 years of experience in environmental policy and project management positions in U.S. and state government. Contribution: Oversight of the Environmental Document Preparation.

Scott Staley, P.E., Project Manager

Dokken Engineering

Elizabeth Diamond, P.E., Project Manager. B.S. in Civil Engineering and B.S. in Material Science; 28 years experience of municipal and regional public works experience. Contribution: Project Management.

Juann Ramos, PE., Project Engineer. M.S. and B.S. in Civil and Environmental Engineering; 20 years of experience in civil engineering. Contribution: Design Management.

Namat Hosseinion, Senior Environmental Planner. M.A. and B.A in Anthropology; 15 years environmental planning experience. Contribution: Environmental Manager.

Cherry Zamora, Associate Environmental Planner. M.A. and B.A. in Geography; 10 years environmental planning experience. Contribution: Environmental document preparation.

Amy Dunay, Environmental Planner/Archaeologist, Registered Professional Archaeologist; M.A. in Archaeology, B.A. in Classics; 9 years of experience in California prehistoric and historical archaeology. Contribution: Historic Property Survey Report.

Angela Scudiere, Environmental Planner/Biologist. B.S. in Biological Sciences with a Plant Biology emphasis; 4 years of experience in biological studies for CEQA/NEPA compliance. Contribution: Natural Environment Study.

Entech Consulting

Michelle Jones, Principal Engineer. B.S. in Civil Engineering; 20 years of experience in noise impact analysis. Contribution: Noise Study Report.

Orsee Design

Tim S. Hiraoka, Registered Landscape Architect. M.B.A., B.S. in Landscape Architecture, A.S. in Landscape Horticulture; 30 years experience in landscape architecture. Contribution: Visual Impact Assessment oversight.

Galvin Preservation Associates

Andrea Galvin, Architectural Historian. M.S. in Historic Preservation, B.S. in Environmental Design; 19 years experience in cultural resources and architectural history. Contribution: Historic Resources Evaluation Report.



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Distribution List

Notice of Availability to property owners with parcels entirely within 1/4 mi of project.

Complete document copies to the following:

State Clearinghouse
Office of Planning & Research
1400 Tenth Street
PO Box 3044
Sacramento, CA 95812-3044

US Fish and Wildlife Service Environmental Review 6010 Hidden Valley Road Carlsbad, CA 92011

State of California Department of Fish & Game 1416 Ninth Street Sacramento, CA 92814

Caltrans District 8
Attn: Aaron Burton
MS 1162
464 W. 4th Street
San Bernardino, CA 92401
AT&T
22311 Brookhurst St
Huntington Beach, CA 92646

Cable USA 2245 Stirrup Rd Borrego Springs, CA 92004

Coachella Valley Water District 75515 Hovel Lane East Palm Desert, CA 92211

Imperial Irrigation District 81-600 Avenue 58 La Quinta, CA 92253

Kinder Morgan Energy Partners 1100 Town and Country Rd Orange, CA 92868

Level 3 Communications 1025 Eldorado Blvd Bldg 33A-522 Broomfield, CO 80021

Page 85 of 88 October 2015 MCI (Verizon Business) 2400 N Glenville Richardson, TX 75082

Verizon 295 N Sunrise Way Palm Springs, CA 92262

Southern California Gas Company – Palm Desert 1981 W Lugonia Ave Redlands, CA 92374

Kenneth Tom Manager of Industry and Public Projects Union Pacific Railroad 2015 South Willow Ave Bloomington, CA 92316

Rodney Bonner Tribal Administrator and Head Of Economic Development Torres-Martinez 66-725 Martinez St. Thermal, CA 92274

Supervisor John J. Benoit Fourth, District, Riverside County Board of Supervisors Mecca Satellite Office 91-260 Avenue 66 Mecca, CA 92254

Roland Ferrer Planning Director Torres-Martinez 66-725 Martinez St. Thermal, CA 92274

Mecca Community Library Miguel Guitron-Rodriguez, Library Manager 91-260 Avenue 66 Mecca, CA 92254

Maria G. Machuca Chair Mecca Community Council P.O. Box 193 Mecca, CA 92254 Nachhattar Chandi Council Member Mecca Community Council 46-211 Road Runner Ln La Quinta, CA 92225

Jaime Gonzales Council Member Mecca Community Council 65-136 Fernand Cir. Mecca, CA 92254

Duane Young Cocopah Nursery 81-910 Arus Ave Indio, CA 92201 (and via email at duaneoung@aol.com)

Mike Bozick
South Valley Grower
Richard Bagdasarian, Inc.
65-500 Lincoln St
Mecca, CA 92254
(and via email at mbozick@mrgrape.com)

Nick Bozick
South Valley Grower
Richard Bagdasarian, Inc.
65-500 Lincoln St
Mecca, CA 92254
(and via email at nbozick@mrgrape.com)

Mark Nickerson Primetime Produce 86705 Ave 54 Ste A Coachella, CA 92236 (and via email at mnickerson@primtimeproduce.com)

Kathy Jones
Primetime Produce
86705 Ave 54 Ste A
Coachella, CA 92236
(and via email at kjones@primetimeproduce.com)

David Turner
Coachella Valley Engineers
77-933 Las Montanas Road, Suite 101
Palm Desert, CA 92211
(and via email at dturner@cve.net)

Sergio Carranza
Executive Director
Pueblo Unido CDC
St. Anthony Mobile Home Park
78-115 Calle Estado Suite 204
La Quinta, CA 92253
(and via email at scarranza@pucdc.org)

Colorado Regional Water Quality Control Board 73-720 Fred Waring Drive, Suite 100 Palm Desert, CA 92260

California Transportation Commission 1120 N Street, Room 2221 (MS-52) Sacramento, CA 95814

Notices to the following:

Torres-Martinez Desert Cahuilla Indians Maxine Resvaloso, Chairperson P.O. Box 1160 Thermal, CA 92274

Torres-Martinez Desert Cahuilla Indians Raymond Torres, Vice Chairperson P.O. Box 1160 Thermal, CA 92274

Agua Caliente Band of Cahuilla Indians Patricia Tuck, THPO 5401 Dinah Shore Drive Palm Springs, CA 92264

David Roosevelt Chairperson 84-245 Indio Springs Drive Indio, CA 922003-3499

Shane Chapparosa, Chairperson Los Coyotes Band of Mission Indians P.O. Box 189 Warner Springs, CA 92086

Joseph Hamilton, Chairperson Ramona Band of Cahuilla Mission Indians P.O. Box 391670 Anza, CA 92539 John Marcus, Chairperson 56 Louis Lane Santa Rosa Band of Mission Indians P.O. Box 391820 Anza, CA 92539

Mary Ann Green, Chairperson Augustine Band of Cahuilla Mission Indians P.O. Box 846 Coachella, CA 92236

Karen Kupcha Augustine Band of Cahuilla Mission Indians P.O. Box 846 Coachella, CA 92236

Michael Contreras Cultural Heritage Program Morongo Band of Mission Indians 12700 Pumarra Road Banning, CA 92220

Agua Caliente Band of Cahuilla Indians Patricia Tuck, THPO 5401 Dinah Shore Drive Palm Springs, CA 92264

Luther Salgado, Sr., Chairperson Cahuilla Band of Indians P.O. Box 391760 Anza, CA 92539

South Valley Grower 66500 Lincoln Street Mecca, CA 92254

Working One Sunset Ranch 77933 Las Montanas Suite 101 Palm Desert, CA 92260

Rodney Bonner 66725 Martinez Rd Thermal, CA 92274

Duane Young Cocopah Nursery 81910 Arus Ave Indio, CA 92201

Sergio Carranza 78115 Calle Estado Suite 204 La Quinta, CA 92253



Appendix A Project Listing in SCAG 2011 FTIP and Air Quality Documentation





F/	U.S. Departmen			TING			
PART I (To be completed by Federal Agend	ry)	Date Of L	and Evaluation	Request Ma	ay 14, 20)15	· · · · · · · · · · · · · · · · · · ·
Name of Project Avenue 66 UPRR (Grade Separation		gency Involved				FHWA)
Proposed Land Use Right-of-Way			nd State R ver			,	
PART II (To be completed by NRCS)		Date Req	uest Received	Ву	Person Co	ompleting For	m:
Does the site contain Prime, Unique, Statew (If no, the FPPA does not apply - do not con	men and the mental of	? Y	ES NO	Acres I	rrigated	Average	Farm Size
Major Crop(s)	Farmable Land In Govt	30		Amount of F	armland As	Defined in FP	PA
mejer e.ep(e)	Acres: %			Acres:	%		2.7.2
Name of Land Evaluation System Used	Name of State or Local S	ite Assessr	ment System	Date Land E	Evaluation Re	eturned by NF	RCS
PART III (To be completed by Federal Agen	icy)					Site Rating	
A. Total Acres To Be Converted Directly				Site A	Site B	Site C	Site D
B. Total Acres To Be Converted Indirectly				21			7
C. Total Acres In Site				141	7		
PART IV (To be completed by NRCS) Land	Fyaluation Information			141			
A. Total Acres Prime And Unique Farmland	L Valadion Information						
B. Total Acres Statewide Important or Local	Important Farmland			2			
C. Percentage Of Farmland in County Or Lo							
D. Percentage Of Farmland in Govt. Jurisdic		ive Value					
PART V (To be completed by NRCS) Land	en result de la Maria de la Architectura de la Caración de la Caración de la Caración de C	Tuide		0			s : //
Relative Value of Farmland To Be Co	onverted (Scale of 0 to 100 Points	s)	Total to				
PART VI (To be completed by Federal Ager (Criteria are explained in 7 CFR 658.5 b. For C		CPA-106)	Maximum Points	Site A	Site B	Site C	Site D
Area In Non-urban Use			(15)	14			3 5
2. Perimeter In Non-urban Use			(10)	9			
3. Percent Of Site Being Farmed			(20)	3			
4. Protection Provided By State and Local G	Government		(20)	20			
5. Distance From Urban Built-up Area			(15)	0			
6. Distance To Urban Support Services			(15)	0			:
7. Size Of Present Farm Unit Compared To	Average		(10)	10			
8. Creation Of Non-farmable Farmland			(10)	10			
9. Availability Of Farm Support Services			(5)	5			
10. On-Farm Investments			(20)	10	4		
11. Effects Of Conversion On Farm Support	Services		(10)	0			
12. Compatibility With Existing Agricultural U	lse		(10)	0			
TOTAL SITE ASSESSMENT POINTS			160	81	0	0	0
PART VII (To be completed by Federal A	gency)						
Relative Value Of Farmland (From Part V)			100	0	0	0	0
Total Site Assessment (From Part VI above	or local site assessment)		160	81	0	0	0
TOTAL POINTS (Total of above 2 lines)			260	81	0	0	0
Site Selected:	Date Of Selection			Was A Loca YE		NO NO	
Reason For Selection:							
Name of Federal agency representative comp	leting this form: Charry Bra	nt (Dok	ken Engine	pering)	Da	ate: 5/14/1	5



Appendix C Noise Memorandum and County General Plan Noise Element



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Final 2013 Federal Transportation Improvement Program

Riverside County Project Listing Local Highway (In \$000's)

ProjectID	County	Air Basin	Model	RTPID	Program Route Begin	Route	Begin	Fnd	System	Conformity Category	afedory	Amendment
RIV071285	Riverside	SSAB		RIV071285	NCN31		, ,	ì	L L	EXEMPT - 93.126	6000	0
Description:	**						PTC	26,700	26,700 Agency	RIVERSIDE COUNTY	ATY.	
IN THE SO	UTHEAST COACH	IELLA VALLEY	IN EASTER	IN THE SOUTHEAST COACHELLA VALLEY IN EASTERN RIVERSIDE COUNTY, ODANGE ST TO THE EAST OF THE BYD Y ING: PEDI ACE EXISTING 2 IN (4 I N	JUST SOUT	H OF THE	E CITY OF	COACHELLA	ON AVE. 56	Y, JUST SOUTH OF THE CITY OF COACHELLA ON AVE. 56 (AIRPORT BLVD) - FROM POLK ST TO THE WEST TO IN IN EA DID, AT CRAPE BY YING WITH A 2 IN OC (1 IN IN EA DID - NON-CAPACITY) ACROSS THE LIBER	FROM POLKS	T TO THE WEST 1
TRACKS.	10.10	מייים אייים	ING. NET LAG	ACE EXISTING & EIN (1 EIN II			NILV VIVI III		1) OO (1 EI)			OSS HIE OTHER

Total 16,700 10,000 2016/2017 2017/2018 2015/2016 2014/2015 2013/2014 2012/2013 10,900 10,000 20,900 Prior 5,800 5,800 Total 16,700 10,000 26,700 SOS 10,900 10,000 20,900 8 3,300 3,300 2,500 2,500 TRADE CORRIDOR PROGRAM RIV071285 Total Fund

Amendment	0		RE OVER THE UPRR,
Conformity Category	EXEMPT - 93.126	RIVERSIDE COUNTY	N EASTERN RIVERSIDE CO. IN THE COACHELLA VALLEY - 66TH AVE GRADE SEPARATION: CONSTRUCT A TWO-LN (1-LN IN EA DIR) 66TH AVE ELEVATED STRUCTURE OVER THE UPR
System	_	Agency	N IN EA DIR
End		25,250	TWO-LN (1-LI
Begin		PTC	STRUCTA
Route			N: CON
Program Route	NCN31		E SEPARATIC
RTP ID	3G0705		EY - 66TH AVE GRAD
Model			HELLA VAL
Air Basin	SSAB		IN THE COAC
County	Riverside		N RIVERSIDE CO.
ProjectID	10071288	Description:	IN EASTER

E

HAMMOND RD., AND SH-11., FROM WESTERLY OF LINCOLN ST TO JOHNSON ST ON THE EAST IN THE COMMUNITY OF MECCA. ADD. IMPROVEMENTS WILL BE CONSTRUCTED TO TIE BACK INTO THE EXISTING ALIGNMENT.

CONTROL EXIGERATION OF CONTROL OF												
Fund	ENG	RW	CON	Total	Prior	2012/2013	2013/2014	2014/2015	2015/2016	2016/2017	2017/2018	Total
FFY 2009 Appropriations Earmarks	920			950		950						950
CMAQ	320			350		320						320
EASTERN RIV TUMF	200			200	200							200
RIV CO SALES TAX	200			200		200						200
RIV071288 Total	2,300			2,300	200	1,800						2,300

ProjectID	County	Air Basin	Model	RTP ID	Program Route	Begin	End	System	Conformity Category	Amendment
RIV100103	Riverside	SCAB		3A04WT139	CAX67				NON-EXEMPT	0
Description						PTC	33,327	Agency	RIVERSIDE COUNTY	

IN WESTERN RIVERSIDE COUNTY IN THE UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE - PIGEON PASS RD CORRIDOR: CONSTRUCT A NEW 4-LANE PIGEON PASS RD CORRIDOR FACILITY BETWEEN MT. VERNON AVE. AND HIDDEN SPRINGS RD, INCLUDING SIGNALS AND MEDIANS (THIS IS AN AC CONVERSION PROJECT) (PA&ED ONLY).

Fund ENG R/W CON	ENG	RW	CON		Prior	Total Prior 2012/2013 2013/2014 2014/2015 2015/2016 2016/2017 2017/2018	2013/2014	2014/2015	2015/2016	2016/2017	2016/2017 2017/2018	Total
STP LOCAL	2			2		2						2
COUNTY	3,027			3,027	3,027							3,027
LOCAL ADVANCE CONSTRUCTION					2	-5						
RIV100103 Total	3,029			3,029	3,029							3,029

ProjectID	County	Air Basin	Model	RTP ID	Program Route Begin	Route	Begin	End	System	Conformity Category	ategory	Amendment	
RIV111003	Riverside	SCAB		3A04WT165	CAX60				نـ	NON-EXEMPT		0	
Description:	isk						PTC	40,900	Agency	40,900 Agency RIVERSIDE COUNTY	TY.		
IN WESTER MARKET S	REET BRIDGE OF	VER THE SANT	CA ANA RIV	N WESTERN RIVERSIDE COUNTY IN THE CITY OF JURUPA VALLEY - MARK MARKET STREET BRIDGE OVER THE SANTA ANA RIVER, 0.4 MILES NORTH'	VEST OF SR6	RIDGE R	EPLACEME A FOUR LAI	INT: REPLAC	E THE EXIS	KET STREET BRIDGE REPLACEMENT: REPLACE THE EXISTING TWO LANE (ONE LANE IN EACH DIRECTION) HWEST OF SR60 WITH A FOUR LANE (TWO LANES IN EACH DIRECTION) BRIDGE. BRIDGE NO. 56C0024	ONE LANE IN EA	CH DIRECTION)	
Fund		ENG	RM	V CON To	Total Prior		012/2013	2013/2014	2014/2	2012/2013 2013/2014 2014/2015 2015/2016 2016/2017 2017/2018	2016/2017	2017/2018	Total

36,208

32,220

354

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3,634

36,208

32,220

354

3,634

BRIDGE - LOCAL

December 3, 2013 Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF THE MEETING OF THE TRANSPORTATION CONFORMITY WORKING GROUP. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Meeting of the Transportation Conformity Working Group was held at the SCAG office in Los Angeles.

In Attendance:

Abrishami, Lori Metro
Morris, Michael FHWA
Kamhi, Philip Metro
Sherwood, Arnie TCA

SCAG

Asuncion, John Luo, Rongsheng Lin, Margaret

Via Teleconference:

Behtash, Arman

Caltrans, District 12

Brady, Mike

Caltrans Headquarters

DeHate, Eric RCTC
Garcia, Dan SCAQMD

Gallo, Ilene Caltrans, District 11
Lay, Keith LSA Associates
Louka, Tony Caltrans, District 8
O'Connor, Karina EPA, Region 9

Sheehy, Erin OCTA

Tax, WienkeEPA, Region 9Yoon, AndrewCaltrans, District 7Zamora, CherryDokken Engineering

3.1-1 TCWG Minutes December 3, 2013

December 3, 2013 Minutes

1.0 CALL TO ORDER

Rongsheng Luo, SCAG, called the meeting to order at 10:05 am.

2.0 PUBLIC COMMENT PERIOD

There were no comments.

3.0 CONSENT CALENDAR

- 3.1 <u>TCWG August 27, 2013 Meeting Minutes</u>
 - The minutes were approved.
- 3.2 <u>TCWG September 24, 2013 Meeting Minutes</u> The minutes were approved.
- 3.3 <u>TCWG October 22, 2013 Meeting Minutes</u> The minutes were approved.

4.0 INFORMATION ITEMS

- 4.1 Review of PM Hot Spot Interagency Review Form
 - 1) RIV071288

It was determined that this is not a POAQC (FHWA concurrence received via email after meeting).

2) RIV120201

It was determined that this is an exempt project (FHWA concurrence received via email after meeting).

- 4.2 Review of PM Hot Spot PM Qualitative Analyses
 - 1) ORA100511

The revised analysis was reaffirmed to be acceptable for NEPA circulation (FHWA and EPA concurrence received via email after meeting).

December 3, 2013 Minutes

4.3 FTIP Update

John Asuncion, SCAG, reported the following:

- 2013 FTIP Administrative Modification #13-14 was approved in late October 2013; Thus all 2013 FTIP Amendments through # 13-14 had received necessary approvals.
- 2013 FTIP Amendment #3-15 had been submitted to Caltrans and FHWA/FTA for review and approval.
- Approval of 2013 FTIP Amendment Modification #13-16 was anticipated around Christmas.
- County submittals of 2015 FTIP are due to SCAG early January 2014.

4.4 RTP Update

Rongsheng Luo, SCAG, noted that Margaret Lin will be the new SCAG staff to provide the RTP update from this meeting on.

There was no new RTP update.

4.5 EPA Update

Wienke Tax, EPA Region 9, reported that the Regional Administrator had signed a proposal to approve the South Coast Lead SIP on November 26th, 2013.

Karina O'Connor, EPA Region 9, confirmed the following regarding the Quantitative PM Hot Spot Class to be held from January 17 to 19, 2014 at the Caltrans District 7 office in downtown Los Angeles:

- Class attendees would need to bring their own laptop computers to the class.
- Class materials and software needed to be downloaded to the laptop computers prior to class.
- Instructions on how to prepare for the class would be emailed to registered attendees.
- Information and class materials were also available to download for those who cannot make it to the class.

4.6 ARB Update

On behalf of Jason Crow, ARB, Rongsheng Luo, SCAG, reported that ARB is planning to have another EMFAC2013 workshop in February 2014 where ARB will provide information on the model update and perform demonstration of the beta version.

3.1-3 TCWG Minutes December 3, 2013

December 3, 2013 Minutes

4.6 <u>Air Districts Update</u>

There was no new update.

5.0 <u>INFORMATION SHARING</u>

There was no information sharing.

6.0 <u>ADJOURNMENT</u>

The meeting was adjourned at 10:40 am.

The next Transportation Conformity Working Group meeting will be held on Tuesday January 28, 2014 at the SCAG office in downtown Los Angeles.

3.1-4 TCWG Minutes December 3, 2013

Appendix D Mitigation Monitoring and Reporting Program



No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
AES-1:	Re-vegetation: Exposed slopes shall be revegetated with standard erosion control planting.	County	Construction/Post- Construction	
AES-2:	Lighting too shall be appropriately shielded. The project's lighting design shall be consistent with Caltrans, Community of Mecca, and Riverside County lighting guidelines and standards and will be developed in coordination with Caltrans Landscape Architecture staff for areas within state right-of-way. Lights will be designed to face away and be shielded away from the adjacent Coachella Valley Multiple Species Habitat Species Conservation Plan area.	County	Final Design	
AES-3	The overcrossing over State Route 111 will harmonize with the natural surroundings by applying aesthetic treatment(s) such as artwork, color, and/or veneer. Such aesthetic treatment(s) will be determined by the County and incorporated during final design.	County	Final Design	
AES-4	Should landscaping be installed within and/or adjacent to the Coachella Valley Stormwater Channel and Delta Conservation Area , the project shall not incorporate invasive, non-native plant species or plants listed in the CVMSHCP Table 4-112. Any landscape treatments within or adjacent to the Conservation Area shall incorporate native plant materials to the maximum extent feasible; recommended native species are listed in CVMSHCP Table 4-112. This list may be amended from time to time through a Minor Amendment with Wildlife Agency Concurrence.	County	Final Design/Construction	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
AQ-1	The construction contractor shall comply with Caltrans' Standard Specifications Section 14-9.03 Dust Control of Caltrans' Standard Specifications (2010).	Contractor	Construction	
AQ-2	The Wind Erosion Control BMP (WE-1) from Caltrans' Construction Site Best Management Practices Manual will be implemented as follows: • Water shall be applied by means of pressure-type distributors or pipelines equipped with a spray system or hoses and nozzles that will ensure even distribution. • All distribution equipment shall be equipped with a positive means of shutoff • Unless water is applied by means of pipelines, at least one mobile unit shall be available at all times to apply water or dust palliative to the project. • If reclaimed water is used, the sources and discharge must meet California Department of Health Services water reclamation criteria and the Regional Water Quality Control Board requirements. Non-potable water shall not be conveyed in tanks or drain pipes that will be used to convey potable water and there shall be no connection between	Contractor	Construction	
	Non-potable tanks, pipes and			

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
	other conveyances shall be marked "NON-POTABLE WATER – DO NOT DRINK." • Materials applied as temporary soil stabilizers and soil binders will also provide wind erosion control benefits.			
AQ-3	Construction of the project would comply with the South Coast Air Quality Management District's Rule 403—Fugitive Dust.	Contractor	Construction	
BIO-1	The Lincoln Street Stormwater Channel will be designated an Environmentally Sensitive Area (ESA) and will either be staked with high visibility flagging or fenced with orange snow fencing to ensure the construction areas will not encroach further than the designated work limits. Prior to work within the channel, the project will obtain a CWA Section 404 authorization (Nationwide Permit 14) from the USACE, a Section 401 Water Quality Certification from the RWQCB, a Section 402 NPDES Permit regulated by the SWRCB, and a Section 1602 Streambed Alteration Agreement from the CDFW.	County	Final Design/Permitting	
BIO-2	The Conservation Area shall be designated an ESA and fenced with high visibility snow fencing at the project limits. Where feasible, mesquite within the Conservation Area shall be designated an ESA and fenced with high visibility snow fencing at the tree's dripline. Remaining areas within Impact Area #1 (see NES) must be provided ESA fencing or staking. Contractor is restricted from encroaching within any areas designated as ESA.	County	Final Design	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
BIO-3	At construction completion, the County shall apply a seed mix comprised of native, locally adapted species to temporarily impacted native habitats (excluding agricultural and developed areas) and within the Conservation Area boundaries. The seed mix shall be approved by a biologist.	County	Post-construction	
BIO4	The project biologist shall conduct preconstruction surveys consistent with the 2012 CDFW Staff Report on Burrowing Owl Mitigation for burrowing owls within 1-2 weeks before construction activities begin. If no burrowing owls are detected, no further action for burrowing owl will be required.	County	Pre-construction	
	If active burrowing owl burrows are found in or near the permanent or temporary construction impact area, the County will implement the following:			
	Occupied burrows must not be disturbed during the breeding season (February 1 to August 31) unless a qualified biologist approved by the CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg-laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are			
	active nests is preferred, the biologist must consult with the CDFW to determine appropriate buffer widths and acreage of foraging habitat to be permanently preserved contiguous with the occupied burrow site. The Contractor must not disturb identified burrowing owl burrows until the qualified biologist verifies it has been cleared.			
	Should destruction of occupied burrows be unavoidable during the non-breeding season			

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
	(September 1 – January 31) either, unsuitable burrows must be enhanced (enlarged or cleared of debris) or new burrows created (by installing artificial burrows) at a ratio of 2:1 on protected lands approved by the CDFW. Newly created burrows will follow guidelines established by the CDFW.			
BIO-5	If the construction contractor needs to remove vegetation (shrubs or trees) during the migratory bird breeding season (February 15th – September 1st), a pre-construction nesting bird survey shall be conducted within 7 days prior to vegetation removal. Within 2 weeks of the nesting bird survey, all vegetation cleared by the project biologist shall be removed by the contractor.	County	Pre-construction/construction	
	A minimum 100 foot no-disturbance buffer shall be established around any active nest to limit the impacts of construction activities. The contractor shall immediately stop work in the nesting area until the appropriate buffer is established and is prohibited from conducting work that could disturb the birds (as determined by the project biologist and in coordination with wildlife agencies) in the buffer area until the project biologist determines the young have fledged.			
BIO-6	To minimize direct mortality to potentially roosting bats, each date palm/palm tree requiring removal shall be trimmed using a two-step process conducted over two consecutive days. Contractor shall only trim the outermost fronds for each individual tree on the first day; innermost fronds shall not be trimmed. On the second day the remaining fronds on each tree shall be removed.	Contractor/County	Pre-construction/construction	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
	chainsaws- no dozers, backhoes, cranes, or other heavy equipment is permitted. Should bats emerge during the tree trimming, trimming activities shall temporarily cease at the individual tree until bats are no longer actively emerging from the tree. A survey within 2 weeks of tree removal will be conducted to detect if bats are using trees for nesting.			
BIO-7	To allow subterranean wildlife enough time to escape initial clearing and grubbing activities, equipment used during initial clearing and grubbing shall be operated at speeds no greater than 3 miles per hour.	County	Pre- construction/constructi on	
BIO-8	Prior to arrival at the project site and prior to leaving the project site, the construction contractor shall clean all construction equipment that may contain invasive plants and/or seeds to reduce the spreading of noxious weeds.	Contractor	Construction	
BIO-9	Contractor shall remove all tamarisk within the construction limits and shall remove the entire root ball using a large excavator to mechanically remove individual trees from the ground.	Contractor	Construction	
BIO-10	The contractor shall not apply rodenticides or herbicides in the project area during construction activities.	Contractor	Construction	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
BIO-11	The contractor shall dispose of all food-related trash in closed containers, and shall remove it from the project area each day during the construction period. Construction personnel shall not feed or otherwise attract wildlife to the project area.	Contractor	Construction	
BIO-12	If any wildlife is encountered during the course of construction, said wildlife shall be allowed to leave the construction area unharmed. In the unlikely event a worker inadvertently injures or kills a special-status species or finds one dead, injured, or entrapped, the worker shall immediately report the incident to the project biologist.	Contractor	Construction	
BIO-13	Prior to construction, clearance surveys shall be conducted by an Acceptable Biologist during the Crissal thrasher and Le Contes thrasher nesting season, January 15 – June 15, to determine if active nest sites for this species occur within 500 feet of the Conservation Area; survey restrictions are not required outside the boundary of the Conservation Area. If nesting Crissal thrashers or Le Conte's thrashers are found within the Conservation Area, a 500-foot buffer within the Conservation Area shall be established; the buffer is not required to extend into areas outside the Conservation Area. The buffer will be staked and flagged. No construction activities will be permitted within the buffer during the breeding season of January 15 – June 15 or until the young have fledged, as determined by the project biologist.	Contractor	Construction	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
BIO-14	Prior to conducting pre-construction surveys for CVMSHCP covered species, the County must submit the names of biologists to the CVCC for inclusion in the CVMSHCP list of Acceptable Biologists.	Contractor	Construction	
BIO-15	Prior to construction, the County's CVMSHCP Acceptable Biologists must survey the Conservation Area to be affected by the project for applicable Covered Species during the appropriate seasons and in accordance with established accepted protocols, if they exist. For those species for which protocols do not exist at the time surveys are needed, the Acceptable Biologist will use a survey protocol generally accepted by biologists familiar with the species. Survey results must be documented in both mapped and text form and must be submitted to the CVCC for review.	Contractor	Construction	
BIO-16	Should landscaping be installed within and/or adjacent to the Conservation Area, the project shall not incorporate invasive, non-native plant species or plants listed in CVMSHCP Table 4-113. Any landscape treatments within or adjacent to the Conservation Area shall incorporate native plant materials to the maximum extent feasible; recommended native species are listed in CVMSHCP Table 4-112. This list may be amended from time to time through a Minor Amendment with Wildlife Agency Concurrence.	Contractor	Construction	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
BIO-17	In areas adjacent to or within the Conservation Area, the project shall incorporate barriers into the project design to minimize unauthorized public access, illegal trespass, or dumping in the Conservation Area. Final design for barriers will occur following consultation with the CVCC.	Contractor	Construction	
CUL-1	Within State Right-of-Way, if buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the discovery until a qualified archaeologist can evaluate the nature and significance of the find. The archaeological monitor must notify the Caltrans District Environmental Branch Chief (DEBC), Gabrielle Duff, if buried cultural resources are encountered.	Contractor	Construction	
CUL-2	Outside of State Right-of-Way, if buried cultural resources are encountered during Project Activities, work will stop within 60 feet of the discovery until a qualified archaeologist can evaluate the nature and significance of the find. The archaeological monitor must notify the Riverside County Transportation Department Project Manager, Scott Staley, at (951) 955-6800, if buried cultural resources are encountered.	Contractor	Construction	
CUL-3	Sampling will be conducted on bores that result in intact stratigraphic samples from which fossils can be recovered. Samples may be collected during geotechnical studies during final design, or alternatively, collected from the sidewalls of trenches dug for geotechnical investigations or during construction.	County	Final Design/Construction	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
CUL-4	Within State Right-of-Way, in the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gabrielle Duff, DEBC: (909)383-6933 and Gary Jones, DNAC: (909)383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.	Contractor	Construction	
CUL-5	Outside State Right-of-Way, in the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the Riverside County Transportation Department Project Manager, Scott Staley, at (951) 955-6800. Further provisions of PRC 5097.98 are to be followed as applicable.	Contractor	Construction	
cur-6	Within State Right-of-Way, all ground-disturbing activities must be monitored by an archaeological and Native American monitor (approved by the Torres-Martinez Desert Cahuilla Indians [TMDCI]). The archaeological and Native American monitor must attend the preconstruction meeting. Both monitors and the Caltrans DEBC, Gabrielle Duff, must be notified 5	Contractor	Construction	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
	days in advance of ground-disturbing activities. Additionally, the Caltrans DEBC must be notified within 24 hours of construction completion within State Right-of-Way. A monitoring report must be submitted to Caltrans Cultural Studies within 30 days of end of construction in State Right-of-Way.			
CUL-7	Outside State Right-of-Way, all ground-disturbing activities must be monitored by an archaeological and Native American monitor (approved by the Torres-Martinez Desert Cahuilla Indians [TMDCI]). The archaeological and Native American monitor must attend the preconstruction meeting. Both monitors must be notified 5 days in advance of ground-disturbing activities.	Contractor	Construction	
GEO-1	BMPs will be implemented during construction to minimize erosion. BMPs include any facilities and methods used to remove, reduce, or prevent storm water runoff pollutants from entering receiving waters. Erosion control methods, temporary and permanent BMPs, and improvement of drainage facilities along the roadway would minimize impacts from storm water runoff.	Contractor	Construction	
GEO-2	The project will be designed in accordance with County design and construction requirements as well as the Caltrans Highway Design Manual, Caltrans Design Specifications, and applicable seismic standards.	County	Final Design	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
GEO-3	The project will be designed in accordance with recommendations provided in the final Geotechnical Design Report.	County	Final Design	
- -	The project would incorporate the use of energy-efficient lighting, such as light-emitting diode (LED) traffic signals. LED bulbs cost \$60 to \$70 each, but last five to six years, compared to the one-year average lifespan of the incandescent bulbs previously used. The LED bulbs themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the project's CO ₂ emissions.	County	Final Design	
CC-2	According to the Department's Standard Specifications, the contractor must comply with all local Air Quality Management District rules, ordinances, and regulations for air quality restrictions.	Contractor	Construction	
HAZ-1	Based on preliminary plans, right-of-way acquisition is not expected at the Former Coachella Valley Minimex, Former Mecca Chevron or the Riverside County Fire Department Station # 40 Station. These sites are adjacent to the project. Should final plans indicate that a portion of this parcel will be acquired for new right-of-way, a preliminary environmental screening (limited subsurface sampling and laboratory analysis) should be performed for potentially elevated levels of petroleum hydrocarbons and MTBE contamination within the limits of proposed construction, and/or right-of way acquisition.	County	Final Design	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
HAZ-2	If site screening encounters elevated levels of petroleum hydrocarbons and/or MTBE, a limited Phase II ISA should be performed. The Phase II ISA should consist of subsurface sampling and laboratory analysis and be of sufficient quantity to define the extent and concentration of contamination within the areal extent and depths of planned construction activities adjacent to these sites. The Phase II ISA should also provide both a Health and Safety Plan for worker safety and a Work Plan for handling and disposing contaminated soil during construction.	County	Final Design	
HAZ-3:	Test for potential pesticide and herbicide residuals in soils at the agricultural properties on Parcels 727-272-021, 727-272-031, 727-272-032, and 727-272-033.	County	Final Design	
HAZ-4	To avoid impacts from pavement striping during construction it is recommended that testing and removal requirements for yellow striping and pavement marking materials be performed in accordance with Caltrans Standard Special Provision 15-300 REMOVE TRAFFIC STRIPE AND PAVEMENT MARKINGS.	County	Final Design	
HAZ-5	Any leaking transformers observed during the course of the project should be considered a potential PCB hazard. A detailed inspection of individual electrical transformers was not conducted for this ISA. However, should leaks from electrical transformers (that will either remain within the construction limits or will require removal and/or relocation) be encountered during construction, the transformer fluid should be	County	Final Design	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment
	sampled and analyzed by qualified personnel for detectable levels of PCB's. Should PCBs be detected, the transformer should be removed and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCB's should also be handled and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency.			
HAZ-6	As is the case for any project that proposes excavation, the potential exists for unknown hazardous contamination to be revealed during project construction. For any previously unknown hazardous waste/ material encountered during construction, the procedures outline in Appendix E (Caltrans Unknown Hazard Procedures) shall be followed.	County	Construction	
WQ-1	Best management practices: The area of construction and disturbance would be limited to as small an area as feasible to reduce erosion and sedimentation.	County/Contractor	Construction	
	Measures would be implemented during land-disturbing activities to reduce erosion and sedimentation. These measures may include mulches, soil binders and erosion control blankets, silt fencing, fiber rolls, temporary berms, sediment desilting basins, sediment traps, and check dams.			
	Existing vegetation would be protected where feasible to reduce erosion and sedimentation. Vegetation would be preserved by installing			

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
	temporary fencing, or other protection devices, around areas to be protected.			
	Exposed soils would be covered by loose bulk materials or other materials to reduce erosion and runoff during rainfall events.			
	Exposed soils would be stabilized, through watering or other measures, to prevent the movement of dust at the project site caused by wind and construction activities such as traffic and grading activities.			
	All construction roadway areas would be properly protected to prevent excess erosion, sedimentation, and water pollution.			
	All vehicle and equipment maintenance procedures would be conducted off-site. In the event of an emergency, maintenance would occur away from the stormwater channel.			
	All concrete curing activities would be conducted to minimize spray drift and prevent curing compounds from entering the waterway directly or indirectly.			
	All construction materials, vehicles, stockpiles, and staging areas would be situated outside of the stream channel as feasible. All stockpiles would be covered, as feasible.			
	Energy dissipaters and erosion control pads would be provided at the bottom of slope drains. Other flow conveyance control mechanisms may include earth dikes, swales, or ditches. Stream bank			

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
	stabilization measures would also be implemented.			
	All erosion control measures and storm water control measures would be properly maintained until the site has returned to a pre-construction state.			
	All disturbed areas would be restored to pre- construction contours and revegetated, either through hydroseeding or other means, with native or approved non-invasive exotic species.			
	All construction materials would be hauled off-site after completion of construction.			
WQ-2	Any requirements for additional avoidance, minimization, and/or mitigation measures will be contained in the permits obtained from all required regulatory agencies.	County	Permitting	
WQ-3	The proposed project would require a National Pollution Discharge Elimination System (NPDES) General Construction Permit for Discharges of storm water associated with construction activities (Construction General Permit 09-2009-DWQ). A Storm Water Pollution Prevention Plan (SWPPP) would also be developed and implemented as part of the Construction General Permit.	County	Permitting	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
WQ-4	The construction contractor shall adhere to the SWRCB Order No. 2009-0009-DWQ NPDES Permit pursuant to Section 402 of the CWA. This permit authorizes storm water and authorized nonstorm water discharges from Caltrans construction properties, facilities and activities and would be required prior to construction of this project. As part of this Permit requirement, a SWPPP shall be prepared prior to construction consistent with the requirements of the RWQCB. This SWPPP will incorporate all applicable BMPs to ensure that adequate measures are taken during construction to minimize impacts to water quality.	Contractor	Construction	
WQ-5	The project shall incorporate plans and design to ensure that the quantity and quality of runoff discharged to the adjacent Conservation Area is not altered in an adverse way when compared with existing conditions.	County	Final Design	
WQ-6	Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes within the Conservation Area.	County	Final Design	
LUP-1	The project will be submitted to the CVMHCP to undergo the Project Review process and will comply with all pertinent CVMSHCP measures.	County	Final Design	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
NOI-1	Rubberized asphalt will be considered for conditionally acceptable noise levels at receivers R3 and R16.	County	Final Design	
NOI-2	Standard Specification 14-8.02, "Noise Control", and SSP S5-310, Section 14-8.02 states:	Contractor	Construction	
	Do not exceed 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m.			
	Equip an internal combustion engine with the manufacturer recommended muffler.			
3	Do not operate an internal combustion engine on the job site without the appropriate muffler.			
NOI-3	In areas adjacent to or within the Conservation Area, the project shall be designed to maintain noise levels at or below 75 dBA Leq hourly. Noise in excess of 75 dBA Leq hourly shall require setbacks, berms, or walls, as appropriate, to minimize the effects of noise on the adjacent Conservation Area.	County/Contractor	Construction	
PS-1	Impacts to traffic flow as a result of construction activities would be reduced by implementing the traffic management plan and a construction phasing plan for the proposed project. The traffic management plan includes requirements to provide the public with information through brochures and mailers, media releases, public meetings, and notification to impacted groups. Under the traffic management plan, travelers would be informed with changeable message signs, traveler information systems (internet), and	Contractor	Construction	

No.	Description of Commitment	Responsible Party/Monitor	Timing/Phase	Commitment Source
	bicycle community information, if necessary.			



Appendix E Acronyms

ADA Americans with Disabilities Act
AUL Activity and Use Limitations

B.S. Bachelor of Science

BLM Bureau of Land Management BMP Best Management Practices

BSA Biological Study Area

CA California

CALTRANS California Department of Transportation

CBC California Building Code

CDCA California Desert Conservation Plan
CDFG California Department of Fish and Game
CEQA California Environmental Quality Act

CFR Code of Federal Regulations

C-G General Commercial
CO Carbon Monoxide
Dba decibels a-weighted

DWQ Department of Water Quality EMFAC Emissions Factors Model

EPA Environmental Protection Agency FHWA Federal Highway Administration

FTIP Federal Transportation Improvement Program

GHG Greenhouse Gases

IS Initial Study

ISA Initial Site Assessment
LED light emitting diode
LOS Level of Service
M.A. Master of Arts

MDAQMD Mojave Desert Air Quality Management District

MLD Most Likely Descendent

NAHC Native American Heritage Commission

MND Mitigated Negative Declaration

NESMI Natural Environment Study-Minimal Impact

NOX Nitrogen Oxide(s)

NPDES National Pollutant Discharge Elimination System

O-P Office Professional
P.E. Professional Engineer
P.G. Professional Geologist
PCB Polychlorinated biphenyls

PM Particulate matter

PM₁₀ Particulate matter, diameter 10 micrometers PM_{2.5} Particulate matter, diameter 2.5 micrometers

POAQC Project of Air Quality Concern

ppm parts per million

PRC Public Resources Code

PS&E Project Specifications and Estimates
R.E.A. Registered Environmental Assessor
REC Recognized Environmental Condition

RTIP Regional Transportation Improvement Program

RTP Regional Transportation Plan SBD San Bernardino (county code)

SCAG Southern California Association of Governments

SCEW Small Construction Erosivity Waiver

SIP State Implementation Plan

SO₂ Sulfur dioxide SR State Route

SWPPP Stormwater Pollution Prevention Plan
TCWG Transportation Conformity Working Group

U.S. United States

USFWS U.S. Fish and Wildlife Service VOCS Volatile Organic Compounds

Appendix F Response to Public Comments (July 1, 2015—July 30, 2015)



<u>Comment 1</u>: Mr. Michael Tadayon, property owner (phone conversation with Marcia Rose, County of Riverside, July 14, 2015).

Mr. Tadayon contacted Marcia Rose, Senior Environmental Planner, County of Riverside, regarding the project. Mr. Tadayon expressed concern about the project's potential impact to his property.

Response 1: A follow-up email was sent from the County on July 14, 2015. An email with a link to the environmental document including maps was sent to Mr. Tadayon on July 15, 2015. In a July 18, 2015 email, Mr. Tadayon requested a map detailing the angle at which the road goes through his property. A map was emailed to Mr. Tadayon on August 4, 2015. Mr. Tadayon left a message with Dokken Engineering on August 7, 2015. Dokken Engineering called and left a follow-up message on August 10, 2015.

Subject: Attachments: FW: Avenue 66 Grade Separation Project; RE: Question from Michele Tadayon Exhibit_Tadayon.pdf; Exhibit_Tadayon.jpg

From: Cherry Brent

Sent: Tuesday, August 04, 2015 10:20 AM

To: 'smtaccessla@verizon.net'

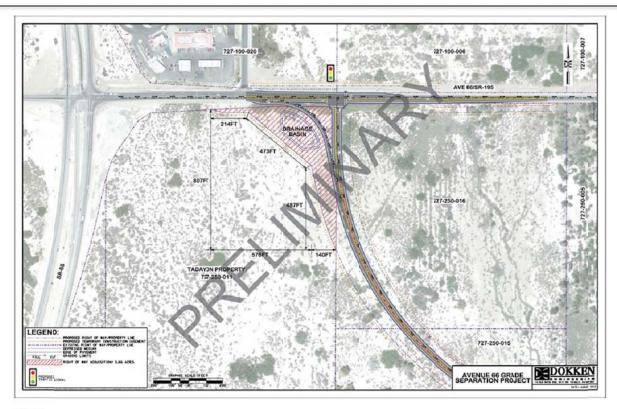
Cc: 'CSTALEY@rctlma.org'; Rose, Marcia Frances (MFROSE@rctlma.org); Juann Ramos; Namat Hosseinion

(nhosseinion@dokkenengineering.com)

Subject: Avenue 66 Grade Separation Project; RE: Question from Michele Tadayon

Hello Ms. Tadayon:

Attached is an exhibit showing where the project would be located on your property. Dimensions are included along with the estimated acres. The purpose of the project is to construct a new route over State Route 111 and the railroad to improve access and allow traffic to cross while trains are passing. Please let us know if you have any questions.



Regards,
Cherry Brent
Associate Environmental Planner
DOKKEN ENGINEERING
110 Blue Ravine Road, Suite 200, Folsom, CA 95630
Phone: (916) 858-0642 - Fax: (916) 858-663

Date: July 18, 2015 at 8:24:53 PM PDT To: "Staley, Scott" < CSTALEY@rctlma.org >

Reply-To: MICHELE S TADION < smtaccessla@verizon.net>

Hello Scott

Please send me a pathagrophy plane detailing what angele the road goes through my property ,how much of my land is needed, another words exact dimensions in detail.

What is the purpose of this road (project)?

Where does it end/

Thank you . Michele Tadayon .

On Friday, July 17, 2015 10:19 AM, "Staley, Scott" < CSTALEY@rctlma.org> wrote:

Hello Micheal,

This is Scott Staley. Sorry it's taken me awhile to get back to you. I hope the information the team has provided clarifies the proposed project and impacts to your property. Let me know if it does not.

Begin forwarded message:

From: Cherry Brent < cbrent@dokkenengineering.com >

Subject: RE: Avenue 66th Grade Separation Project Public Circulation: Question from Mr. Michael

Tadayon-

Date: July 15, 2015 at 3:27:23 PM PDT

To: "smtaccessla@verizon.net" <smtaccessla@verizon.net>

Cc: "Rose, Marcia Frances (MFROSE@rctlma.org)" < MFROSE@rctlma.org>, "CSTALEY@rctlma.org" < CSTALEY@rctlma.org>, Juann Famos < iramos@dokkenengineering.com>, Namat Hosseinion < nhosseinion@dokkenengineering.com>

Mr. Tadayon,

As a follow-up to your inquiry on the Avenue 66 Grade Separation Project, Marcia Rose at Riverside County requested that we provide to you a link to the environmental document. Please use the link below to download. We also wanted to clarify that the 0.06 acre of impact mentioned was incorrect and was for a different assessor's parcel number.

The environmental document includes maps of the project. Figure 3 of the document shows the proposed project and your parcel location.

https://zendto.dokkenengineering.com/pickup.php?claimID=CVofJdgr94gsWAxv&claimPasscode=fQcCk5FhRCTrZTBr&emailAddr=cbrent%40dokkenengineering.com

Thank you, Cherry Brent Associate Environmental Planner DOKKEN ENGINEERING 110 Blue Ravine Road, Suite 200, Folsom CA 95630 Phone: (916) 858-0642 - Fax: (916) 858-0643 From: Rose, Marcia Frances <MFROSE@rctlma.org>

Sent: Tuesday, July 14, 2015 2:38 PM
To: 'smtaccessla@verizon.net'

Cc: Staley, Scott

Subject: Avenue 66th Grade Separation Project Public Circulation: Question from Mr. Michael

Tadayon-

Attachments: 1822_Notice_061115_englishpublish.docx

Dear Mr. Tadayon:

Per your call this afternoon, you indicated you received the Notice of Intent (NOI) to circulate the Initial Study/MND for the Avenue 66 Grade Separation Project.

You are concerned about impact to the APN: 727250011(Shahram Tadayon) property. According to the Community Impact Assessment, your property will be slightly impacted at the northwest tip by 0.06 acres.

You are welcome to comment on this project. Please send all comments to my attention by July 30, 2015.

Please call the Project Manager, Scott Staley (951-955-2092) to discuss further questions.

And you are welcome to call me, if you need me to send you the Initial Study/MND or other technical reports that are open to the public during circulation.

Thank you,

Marcia Frances Rose, M.S., PMP
Senior Transportation Planner
Riverside County Transportation Department- Environmental Division
Riverside County - Transportation and Land Management Agency
3525 14th Street
Riverside, CA 92501
951-955-1505

<u>Comment 2:</u> Molly A. Penberth, Manager, Division of Land Resource Protection, Department of Conservation (July 30, 2015)



State of California • Natural Resources Agency Department of Conservation Division of Land Fesource Protection 801 K Street • MS 18-0' Sacramento, CA 95814 (915) 324-0850 • FAX (916) 327-3430 Edmund G. Brown Jr., Governor John M. Lowrie, Assistant Director

July 30, 2015

VIA EMAIL: mfrose@rctlma.org

Ms. Marcia Frances Rose Senior Environmental Planner Transportation Department-Environmental Division 3525 14th Street Riverside, CA 92501

Dear Ms. Rose:

AVENUE 66 GRADE SEPARATION PROJECT; SCH# 201451063

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Proposed Mitigated Negative Declaration submitted by the County of Riverside (County). 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 and recommendations with respect to the proposed project.

Project Description

The project proposes to construct a new grade separation and roadway to cross the Union Pacific Railroad and Highway 111 from Avenue 66 to Lincoln Street in the community of Mecca. The total length of the project is approximately 1.7 miles. The project area has historically been used for agricultural production and currently the area east of the railroad is planted with bell peppers. The Department of Conservation's Division of Farmland Mapping and Monitoring Program classifies the project site as Prime Farmland and Farmland of Local Importance.

A portion of the project site (assessor's parcel number 727-272-021) is currently under Williamson Act contract. The current contract is in the process of non-renewal; however, the possibility exists that the contract will still be valid when the project receives approval.

Public Acquisition Notification Process

The Williamson Act statute states that public agencies shall notify the Director of the Department, before making a decision to acquire property located in an agricultural preserve (Government Code(GC) §51291(b)). To date, the Department has not received the required notice. The effect of GC §51291(b) is to enable the acquiring public agency to evaluate the ramifications of purchasing land located in an agricultural preserve. The manner in which property acquisition is followed is important as purchase by a public agency does not, by itself, nulify a Williamson Act contract. If the acquisition is not made in compliance with §51295, the contract will stay on the land and the acquiring agency may incur additional costs and time delays if the contract must be removed via a different mechanism. The Department will be in a better position to assist the County in accomplishing its goal, if the Department is provided the pre-acquisition and posi-acquisition notices required by § 51291.

Comment 2 (continued)

Ms. Marcia Frances Rose July 30, 2015 Page 2 of 2

It is important that the notice come to the Department before the County begins negotiating with landowners. In order for the County to meet the notice requirements and lacilitate the project, it should directly notify the Director of the Department of Conservation of its intent to acquire land located within an agricultura preserve for the above mentioned project.

Enclosed for your benefit is a copy of the Public Acquisition Notification Provisions of the Williamson Act, which we offer as a guide for the public process. Notice is required in the following instances:

- Notice before making a decision to acquire property located in an agricultural preserve;
- 2. Notice within 10 days when the property is actually acquired;
- 3. Notice if the public entity proposes any significant changes to the acquisition; and
- Notice after acquisition if the acquiring public agency decides not to acquire the property for the intended purpose.

As part of the notice process (GC § 51292(a)), the County will provide findings and support information to the Department that the location of the project is not based primarily on the lower cost of acquiring agricultural land and that there is no other land within or outside of the preserve on which it is reasonably feasible to locate the public improvement.

Department Comments

The Department suggests that in order for the County to meet the notice requirements and facilitate the project, it should directly notify the Director of the Department of Conservation of its intent to acquire land located within an agricultural preserve for the above mentioned project. The Department also suggests that the County mitigate for the loss of farmland impacted by the proposed project.

Thank you for giving us the opportunity to comment on the Avenue 66 Grace Separation Project, Mitigated Negative Declaration. Please provide this Department with notices of any future hearing dates as well as any staff reports pertaining to this project. If you have any questions regarding our comments, please contact Farl Grundy, Environmental Planner at (916) 324-7347 or via email at Farl Grundy@conservatior.ca.gov.

Sincerely.

Molly A. Penberth, Manager

Division of Land Resource Protection

Conservation Support Unit

Enclosure

cc: State Clearinghouse

В

C

<u>Comment 2A</u>: A portion of the project site (assessor's parcel number 727-272-021) is currently under Williamson Act contract. The current contract is in the process of non-renewal; however, the possibility exists that the contract will still be valid when the project receives approval.

The Williamson Act statute states that public agencies shall notify the Director of the Department, before making a decision to acquire property located in an agricultural preserve (Government Code (GC) §5129(b). To date, the Department has not received the required notice. The effect GC §51291(b) is to enable the acquiring public agency to evaluate the ramifications of purchasing land located in an agricultural preserve. The manner in which property acquisition is followed is important as purchase by a public agency does not, by itself, nullify a Williamson Act contract. If the acquisition is not made in compliance with §51295, the contract will stay on the land and the acquiring agency may incur additional costs and time delays if the contract must be removed via a different mechanism. The Department will be in a better position to assist the County in accomplishing its goal, if the Department is provided the pre-acquisition and post-acquisition notices required by §51291.

Response 2A: Assessor's parcel number 727-272-021 is currently owned by the County of Riverside. Pre-acquisition notices are therefore not required related to the Avenue 66 Grade Separation Project. Additionally, after re-review of the project area, project activities can be conducted outside of this parcel. The Figures 3 and 4 have been updated accordingly. Section II. Agriculture and Forest Resources, answer "b" was revised as follows:

b) No Impact. The project footprint does not go onto Williamson Act Contract land. While parcel 727-272-021 is nearby and in current non-renewal, the project does not require work within it.

<u>Comment 2B:</u> Enclosed for your benefit is a copy of the Public Acquisition Notification Provisions of the Williamson Act, which we offer as a guide for the public process . . . [a]s part of the notice process (GC §51292(a), the County will provide findings and support information to the Department that the location of the project is not based primarily on the lower cost of acquiring agricultural land and that there is no other land within or outside of the preserve on which it is reasonably feasible to locate the public improvement.

Response 2B: Enclosures were not found, however, contact was made with Farl Grundy, Environmental Planner, Department of Conservation, to ask if particular forms are needed for the notice. Mr. Grundy directed the environmental consultant, Dokken Engineering, to the webpage http://www.consrv.ca.gov/dlrp/lca/basic contract provisions/Pages/public acquisitions.aspx to download the Public Acquisition Notification Procedures-A Step by Step Guide and related example materials.

As a result of the County's further review of the project activities and the location of parcel 727-272-021, it was determined that the project footprint does not go onto this parcel or other Williamson Act contract land. Pre-acquisition notices are therefore not required related to the Avenue 66 Grade Separation Project.

<u>Comment 2C:</u> Please provide this Department with notices of any future hearing dates as well as any staff reports pertaining to this project.

Response 2C: The Department of Conservation will be notified of future hearing dates, as well as the circulation of public documents related to the project.



Established in 1918 as a public agency

Coachella Valley Water District

Directors:
John P. Powell, Jr., President - Div. 3
Peter Nelson, Vice President - Div. 4
G. Patrick O'Dowd - Div. 1
Ed Pack - Div. 2
Cástulo R. Estrada - Div. 5

Officers: Julia Fernandez, Board Secretary

Best Best & Krieger LLP, Attorneys

July 31, 2015

File: 0074.302 0074.308 1150.01.11

Ms. Marcia Frances Rose County of Riverside Transportation and Land Management Agercy 3525 14th Street Riverside, CA 92501

Dear Ms. Rose:

Subject: Revised Draft Initial Study/Proposed Mitigated Negative Declaration for the Avenue 66 Grade Separation Project

Thank you for affording the Coachella Valley Water District (CVWD) the opportunity to review the Revised Draft Initial Study/Proposed Mitigated Negative Declaration for the Avenue 66 Grade Separation Project in the community of Mecca, Riverside County. CVWD provides domestic water, wastewater, recycled water, irrigation/drainage, regional stormwater protection and groundwater management services to a population of nearly 300,000 throughout the Coachella Valley.

At this time, CVWD submits the following comments regarding the proposed project:

Irrigation Facilities

There are existing U.S. Bureau of Reclamation (USBR) facilities not shown on the development plans. There may be conflicts with these facilities. CVWD requests that Riverside County withhold issuance of grading permits until CVWD has reviewed the proposed development, related impacts to the USBR facilities, associated right-of-way, and provided Riverside County with written confirmation that there is no interference. The USBR conflicts include, but are not limited to, Lateral 94.2 and Lateral 94.2-3.5.

This area is underlain with agricultural drainage lines. There are CVWD and private facilities not shown on the development plans. There may be conflicts with these facilities. CVWD requests that Riverside County withhold issuance of grading permits until CVWD has reviewed the proposed development and related impacts to the CVWD and private facilities, associated right-of-way, and provided Riverside County with written confirmation that there is no interference. The private conflicts include, but are not limited to: Johnson Mecca Drain; Lincoln Street Open Channel, and Private Tile Drain 228.

A

Comment 3 (continued)

Ms. Marcia Frances Rose County of Riverside

2

July 31, 2015

Stormwater Facilities

The project lies within the Eastern Coachella Valley Master Stormwater Planning Project, which will provide flood protection to the communities of Thermal, Vista Santa Rosa, Oasis, Mecca and North Shore. CVWD is in the early stages of this planning effort. Upon completion of the design phase, developers and property owners within the area may be required to dedicate right-of-way for flood control facilities and/or participate in the financing of a portion of these facilities.

CVWD's Stormwater Master Plan for the Mecca area will require future modification of the existing Lincoln Street Stormwater Channel. The modification may require a right-of-way width of approximately 180 feet (west to east) at the proposed channel crossing for the project; please consider this during planning stage of project. The 100-year peak flow at this location is approximately 7,000 cubic-feet per second.

The County has proposed a bridge or culvert crossing over the existing Lincoln Street Channel. The bridge/culvert required for the channel crossing should be built to the ultimate condition per the completed Mecca/North Shore Stormwater Master Plan. CVWD is coordinating with the County to design and construct the remaining additional capacity (culverts) to convey the entire 100-year peak flow per the completed Mecca/North Shore Stormwater Master Plan.

Please update and revise the project description to include CVWD's proposed 10-cell box culvert across the Lincoln Street Channel as part of the proposed project.

Wastewater Facilities

Please include the 12-inch and 18-inch sewer force mains located at the Avenue 66/ Lincoln Street intersection as part of this project. Also, please include a proposed 6-inch sewer force main along the eastern roadway shoulder of Lincoln Street from Avenue 66 to Avenue 68 as part of the project description.

Domestic Water Facilities

There is an existing CVWD 12-inch-dameter domestic water main within Hammond Road that may need to be relocated to accommodate the proposed project.

Also, please include CVWD's proposed 30-inch domestic water main within the roadway alignment/project area between State Route 195/Avenue 66 to Avenue 66/Home Avenue in Mecca as part of the project description.

A (cont'd)

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E

Also, please see the enclosed previous CVWD comment letter dated June 16, 2014 regarding this project.

If you have any questions, please call Luke Stowe, Environmental Supervisor, extension 2545.

Sincerely,

Mark L. Johnson Director of Engineering

Enclosure/1/as

LS: kf\Env Srvs\Env\2015-07\RIVCO Avt 66 Grade Sep

Comment 3A:

Irrigation Facilities

There are existing US Bureau of Reclamation (USBR) facilities not shown on the development plans. There may be conflicts with these facilities. CVWD requests that Riverside County withhold issuance of grading permits until CVWD has reviewed the proposed development, related impacts to the USBR facilities, associated right-of-way, and provided Riverside County with written confirmation that there is no interference. The USBR conflicts include, but are not limited to, Lateral 94.2 and Lateral 94.2-3.6.

This area is underlain with agricultural drainage lines. There are CVWD and private facilities not shown on the development plans. There may be conflicts with these facilities. CVWD requests that Riverside County withhold issuance of grading permits until CVWD has reviewed the proposed development and related impacts to the CVWD and private facilities, associated right-of-way, and provided Riverside County with written confirmation that there is no interference. The private conflicts include, but are not limited to: Johnson Mecca Drain; Lincoln Street Open Channel; and Private Tile Drain 228.

Stormwater Facilities

The project lies within the Eastern Coachella Valley Master Stormwater Planning Project, which will provide flood protection to the communities of Thermal, Vista Santa Rosa, Oasis, Mecca and North Shore. CVWD is in the early stages of this planning effort. Upon completion of the design phase, developers and property owners within the area may be required to dedicate right-of-way for flood control facilities and/or participate in the financing of a portion of these facilities.

CVWD's Stormwater Master Plan for the Mecca area will require future modification of the existing Lincoln Street Stormwater Channel. The modification may require a right-of-way width of approximately 180 feet (west to east) at the proposed channel crossing for the project; please consider this during planning stage of project. The 100-year peak flow at this location is approximately 7,000 cubic-feet per second.

Response 3A: Thank you for your comments. The County will continue utility coordination during the Final Design phase of the project to address Lateral 94.2, Lateral 94.2-3.6, the Johnson Mecca Drain, Lincoln Street Open Channel, Private Tile Drain 228, CVWD 18-inch-diameter sewer force main along Avenue 66, and the existing CVWD 12-inch-diameter domestic water main within Hammond Road. Please also see Responses 3B, 3C, and 3D for related information.

<u>Comment 3B:</u> The bridge/culvert required for the channel crossing should be built to the ultimate condition per the completed Mecca/North Shore Stormwater Master Plan. CVWD is coordinating with the County to design and construct the remaining additional capacity (culverts) to convey the entire 100-year peak flow per the completed Mecca/North Shore Stormwater Master Plan.

Response 3B: The County is coordinating with CVWD to build the bridge/culvert to the ultimate condition per the completed Mecca/North Shore Stormwater Master Plan. The Final IS/MND project description now includes the sentence, "The project would include the construction of a bridge or

culvert to span the Lincoln Street Stormwater Channel's ultimate condition per the completed Mecca/North Shore Stormwater Master Plan."

The bridge or culvert to span the Lincoln Street Stormwater Channel's ultimate condition per the completed Mecca/North Shore Stormwater Master Plan is within the footprint of the project as proposed. Modifications to the analysis in the Initial Study were not necessary.

<u>Comment 3C:</u> Please include the 12-inch and 18-inch sewer force mains located at the Avenue 66/Lincoln Street intersection as part of this project. Also, please include a proposed 6-inch sewer force main along the eastern roadway shoulder of Lincoln Street from Avenue 66 to Avenue 68 as part of the project description.

<u>Response 3C:</u> The County will continue coordination with CVWD for the existing facilities that may be affected by the Avenue 66 Grade Separation.

<u>Comment 3D:</u> There is an existing CVWD 12-inch-diameter domestic water main within Hammond Road that may need to be relocated to accommodate the proposed project.

Response 3D: The County will coordinate with CVWD during Final Design of the Avenue 66 Grade Separation to address utility work that may be needed with an existing CVWD 12-inch-diameter domestic water main within Hammond Road.

<u>Comment 3E:</u> Also, please include CVWD's proposed 30-inch domestic water main within the roadway alignment/project area between State Route 195/Avenue 66 to Avenue 66/Home Avenue in Mecca as part of the project description.

<u>Response 3E:</u> The Final Initial Study's project description now includes CVWD's proposed 30-inch domestic water main within the roadway alignment/project area between State Route 195/Avenue 66 to Avenue 66/Home Avenue in Mecca as part of the project description.



THE TORRES MARTINEZ DESERT CAHUILLA INDIANS

P.O. Box 1160 Thermal, CA 92274 (760) 397-0300 – FAX (760) 397-8146

July 27, 2015

Marcia Frances Rose Riverside County Transportation Department Environmental Division 3525 14th Street Riverside, CA 92501

Re: Revised Draft Initial Study/Proposel Mitigated Negative Declaration for the Avenue 66 Grade Separation Project

Dear Ms. Rose:

Torres Martinez Desert Caluilla Indians (TMDCI) has the following comments to the Fevised Draft Initial Study/Proposed Mitigated Negative Declaration for the Avenue 66 Grade Separation Project:

Meeting with County, Tribe and Caltrans: In the March 10, 2015 meeting with the County, Tribe and Caltrans it was discussed that due to the known cultural resources in the area that the CEQA document would incorporate a cultural monitoring requirement. The County agreed to incorporate provisions for cultural monitoring as a mitigation measure in the CEQA document.

As per Gary Jones with Calrans: Because the monitoring requirements are listed in the federal level documents, they are required for the project overall, even if the CEQA documents don't mention them. At our meeting in March, Gary Jones recommended to RCTD's consultant that they include the monitoring measures in their CEQA documents for consistency, but it appears they did not choose to do it. This does not change the fact that monitoring is required under the federal documents; it just would be cleaner to have the entire paperwork match.

Cultural Study: Please forward a copy of the revised cultural study which should have been amended to include an indication of cultural sensitivity in the area as discussed in the March 10, 2015 meeting.

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B

Marcia Frances Rose Page 2 of 2

Please feel free to contact Robert Powell, GIS Analyst by email at rpowell@tmtanf.org at or phone at (760)397-0300, extension 1254 with any questions or comments.

Sincerely

Roland G. Ferrer Planning Director

C: Gary Jones, Caltrans

Gary Resvaloso, Torres Martinez M.L.D. Russell Williams, County of Riverside <u>Comment 4A:</u> Meeting with County, Tribe and Caltrans: In the March 10, 2015 meeting with the County, Tribe and Caltrans it was discussed that due to the known cultural resources in the area the at the CEQA document would incorporate a cultural monitoring requirement. The County agreed to incorporate provisions for cultural monitoring as a mitigation measure in the CEQA document.

As per Gary Jones with Caltrans: Because the monitoring requirements are listed in the federal level documents, they are required for the project overall, even if the CEQA documents don't mention them. At our meeting in March, Gary Jones recommended to RCTD's consultant that they include the monitoring measures in their CEQA documents for consistency, but it appears they did not choose to do it. This does not change the fact that monitoring is required under the federal documents; it just would be cleaner to have the entire paperwork match.

Response 4A: Thank you for your comment. Additional environmental commitments, Measure CUL-6 and CUL-7 included below, were added to clearly indicate potential for buried deposits. This is in addition to Measures CUL-1 through CUL-5, which were already included in the draft Initial Study (as CUL-1 through CUL-3). The measures below are what have been included and updated in the Final Initial Study.

CUL-1: Within State Right-of-Way, if buried cultural resources are encountered during Project Activities, it is Caltrans policy that work stop within 60 feet of the discovery until a qualified archaeologist can evaluate the nature and significance of the find. The archaeological monitor must notify the Caltrans District Environmental Branch Chief (DEBC), Gabrielle Duff, if buried cultural resources are encountered.

CUL-2: Outside of State Right-of-Way, if buried cultural resources are encountered during Project Activities, work will stop within 60 feet of the discovery until a qualified archaeologist can evaluate the nature and significance of the find. The archaeological monitor must notify the Riverside County Transportation Department Project Manager, Scott Staley, at (951) 955-6800, if buried cultural resources are encountered.

CUL-3: Sampling will be conducted on bores that result in intact stratigraphic samples from which fossils can be recovered. Samples may be collected during geotechnical studies during final design, or alternatively, collected from the sidewalls of trenches dug for geotechnical investigations or during construction.

CUL-4: Within State Right-of-Way, in the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Gabrielle Duff, DEBC: (909)383-6933 and Gary Jones, DNAC: (909)383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.

CUL-5: Outside State Right-of-Way, in the event that human remains are found, the county coroner shall be notified and ALL construction activities within 60 feet of the discovery shall stop. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the Riverside County Transportation Department Project Manager, Scott Staley, at (951) 955-6800. Further provisions of PRC 5097.98 are to be followed as applicable.

CUL-6: Within State Right-of-Way, all ground-disturbing activities must be monitored by an archaeological and Native American monitor (approved by the Torres-Martinez Desert Cahuilla Indians [TMDCI]). The archaeological and Native American monitor must attend the pre-construction meeting. Both monitors and the Caltrans DEBC, Gabrielle Duff, must be notified 5 days in advance of ground-disturbing activities. Additionally, the Caltrans DEBC must be notified within 24 hours of construction completion within State Right-of-Way. A monitoring report must be submitted to Caltrans Cultural Studies within 30 days of end of construction in State Right-of-Way.

CUL-7: Outside State Right-of-Way, all ground-disturbing activities must be monitored by an archaeological and Native American monitor (approved by the Torres-Martinez Desert Cahuilla Indians [TMDCI]). The archaeological and Native American monitor must attend the pre-construction meeting. Both monitors must be notified 5 days in advance of ground-disturbing activities.

Comment 4B: Please forward a copy of the revised cultural study which should have been amended to include an indication of cultural sensitivity in the area as discussed in the March 10, 2015 meeting.

Response 4B: The County is forwarding a copy of the revised cultural study and the Final Initial Study to the Torrez-Martinez Tribe.

Comment 5: Thomas S. Freeman, Chief Administrative Offic er & Executive Vice President, Chandi Group USA (July 6, 2015).



July 6, 2015

Marcia Frances Rose Transportation Department-TLMA 3525 14th Street Riverside, CA. 92501

Re: Avenue 66 Grade Separation Project

Dear Ms. Rose:

Thank you for your letter of July 1, 2015 which we received on July 6, 2015 here in our corporate offices in the City of Indio. We will review the documents at the Mecca-North Shore Public Library, 91260 Avenue 66. Mecca, CA.

Initial review of the information provided has Chandi Group USA in support of the draft initial study and the proposed mitigated negative dedaration. Should you have additional information or questions please contact me at treeman@chandigroupusa.com or via 760.625.3703.

Sincerely,

Thomas S. Freeman

Chief Administrative Officer & Executive Vice President

Cc: President & CEO Chandi Group USA 4th District County Supervisors TLMA Director

hank you for your res d the proposed mitig		ges your support (of the draft

Comment 6: Donald Vargas, Environmental Regulatory Compliance Administrator, Imperial Irrigation District (July 28, 2015).



www.id.com

GS-ERCS

July 28, 2015

Ms. Marcia Frances Rose Senior Environmental Planner Transportation Department – Environmental Division County of Riverside 3525 14th Street Riverside, CA 92501

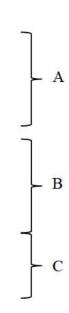
SUBJECT: Ave. 66 Grade Separation Project Revised IS and Proposed MND

Dear Ms. Rose

On July 7, 2015 we received from the Riverside County Transportation and Land Management Agency - Transportation Department, a revised Initial Study (IS) and proposed Mitigated Negative Declaration (MND) for the Avenue 66 Grade Separation Project. The project, which proposes to construct a new grade separation and road to cross the Union Pacific Railroad and Highway 111 from Avenue 66 to Lincoln Street in the community of Mecca, CA; for a total length of 1.5 miles, has been modified to begin its alignment ±1,100 ft. east of SR-86 (±2,600 ft. west of Lincoln Street); consequently the corresponding technical studies have been revised.

The Imperial Irrigation District has reviewed the IS and proposed MND and in addition to the comments contained in our letter on the original IS/MND dated June 10, 2014 (see attached letter), has the following comments:

- 1. The project affects five (5) intersection areas in which the IID has electric transmission and/or distribution facilities. Please be advised that additional IID electrical infrastructure could potentially be needed due to the characteristics of the project and that proper clearance must be maintained to meet California GO 95 specifications. IID Energy La Quinta Customer Operations, 81-600 Avenue 58, La Quinta, CA 92253, telephone no. (760) 398-5841, should be contacted for additional information regarding IID electric facilities in and around the project (see attached maps) as well as clearance restrictions.
- 2. It is important to note that due to the fact that the relocation of existing utilities (i.e. electricity) is a consequence of the grade separation project, the County of Riverside will be responsible for any environmental mitigation required for the relocation of IID facilities, and as such, has included the relocation of utilities in the project's description included in the revised IS and MND. Thus to avoid project delays and downtime, it is essential to mindful of this and coordinate our efforts as the project evolves into the construction phase and the relocation of ID infrastructure is undertaken.
- Any construction or operation on IID property or within its existing and proposed right of way or easements will require an encreachment permit, including but not limited to: surface improvements such as proposed new streets, driveways, parking lots,



Mr. Marcia Frances Rose July 28, 2015 Page 2

landscape; and all water, sewer, storm water, or any other above ground or underground utilities (e.g. power lines). A copy of the encroachment permit application is included in the District's Developer Project Guide 2008, and can be accessed at: http://www.iid.com/home/showdocument?id=2328. Instructions for the completion of an IID encroachment application can be found at the following website: http://www.iid.com/home/showdocument?id=3306. The IID Real Estate Section should be contacted at (760) 339-9239 for additional information regarding encroachment permits.

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D

4. Any new, relocated, modified or reconstructed IID facilities required for and by the project (which car include but is not limited to electrical utility substations, electrical transmission and distribution lines, canals, drains, etc.) need to be included as part of the project's CEQA and/or NEPA documentation, environmental impact analysis and mitigation. Failure to do so will result in postponement of any construction and/or modification of IID facilities until such time as the environmental documentation is amended and environmental impacts are fully mitigated. Any and all mitigation necessary as a result of the construction, relocation and/or upgrade of IID facilities is the responsibility of the project proponent.

Should you have any questions, please do not hesitate to contact me by phone at 760-482-3609 or by e-mail at dvargas@iid.com. Thank you for the opportunity to comment on this matter.

Respectfully,

Donald Vargas

Environmental Regulatory

Compliance Administrator

Kevin Kelley – General Manager
Kristine Fontaine – Asst General Manager
Mike Pacheco – Manager, Water Dept.
Tina Shields – Co-Manager, Water Dept.
Carl Sills – Manager, Energy Dept.
Vance Taylor – Asst. General Counsel
Tom King – Deptyt Energy Manager, Engneering & Operations
Paul G. Peschel – Manager Planning & Ergineering, Energy Dept.
Angela Evans – Manager Distribution Servoce & Maintenance Operations
Oscar Kebriti – Supt. Gen. Project Implementation, Energy Dept.
Michael P. Kemp – Superintendent, Real Estate & Environmental Compliance
Randy Gray – Interim Supervisor, Real Estate & Environmental Compliance
Bruce Wilcox – Manager Environmental and Salton Sea Programs

Comment 6A: The project affects five (5) intersection areas in which the IID has electronic transmission and/or distribution facilities. Please be advised that a ditional IID electrical infrastructure could

potentially be needed due to the characteristics of the project and that proper clearance must be maintained to meet California GO 95 specifications. IID Energy La Quinta Customer Operations, 81-600 Avenue 58, La Quinta, CA 92253, telephone no. (760) 398-5841, should be contacted for additional information regarding IID electric facilities in and around the project (see attached maps) as well as clearance restrictions.

Comment 6B: It is important to note that due to the fact that the relocation of existing utilities (i.e. electricity) is a consequence of the grade separation project, the County of Riverside will be responsible for any environmental mitigation required for the relocation of IID facilities, and as such, has included the relocation of utilities in the project's description included in the revised IS and MND. Thus to avoid project delays and downtime, it is essential to [be] mindful of this and coordinate our efforts as the project evolves into the construction phase and the relocation of IID infrastructure is undertaken.

Response 6A and 6B: Thank you for your comment. The County will coordinate with IID regarding any and all conflicts with existing IID facilities as the project evolves into design and construction phases. The relocation of utilities is included in the project description.

Comment 6C: Any construction or operation on IID property or within its existing and proposed right of way or easements will require an encroachment permit, including but not limited to: surface improvements such as proposed new streets, driveways, parking lots, landscape; and all water, sewer, storm water, or any other above ground or underground utilities (e.g. power lines). A copy of the encroachment permit application is included in the District's Developer Project Guide 2008, and can be accessed at: http://www.iid.com/home/showdocument?id=2328. Instructions for the completion of an IID encroachment application can be found at the following http://www.iid.com/home/showdocument?id=3306. The IID Real Estate Section should be contacted at (760) 339-9239 for additional information regarding encroachment permits.

Response 6C: The County will coordinate with IID regarding any encroachment permits required for the project.

Comment 6D: Any new, relocated, modified or reconstructed IID facilities required for and by the project (which can include but is not limited to electrical utility substations, electrical transmission and distribution lines, canals, drains, etc.) need to be included as part of the project's CEQA and/or NEPA documentation, environmental impact analysis and mitigation. Failure to do so will result in postponement of any construction and/or modification of IID facilities until such time as the environmental documentation is amended and environmental impacts are fully mitigated. Any and all mitigation necessary as a result of the construction, relocation and/or upgrade of IID facilities is the responsibility of the project proponent.

Response 6D: Utility relocations are included as part of the project CEQA and NEPA documents. As stated in the project description, "Existing utilities, including electricity, phone, gas, and irrigation would be relocated or protected in place." Utility coordination will continue during of the Final Design phase of the project and will include a prior rights determination. Mitigation responsibilities will be dependent on the prior rights determination results.





STATE OF CALIFORNIA Governor's Office of Planning and Research State Clearinghouse and Planning Unit



July 31, 2015

Marcia Rose Riverside County 3525 14th Street Riverside, CA 92501

Subject: Avenue 66 Grade Separation Project

SCH#: 2014051063

Dear Marcia Rose:

The State Clearinghouse submitted the abovenamed Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 30, 2015, and the comments from the responding agency (ies) is (are) enclosed. If this comment paccage is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in fiture correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agenc/ shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in prejaring your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have compled with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely

Scott Morgan

Director, State Clearinghouse

Enclosures

cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044 TEL 916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report State Clearinghouse Data Base

SCH# 2014051063

Project Title Avenue 66 Grace Separation Project

Lead Agency Riverside County

Type MND Mitigated Negative Declaration

Description The County proposes to construct a new grade separation and roadway to cross the Union Pacific

Railroad and Highway 111 from Avenue 66 to Lincoln Street in the community of Mecca. The total length of the project is approximately 1.5 miles. Currently, the only UPRR crossing in the area is at 4th Street; because the 4th Street crossing is at-grade, east-west travel is delayed when trains cross.

Lead Agency Contact

Name Marcia Rose
Agency Riverside County

Phone 951 955 1505

email

Address 3525 14th Street

City Riverside

State CA Zip 92501

SBB&M

Fax

Project Location

County Riverside

City

Region

Lat/Long 33° 33' 54.5" N /116° 4' 24.8" W

Cross Streets SR 111 and Avenue 66

Parcel No. 727-272-027, 727-272-010, 727-250-016

Township 7N Range 9E

Proximity to:

Highways Hwy 111, 195, 83

Airports

Railways UPR

Waterways Lincoln Storm Water Channel Schools Saul Martinez, Necca ES Land Use Z: A-1, W-2, and CP-S

Project Issues

Agricultural Lanc; Air Quality; Archaeologic-Historic; Biological Resources; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Section 7/8

Reviewing Agencies

Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 8; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 7; Department of Toxic Substances Control; Native American

Heritage Commission; Public Utilities Commission

Date Received 07/01/2015

Start of Review 07/01/2015

End of Review 07/30/2015

Comment 7:

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Response 7:

The County has included this July 31, 2015 letter from the State Clearinghouse. Thank you.



Appendix G

Response to Public Comments on Previous Alignment (May 21, 2014—June 21, 2014)

This appendix includes public comments received on the draft *Avenue 66 Grade Separation Project Initial Study with Proposed Mitigated Negative Declaration* issued in May 2014. These comments are included for informational purposes. The May 2014 draft analyzed the potential impacts from a similar alignment that connected to Avenue 66 approximately 2,500 feet east of State Route 86. Upon receipt of public comments, the County made revisions to the Build Alternative. The revised Build Alternative was subsequently analyzed in the *Avenue 66 Grade Separation Project Revised Draft Initial Study with Proposed Mitigated Negative Declaration* circulated from July 1, 2015 to July 30, 2015.

Comment 1: Joe Forlerk, Forkert Engineering & Surveying, I ic., Consultant and Liaison to AT&T – Legacy T Engineering, (May 27. 2014)

Rose, Marcia Frances From: Garcia, Herminio To Staey, Scott; Juann Ramos (iramos@dokkenengineering.com); Idiamond@dokkenengineering.com Cc Subject: FW Ave. 66 Grade Separation Study. Riverside, CA Date: Wednesday, May 28, 20142:26:27 PM Attachments: NCAve, 66 Grade Separation Study, Riverside, CA., 5-27-14.doc Mino: Could you call and follow up with the utility company on this. Thank you, Marcia Frances Rosa, M.S., PMP Senior Transportation Planner Riverside County Transportation Department- Environmental Division Riverside County - Transportation and Land Management Agency 3525 14th Street Riverside, CA 92501 951-955-1505 From: Rose, Marcia Frances Sent: Wednesday, Nay 28, 2014 7:50 AM To: Garcia, Herminic Subject: FW: Ave. 66 Grade Separation Study. Riverside, CA Hi Mino: Please, lets discuss this letter. Thank you, Marcia Frances Rose, M.S., PMP Senior Transportation Planner Riverside County Transportation Department- Environmental Division Riverside County - Transportation and Land Management Agency 3525 14th Street Riverside, CA 92501 951-955-1505 From: Joe Forkert [nailto:joef@forkettengineering.com] Sent: Tuesday, May 27, 2014 1:15 PN To: Rose, Marcia Frances Subject: Ave. 66 Gade Separation Study. Riverside, CA

Marcia...

Attached is the AT&T Long Distance No Conflict Letter for this project.

Joseph Forkert
Inquiries
Forkert Engineering & Surveying, Inc.
Consultant and Liaison to AT&T - Legacy T Engineering
22311 Brookhurst Street, Suite 233
Huntington Beach, CA 92646
Phone: 714-963-7964
joef@forkertengineering.com

Response 1: Thank you for the response and No-Conflict Letter. Due to feedback received during the public circulation of the Draft Initial Study, the proposed project was modified to intersect farther west on State Route 195-A enue 66. As a result of the change, the County circulated a Revised Draft Initial Study to discuss the anticipated environmental effects of the revised proposed Build Alternative.

<u>Comment 2</u>: Mr. Jose Cervantes and daughter (phone conversation with Marcia Rose, County of Riverside, May 28, 2014).

Mr. Cervantes and daughter contacted Marcia Rose, Senior Environmental Planner, County of Riverside, to say that he approved of the project. Ms. Rose informed Mr. Cervantes, via his daughter that he is welcome to view the environmental documents at the Riverside County Transportation Department or the Mecca-North Shore Public Library in Mecca. Ms. Rose encouraged Mr. Cervantes to write a letter to the Riverside County Transportation Department stating his position on the project.

<u>Response 2</u>: Thank you. The County welcomes your input and acknowledges your support of the original project alignment. Due to feedback received during the public circulation of the Draft Initial Study, the proposed project was modified to intersect farther west on State Route 195-Avenue 66. As a result of the change, the County circulated a Revised Draft Initial Study to discuss the anticipated environmental effects of the revised proposed Build Alternative.

<u>Comment 3:</u> Luke Stowe, Environmental Scientist, Coachella Valley Water District (May 28, 2014).

Luke Stowe contacted Marcia Rose to request an electronic copy of the IS/Proposed MND.

<u>Response 3:</u> Ms. Rose gave this information to Cherry Zamora at Dokken Engineering. Ms. Zamora called Mr. Stowe the same day to follow-up. Mr. Stowe said he no longer needed the electronic copy because he had just received the hardcopy in the mail.

Please see Comment # 11 for subsequent comments from Coachella Valley Water District.

Comment 4:

Ken Chiang, P.E., Utilities Engineer, Railroad Crossing and Engineering Section, Safety and Enforcement Division, California Public Utilities Commission (letter dated June 10, 201 l).

STATEOF CALIFORNIA

EDMUND G BROWN JR Governor

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500 LOS ANGELES, CA 90013

June 10, 2014

Marcia Rose County of Riverside 3525 14th Street Riverside, CA 92501

Re: SCH 2014051063; Riverside County Avenue 66 Grade Separation Project - DMND

Dear Marcia:

The California Public Utilities Commission (CPUC) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the CPUC exclusive power on the design, alteration, and closure of crossings. The CPUC's Rail Crossings Engineering Section (RCES) is in receipt of the *draft Mitigated Negative Declaration* (DMND) for the proposed Riverside County (County) Avenue 66 Grade Separation project from the State Clearinghouse. According to the DMND, the County proposes to construct a new 1.5-mile grade-separated roadway crossing over the Union Pacific Railroad (UPRR) tracks and Highway 111 from Avenue 66 to Lincoln Street in the community of Mecca. Currently, the only UPRR crossing in the area is the nearby 4th Street at-grade crossing.

As part of its mission to reduce hazards associated with at-grade crossings, the CPUC's policy is to reduce the number of such crossing configurations. The project includes the construction of a new overhead roadway and new bridge. Due to serious rail safety concerns, especially given the number of trains, the rate of speed and the volume of vehicular traffic, CPUC staff is in support of grade separation of any of the new or existing rail crossings in this project to prevent vehicle/pedestrian vs. train collisions. This is the only way to guarantee no future at-grade crossing accidents.

Construction of a new public crossing or modification of an existing public crossing requires authorization from the Commission, through the formal application or the General Order (GO) 88-B request processes, respectively, in accordance with the CPUC's Rules of Practice and Procedure. If interested parties do not reach agreement regarding proposed modifications, a Formal Application to the CPUC will be required in order to obtain authorization to implement the modifications. Prior to submission of a formal application or GO 88-B request, the County should arrange a diagnostic meeting with RCES, UPRR and interested parties to discuss relevant safety issues and requirements for authorization to construct a new crossing and/or alter the existing crossing. More information can be found at: http://www.cpuc.cs.gov/PUC/safety/Rail/Crossings/go88b.htm.

If you have any questions, please contact Sergio Licon at 213-576-7085 or Sergio licon@cpuc.ca.gov, or myself at ykc@cpuc.ca.gov, 213-576-7076.

Sincerely,

Ken Chiang, P.E. Utilities Engineer Rail Crossings Engineering Section Safety and Enforcement Division

CC: State Clearinghouse, PO. Box 3044, Secramento, CA 95812-3044

4A

4B

<u>Comment 4A:</u> Due to serious rail safety concerns, especially given the number of trains, the rate of speed and the volume of vehicular traffic, CPUC staff is in support of grade separation of any of the new or existing rail crossings in this project to prevent vehicle/pedestrian vs. train collisions. This is the only way to guarantee no future at-grade crossing accidents.

Response 4A: The County acknowledges that CPUC is in support of a grade separation.

<u>Comment 4B:</u> Prior to submission of a formal application or GO 88-B request, the County should arrange a diagnostic meeting with RCES, UPRR and interested parties to discuss relevant safety issues and requirements for authorization to construct a new crossing and/or alter the existing crossing.

Response 4B:

Thank you for your comment. Based on previous coordination with the California Public Utilities Commission (CPUC), a new crossing application will need to be approved by CPUC. The new crossing application will require a concurrence letter from the Union Pacific Railroad (UPRR). The UPRR requires near final plans before providing a concurrence letter. As a result, the County will continue coordination with both CPUC and UPRR as part of the final design phase.

Note that due to feedback received during the public circulation of the Draft Initial Study, the proposed project was modified to intersect farther west on State Route 195-Avenue 66. As a result of the change, the County circulated a Revised Draft Initial Study to discuss the anticipated environmental effects of the revised proposed Build Alternative.

Comment 5:

Donald Vargas, Environmental Analyst, Imperial Irrigation District (letter lated June 10, 2014).



www.iid.com

Executive-ES

June 10, 2014

Ms. Marcia Frances Rose Senior Environmental Planner Transportation Department - Environmental Division County of Riverside 3525 14th Street Riverside, CA 92501

SUBJECT: Avenue 66 Grade Separation Project Draft IS/MND

Dear Ms. Rose:

On May 27, 2014 we received at our La Quinta Customer Operations offices, the Draft Initial Study (IS) and proposed Mitigated Negative Declaration (MND) for the Avenue 66 Grade Separation Project. The County of Riverside proposes to construct a new grade separation and road to cross the Union Pacific Railroad and Highway 111 from Avenue 66 to Lincoln Street in the community of Mecca, CA with a total length of 1.5 miles.

The Imperial Irrigation District (IID) has reviewed the Draft IS/MND and has the following comments:

- 1. IID policy dictated that any new, relocated, modified or recorstructed IID facilities required for and by a non-IID project (which can include but is not limited to electrical utility substations, electrical transmission and distribution lines canals, drains, etc.) need to be included as part of the project's CEQA and/or NEPA documentation, environmental impact analysis and mitigation. Failure to do so will result in postponement of any construction and/or modification of IID facilities until such time as the environmental documentation is amended and environmental impacts are fully mitigated. Any and all mitigation necessary as a result of the construction, relocation and/or upgrade of IID facilities is the responsibility of the project proponent.
- Given that the relocation of existing utilities (i.e. electricity) is a consequence of the grade separation project and is included in the project's description, hence the County of Riverside as the project proponent, is responsible for any mitigation required for the relocation of IID facilities. Thus, it is important to mindful of this fact

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Ms. Marcia Frances Rose June 9, 2014 Page 2

as the project evolves into the construction phase and the relocation of IID infrastructure is undertaken.

Should you have any questions, please do not hesitate to contact me by phone at 760-482-3609 or by e-mail at dvargas@iid.com. Thank you for the opportunity to comment on this matter.

Respectfully,

Donald Vargas Environmental Analys:

Kevin Kelley – General Manager
Kristine Fontaine – Asst. General Manage & Interim Portfolio Maragement Officer
Carl Stills –Manaçer, Energy Dept.
Ismael Gomez – Interim Manager, Water Dept.
Vance Taylor – Asst. General Counsel
Tom King –Deputy Energy Manager, Engineering & Operations
Paul G. Peschel – Interim Manager Planning & Engineering, Energy Dept.
Angela Evans - Manager Distribution Services & Maintenance Operations
Juan Carlos Sandoval – Asst. Mgr., Transmission Expansion Development, Energy Dept.
Michael P. Kemp – Superintendent, Real Estate & Environmental
Shayne Ferber – Asst. Supervisor, Real Estate
Vikki Dee Bradshaw – Environmental Conpliance Officer

5B cont'd Comment 5A: IID policy dictated that any new, relocated, modified or reconstructed IID facilities required for and by a non-IID project (which can include but is not limited to electrical utility substations, electrical transmission and distribution lines, canals, drains, etc.) need to be included as part of the project's CEQA and/or NEPA documentation, environmental impact analysis and mitigation. Failure to do so will result in posteponement of any construction and/or modification of IID facilities until such time as the environmental documentation is amended and environmental impacts are fully mitigated. Any and all mitigation necessary as a result of the construction, relocation and/or upgrade of IID facilities is the responsibility of the project proponent.

Response 5A: The various study areas discussed in the environmental document, including the cultural Area of Potential Effect/Project Area Limit, Biological Study Area, paleontological Project Study Area, noise study area, etc., include the areas anticipated for modification. Due to feedback received during the public circulation of the Draft Initial Study, the proposed project was modified to intersect farther west on State Route 195-Avenue 66. As a result of the change, the County circulated a Revised Draft Initial Study to discuss the anticipated environmental effects of the revised proposed Build Alternative. The Revised Draft IS/MND also includes the statement, "Existing utilities, including, electricity, phone, gas, and irrigation would be relocated or protected in place" in the project description.

Utility coordination will continue during of the Final Design phase of the project and will include a prior rights determination. Mitigation responsibilities will be dependent on the prior rights determination results.

<u>Comment 5B:</u> Given that the relocation of existing utilities (i.e. electricity) is a consequence of the grade separation project and is included in the project's description, hence the County of Riverside, as the project proponent, is responsible for any mitigation required for the relocation of IID facilities. Thus, it is important to mindful of this fact as the project evolves into the construction phase and the relocation of IID infrastructure is undertaken.

Response 5B: Thank you for your comment. Please see response to Comment 5A.

Comment 6:

Mark T. eveau, Vice resident, Chandi Group, USA (email dated June 16, 2014).

From: Mark Deveau

Sent: Monday, June 16, 2014 11:55 AM

To: Rose Marcia Frances

Cc: Ariana Ayon; Susana Chandi; Nachhattar Chandi

Subject: RE: The Mecca Community Council Meeting 6- 11-2014: Follow up to your request - Avenue 66 Grade

Separation Project Importance: High

Good morning Marcia, please consider this electronic mail transmission of our formal response to the Avenue 66 Grade Separation Project presented to the Mecca Community Neeting on June 11, 2014. We have attached an exhibit map that indicates our proposed road alignment in lieu of the County of Riverside Transportation and Land Management Agency presented "Build Alternative" road alignment, incuding a traffic signal at 66 Ave. We believe that our proposed road alignment will better serve both the residential and ousiness communities in Mecca. In addition, our proposed road alignment along 66 Ave will synchronize with future new large scale commercial and residential developments planned for this area. For over ten years, our existing Mecca Travel Center serves as a local (food, fuel, etc.) resource for the Mecca residents, it has always been cur goal to provide direct and easy access for them. We are available to meet with your planners and engineers to provide any details of our proposal. We trust that you will recognize the significance of our proposal and revise the road alignment for the Avenue 66 Grade Separation Project accordingly.

For our records, please reply to this email as confirmation of receipt.

Thank you,

Mark T. Deveau Vice President

CHANDI GROUP USA, INC.

Office: 90480 66th Ave, Mecca, CA 92254 Mail: P.O. Box 2817, Indio, CA 92202

Land: 760.396.9260 Ext.203

Cell: 760.485.7752 Fax: 760.396.5245

6

(Comment 4, continued)

Comment 6: We have attached an exhibit map that indicates our proposed road alignment in lieu of the County of Riverside Transportation and Land Management Agency presented "Build Alternative" road alignment, including a traffic signal at 66 Ave. We believe that our proposed road alignment will better serve both the residential and business communities in Mecca. In addition, our proposed road alignment along 66 Ave will synchronize with future new large scale commercial and residential developments planned for this area. For over ten years, our existing Mecca Travel Center serves as a local (food, fuel, etc.) resource for the Mecca residents, it has always been our goal to provide direct and easy access for them. We are available to meet with your planners and engineers to provide any details of our proposal. We trust that you will recognize the significance of our proposal and revise the road alignment for the Avenue 66 Grade Separation Project accordingly.

Response 6:

Due to feedback received during the public circulation of the Draft Initial Study, the proposed project was modified to intersect farther west on State Route 195-Avenue 66. As a result of the change, the County circulated a Revised Draft Initial Study to discuss the anticipated environmental effects of the revised proposed Build Alternative.

The Build Alternative has been modified to begin approximately 1,100 feet east of SR-86 (approximately 2,600 feet west of Lincoln Street). The Build Alternative travels south of Avenue 66/SR-195 and crosses Lincoln Street. East of Lincoln Street, the Build Alternative and the original alternative were identical. Technical studies for the project have been revised to reflect the revised project area.

From: Rose, Marcia frances
To: "Prink, Matthey"

Subject: RE: Return to Requestor Notice - Avenue 66 Grade Separation Project, Mecca, CA

Date: Thursday, Jure 19, 2014 3:03:40 PN

Attachments: image001.pnc image002.pnc

Dear Mr. Prink:

The Riverside County Transportation Department is in receipt of your comments on the Avenue 66 Grade Separation Project.

Thank you,

Marcia Frances Rose, M.S., PMP
Senior Transportation Planner
Riverside County Transportation Department- Environmental Division
Riverside County - Transportation and Land Management Agency
3525 14th Street
Riverside, CA 92501
951-955-1505

From: Prink, Matthew [mailto:Matt.Prink@Level3.com]

Sent: Tuesday, June 17, 2014 9:26 AM

To: Rose, Marcia Frances

Subject: Return to Requestor Notice - Avenue 66 Grade Separation Project, Mecca, CA

Ms. Rose,

Level 3 has received your letter dated 5/20/14 regarding the project at Ave 66 & Home Ave and area \$W ("Project"). In response to your inquiry please find the enclosed drawings indicating the approximate location of the Level 3 telecommunications facilities (the "Facilities"). Note that the locations of Facilities shown on these drawings are only approximate and Level 3 nereby disclaims any responsibility to third parties for the accuracy of this Information. Persons working in the area covered by these drawings must contact the statewide Call-Before-You-Dig System to ascertain the location of underground facilities prior to performing any excavation.

After reviewing the information you provided it is uncertain whether the Project will impact the Facilities.

The Facilities have been constructed on private property and/or public right of way with the authorization of the applicable property owner. Prior to any work being performed by o on behalf of Level 3 all costs associated with the adjustment and/or relocation of the Facilities are required to be paid in full to Level 3.

} 7

Please review the enclosed information. f it is determined that an adjustment and/or relocation of the Facilities is necessary to accommodate the Project, please contact the undersigned to discuss and reference the file number 46.555 CA, with any future communications. Any changes or additions to the Project plans or parameters should be submitted to Level 3 for review of potential new impacts to the Level 3 facilities. Unless Level 3 receives information that such adjustment or relocation is necessary it will assume that any potential conflict between the Project and Facilities has been eliminated. Sincerely,

Matt Prink

Business Analyst

Network Protection Management - Relocations

Level 3 Communications 1025 El Dorado Blvd - 43C-407 Broomfield, CO 80821 p: 720.888.2639















To Whom it may concern:

We would like to request that all utility submittals in the future be sent via emal to Relo@Level3.com or Level3.NetworkRelocations@Level3.com with a detailed letter stating the project information, as well as any existing plans that may be beneficial in determining potential conflict. This will ensure an expedited response and will accelerate communication between both parties. Furthermore, Level 3 is committed to environmental awareness; this method will not only align with our commitment, but also create a substantially more effective means of communicating. If there are outstanding circumstances in which this request cannot be met, please advise us of such. Lastly, cny utility submittals that were previously sent to Luis Garcia with Global Crossing shall now be sent to the above emal address for review and coordination. We appreciate your cooperation and look forward to working with you in the future.

Sincerely,

Matt Prink

Business Analyst, OSP Relocations Network Protection Management Level 3 Communications 1025 Eldorado Blvd Broomfield, CO 80021 (Office43C-220)

p: 720-888-2639

e: Matthew.Prink@Level3.com





<u>Comment 7A:</u> After reviewing the information you provided it is uncertain whether the Project will impact the Facilities.

The Facilities have been constructed on private property and/or public right of way with the authorization of the applicable property owner. Prior to any work being performed by or on behalf of Level 3 all costs associated with the adjustment and/or relocation of the Facilities are required to be paid in full to Level 3.

Please review the enclosed information. If it is determined that an adjustment and/or relocation of the Facilities is necessary to accommodate the Project, please contact the undersigned to discuss and reference the file number 46555 CA with any future communications.

<u>Response 7A:</u> Thank you for the information. The County will review the facilities information provided and will continue coordinating with Level 3 during of the Final Design phase of the project. Utility coordination will include a prior rights determination. Mitigation responsibilities will be dependent on the prior rights determination results.

Additionally, due to feedback received during the public circulation of the Draft Initial Study, the proposed project was modified to intersect farther west on State Route 195-Avenue 66. As a result of the change, the County circulated a Revised Draft Initial Study to discuss the anticipated environmental effects of the revised proposed Build Alternative.

Edward i. Luna (letter dated June 16, 2014).

Edward G. Luna P.O Box 13063 Palm Desert, California 92255 Telephore: (760) 702-7876

Jure 16, 2014

County of Riverside Transportation Department Ms. Marcia Frances Rose, PMP Senior Transportation Planner 3525 14th Street Riverside, California 92501

SUBJECT: 66th Avenue Grade Separation Project over the Union Pacific Rail Road (UPRR), in Mecca

Dear Ms. Rose,

Thank you for the opportunity to respond to discussion held at meeting of June 11, 2014, regarding the above referenced project. I am also thankful for the update and report(s) provided by Dokken Engineering at this same meeting. This compilation of reports was essential to me for a comprehensive understanding of the full scope of said project.

The varied alternatives expressed at the meeting suggested the amount of input submitted toward the project thus far, but the "Build Alternative" as presented appears to be the most viable in terms of meeting current access needs of the community of Mecca. Eleven of the twe ve reports cite the UPRR's reluctance to widening the Fourth Street railroad crossing. Further, without this necessary improvement, any proposal to sacrifice public monies toward accommodation for its continued use appears to be analogous to the "...pouring of new wine into old wineskins."

Further, although the Preliminary Environmental Study Report notes that the project will not have a negative impact on Mecca's economic status (Exhibit 6-A), it may have assumed more positively that the project would have *some* potential economic benefits due to the resultant improved traffic flow.

However, the Water Quality Assessment Report appears to encourage such a vision in its statement that. "The Project will improve access from the community of Mecca and will accommodate planned future traffic" (NEED, P. 4).

Summarily, I would like to submit to The Transportation Department, Dokker Engineering, and all other Federal, State, County and Local Agencies, and contributing Assessment Groups for said report(s) and look forward toward the final approval, funding, and completion of the Avenue 66 Grade separation Project in Mecca, California.

8A

(Comment 8, contin 1ed)

County of Riverside Ms. Marcia Frances Rose, PMP (Cont'd)
If I may be of any assistance to you in providing your office with further support toward the development of this project, please do not hesitate to call or write.
I may be reached by email at leo9hrt@gmail.com , by telephone at (760)702-7876, or at the mailing address as listed at the letterhead above.
Yours very truly,
Edward G. Luna 91-306 Third Street Mecca, California 92254

<u>Comment 8A:</u> The varied alternatives expressed at the meeting suggested the amount of input submitted toward the project thus far, but the "Build Alternative" as presented appears to be the most viable in terms of meeting current access needs of the community of Mecca...[f]urther, without this necessary improvement, any proposal to sacrifice public monies toward accommodation for its continued use appears to be analogous to the "...pouring of new wine into old wineskins."

Summarily, I would like to submit to the Transportation Department, Dokken Engineering, and all other Federal, State, County and Local Agencies, and contributing Assessment Groups for said report(s) and look forward toward the final approval, funding, and completion of the Avenue 66 Grade Separation Project in Mecca, California.

Further, although the Preliminary Environmental Study Report notes that the project will not have a negative impact on Mecca's economic status (Exhibit 6-A), it may have assumed more positively that the project would have *some* potential economic benefits due to the resultant improved traffic flow.

However, the Water Quality Assessment Report appears to encourage such a vision in its statement that, "The Project will improve access from the community of Mecca and will accommodate planned future traffic" (NEED, P. 4).

<u>Response 8A:</u> Thank you for your comment in support of the proposed Build Alternative and the suggestion that the project would result in some potential economic benefit. This will be included in the Final IS/MND and Revised Draft IS/MND discussing the revised Build Alternative.

Comment 9:

Roland G. Ferrer, Planning Director, Torres Martinez Desert Cahuilla Indians (letter dated June 18, 2014).



THE TORRESMARTINEZ DESERT CAHUILLA INDIANS

P.O. Box 1160 Thermal, CA 92274 (769) 397-0300 – FAX (760) 397-\$146

June 18, 2014

Marcia Frances Rose Riverside County Transportation Department Environmental Division 3525 14th Street Riverside, CA 92501

Re: Avenue 66 Grade Separation Project

Dear Ms. Rose:

Torres Martinez Desert Cahuilla Indians (TMDCI) has the following comments to the Initial Study with proposed Mitigated Negative Declaration prepared for the Avenue 66 Grade Separation Project:

Cultural Resources d) page 34 of 90 of the document: Staff disagrees with the "Less Than Significant with Mitigation Incorporated" initial assessment of the project. The project has gone through multiple alterations that will lead to the highway disturbing a very large swath of non-developed agricultural lands away from existing roadways and development. The reason for this chosen path is because of the input received from the Mecca Community asking for highway noise to be as far away from their community as possible. However, Riverside County devalues disturbance of the traditional Cahuilla territory of Native Americans whom where here long before the community of Mecca was built.

Land Use and Planning b) page 53 of 90 of the document.

Staff disagrees with the "Less Than Significant Impact" initial assessment of the project. Besides creating a large new right-of-way, roadway alignment and project staging area through agricultural and non-developed land, the proposed infrastructure will allow for future housing and/or commercial land use to be built further disturbing agricultural lands and affecting the Riverside County General Plan. This future growth was specifically mentioned by Riverside County at the project presentation as a positive. Furthermore, Riverside County officials did not know that the land owned by the tribe around the problematic "4th street and Avenue 66 dog-legged intersection further complicated by the railroad crossing" was not tribal trust lard, but a

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9B

Marcia Frances Rose Page 2 of 2

land asset that can be bought and sold without consulting the Bureau of Indian Affairs (BIA). This misconception may have prevented the County from proposing to fix the intersection, eventually leading to proposing a large new highway disturbing a large area of land around the problem.

TMDCI requests a Tribal Intergovernmenal consultation with Riverside County for the purposes of protecting traditional tribal cultural places. Furthermore, the Tribe is aware of sensitive cultural sites in the vicinity and would like to consult with the County on these sites as well as the project area.

Please feel free to contact Robert Powell, GIS Specialist by email at rpowell@tmtanf.org at or phone at (750)397-0300, extension 1254 with any questions or comments.

Sincerely,

Roland G. Ferrer Planning Director (cont'd)

<u>Comment 9A:</u> Cultural Resources d) page 34 of 90 of the document: Staff disagrees with the "Less Than Significant with Mitigation Incorporated" initial assessment of the project. The project has gone through multiple alterations that will lead to the highway disturbing a very large swath of non-developed agricultural lands away from existing roadways and development. The reason for this chosen path is because of the input received from the Mecca Community asking for highway noise to be as far away from their community as possible. However, Riverside County devalues disturbance of the traditional Cahuilla territory of Native Americans whom where here long before the community of Mecca was built.

<u>Response 9A:</u> Thank you for your comment. While noise impacts were analyzed and considered in the environmental document, a southerly alignment was found the viable alternative after evaluation of several factors. Several factors were considered in developing a viable build alternative, including land use, traffic, environment, safety, cost, and meeting the purpose and need of the project.

Comment 9B: Land Use and Planning b) page 53 of 90 of the document.

Staff disagrees with the "Less Than Significant Impact" initial assessment of the project. Besides creating a large new right-of-way, roadway alignment and project staging area through agricultural and non-developed land, the proposed infrastructure will allow for future housing and/or commercial land use to be built further disturbing agricultural lands and affecting the Riverside County General Plan. This future growth was specifically mentioned by Riverside County at the project presentation as a positive. Furthermore, Riverside County officials did not know that the land owned by the tribe around the problematic "4th street and Avenue 66 doglegged intersection further complicated by the railroad crossing" was not tribal trust land, but a land asset that can be bought and sold without consulting the Bureau of Indian Affairs (BIA). This misconception may have prevented the County from proposing to fix the intersection, eventually leading to proposing a large new highway disturbing a large area of land around the problem.

Response 9B: Allowing for the planned growth in the area was considered a positive result because it is consistent with the Riverside County General Plan. As included in the Riverside County General Plan, and as shown in Figure 11: Land Uses and Community Development Overlay, the area east of State Route 111 is already planned for "Community Development Overlay" and the area west of State Route 11 Is planned for "Very High Density Residential," "Rural Residential with a Community Development Overlay," "Commercial Retail," and "Medium Density Residential."

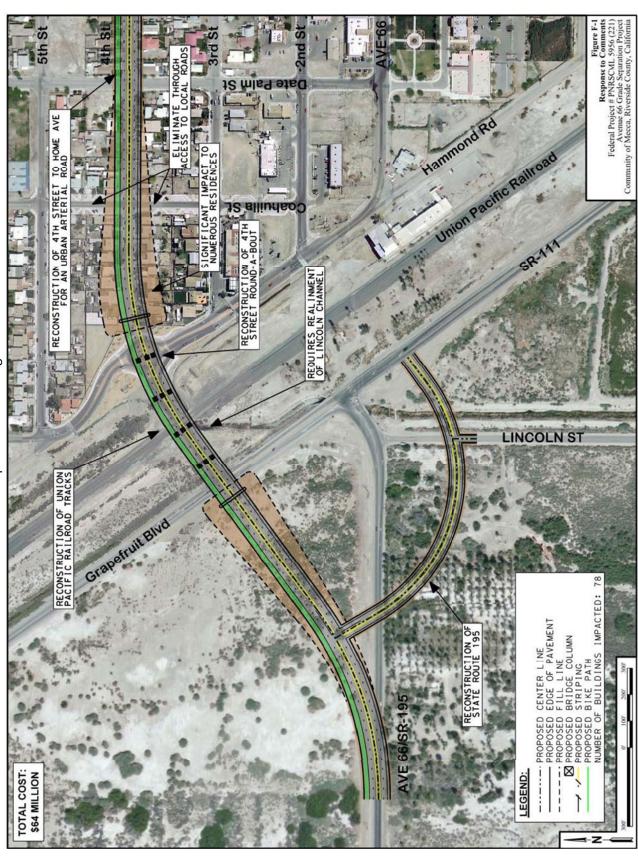
Due to impacts to numerous residential homes east of Hammond Road, a grade separation at 4th Street is infeasible (see Figure F-1 which depicts a conceptual 4th Street Alignment footprint). Several concept alignments did include an extended 4th Street roadway through the tribe-owned parcel, along with iterations of a grade separation south of Avenue 66. Due to poor traffic results, those concept alignments were not carried forward.

<u>Comment 9C:</u> TMDCI requests a Tribal Intergovernmental consultation with Riverside County for the purposes of protecting traditional tribal cultural places. Furthermore, the Tribe is aware of sensitive cultural sites in the vicinity and would like to consult with the County on these sites as well as the project area.

<u>Response 9C:</u> The comment letter from the Torres-Martinez on June 18, 2014 requested "Tribal Intergovernmental consultation with Riverside County" for the purposes of protecting traditional cultural places and discussing the project area's cultural sensitivity. During a phone call placed on October 24, 2014 to the TMDCI, Mr. Roland Ferrer (Planning Director) formally requested "government"

to government" consultation under Section 106 of the National Historic Preservation Act. Since the project also involved NEPA coordination, the County coordinated a joint consultation meeting. Mr. Ferrer's request was relayed from the County to the Caltrans District 8 Native American Coordinator, Gary Jones, and Caltrans District 8 Archaeologist, Dicken Everson via email on October 24, 2014. The County and Caltrans District 8 met with members of the TMDCI on November 24, 2014 as consultation under both CEQA and Section 106 of the National Historic Preservation Act, required under NEPA.

At the November 24, 2014 meeting, the TMDCI requested hard and electronic copies of the HPSR to review. The County and Caltrans District 8 mailed the requested HPSR copies to the TMDCI on December 1, 2014. A second joint CEQA/Section 106 consultation meeting was held on March 10, 2015 at the TMDCI tribal offices to further discuss concerns regarding the project. The TMDCI previously identified a culturally sensitive area within the limits of the APE, with the potential for buried cultural deposits. The TMDCI requested that the project include Native American monitors during all project related ground disturbing activities. As requested, the TMDCI will be kept updated as to the project schedule and will be notified in advance when project related ground disturbing activities are anticipated so that Native American monitors can be present.



F-1: Conceptual 4th Street Alignment

Comment 10:

Dr. F. Ho mozi, Chairman, Moslem Brothers of America, Inc. (email dated June 16, 2014).

June 16 2014

Mr. N. Hosseinion and Ms. Cherry Zamora Environmental Manager DOKKEN Engineering 110 Blue Ravine Road, Suite 200 Folsom,CA 95630

Re: Avenue 66 Grade Separation

From the Moslem Brothers of America, Inc., and Hormozi Parcels Avenue 66, Mecca, California

Dear Mr. Hosseinion and Ms. Zamora:

We did not have any information aboutany meeting regarding this project. We believe that first, changing the RRP to be deviated from the existing route is a bad idea. Rerouting Avenue 66 from Horne Avenue and coming south, building a bridge over UPRR and Highway 111 way down is wrong. Directing the traffic southward to Lincoln Street (a dead-end street) is wrong. Swinging the road west and trying to destroy all the

prime parcels in the section and going back again to the existing Avenue

66 and 86 Expressway and using so mary signalization is wrong and does not help the Community of Mecca.

Highway 195 and 4th Street are about 60 feet wide, the same as Lincoln Street and Avenue 66, and located in the middle of the town of Mecca.

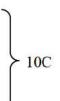
All traffic from the town of Mecca have been going through 4th Street and 195 to Highway 111. The best is to continue 4th and 195 over a

bridge over UPRR and Highway 111. As you can see on the enclosed map, less than 1/2 mile goes to Avenue 66. It may cost about \$3 million, and the RR and CalTrans may share the expenses. The lands from 111 to Avenue 66 could be re-zoned to R-1 for the benefit of their owners. With this kind of economy, every dollar counts. This project would save so much money and may satisfy many objections.

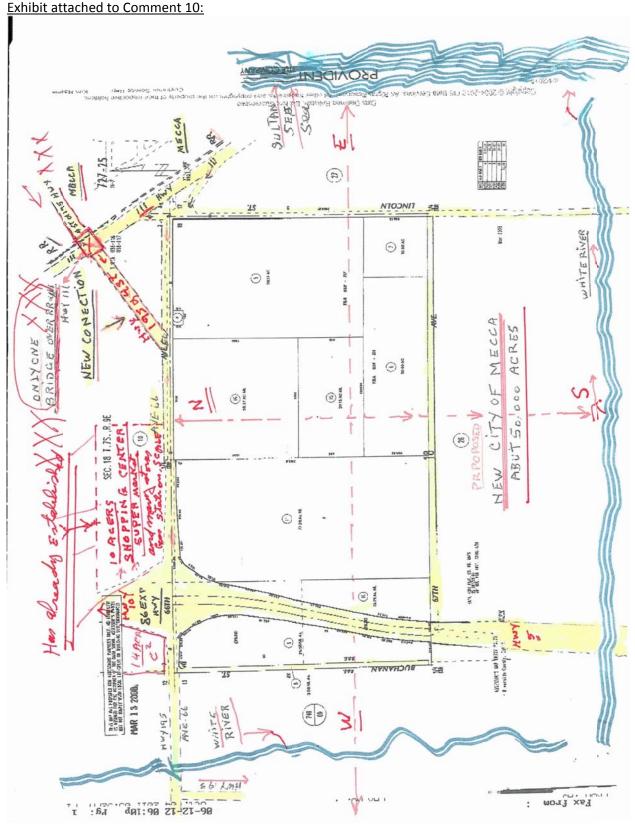
May God Bless Right People for the Right Work.

Respectfully,

Dr. F. Hormozi, Chairman Moslem Brothers of America, Inc. $\begin{cases} 104 \\ 103 \end{cases}$



(Comme it 10, continued) Exhibit attached to Comment 10:



Comment 10A: We did not have any information about any meeting regarding this project.

<u>Response 10A:</u> The project was added as an agenda item in the regularly scheduled Community Council meeting. Standard noticing procedures were implemented for the Community Council meeting. The County of Riverside welcomes further coordination with the Moslem Brothers of America, Inc., as part of the right-of-way process.

<u>Comment 10B:</u> We believe that first, changing the RRP to be deviated from the existing route is a bad idea. Rerouting Avenue 66 from Home Avenue and coming south, building a bridge over UPRR and Highway 111 way down is wrong. Directing the traffic southward to Lincoln Street (a dead-end street) is wrong. Swinging the road west and trying to destroy all the prime parcels in the section and going back again to the existing Avenue 66 and 86 Expressway and using so many signalization is wrong and does not help the Community of Mecca.

Highway 195 and 4th Street are about 60 feet wide, the same as Lincoln Street and Avenue 66, and located in the middle of the town of Mecca.

All traffic from the town of Mecca have been going through 4th Street and 195 to Highway 111. The best is to continue 4th and 195 over a bridge over UPRR and Highway 111. As you can see on the enclosed map, less than ½ mile goes to Avenue 66. It may cost about \$3 million, and the RR and CalTrans may share the expenses. The lands from 11 to Avenue 66 could be re-zoned to R-1 for the benefit of their owners. With this kind of economy, every dollar counts. This project would save so much money and may satisfy many objections.

<u>Response 10B:</u> Several factors were considered in developing a viable build alternative, including land use, traffic, environment, safety, cost, and meeting the purpose and need of the project.

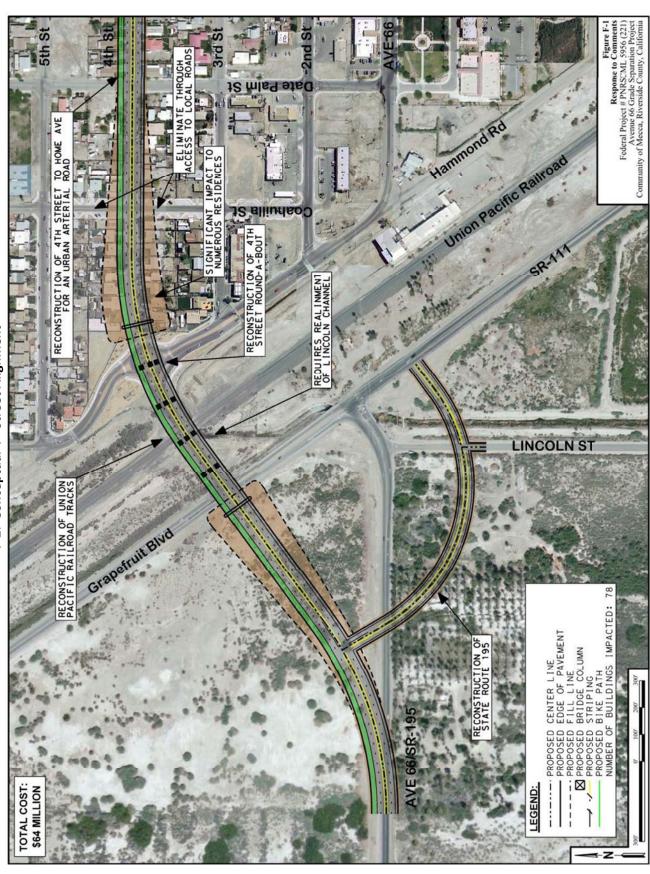
Due to feedback received during the public circulation of the Draft Initial Study, the proposed project was modified to intersect farther west on State Route 195-Avenue 66. As a result of the change, the County circulated a Revised Draft Initial Study to discuss the anticipated environmental effects of the revised proposed Build Alternative.

The following table summarizes the reasons why an alignment at the existing 4th Street and Avenue 66/SR-195 roads were found not feasible. Please also see Figure F-2 and F-3 which show the footprint of a 4th Street Alignment or Avenue 66/SR-195 Alignment, respectively.

Table F-1: Alignments Considered but Found Not Feasible.

Alignment	Reasons Not Feasible
Elevated Railroad Line	 Not supported by the Railroad Excessive cost that would include temporary rail relocation during construction and a high structures cost
Road Undercrossing of Railroad at the Existing Avenue 66	 Interrupts Downtown Area "Walkability" Not preferred by Railroad Excessive cost of \$110 Million Limits community potential and area development potential. Property access

	would be affected along Avenue 66 east of Hammond Road.
Road Overcrossing of Railroad at Avenue 66	 Major Impacts to Downtown Mecca, including library, park businesses. Would require high fill or walls along adjacent properties and side street connections would be changed. Limits Walkability Limits community potential and limits area development potential High cost of land acquisition.
Road Overcrossing of Railroad at 4 th Street	 Would require high fill or walls along or at adjacent properties Major impacts to local community, including single-family homes Railroad would not support additional lanes on 4th Street



F-2: Conceptual 4th Street Alignment



Figure 3: Conceptual Avenue 66/SR-195 Alignment

Comment 11:

Dr. F. Ho mozi, Chairman, Moslem Brothers of America, Inc. (letter dated October 14, 2014).

October 14, 2014

Mr. Jeff Stone, Chairman Board of Supervisors of Riverside County 4800 Lemon Street, 5th Floor Riverside, CA 92501

RE: Federal Project # PNRSCML 5956221
Avenue 66 Grade Separation Project
Community of Mecca, Riverside County, CA

Dear Honorable Mr. Stone:

As per our Appeal to the Avenue 66 Grade Separation Project dated September 4, 2014, which was sent to you, it is a fact that this project would cause many problems, such as overloading the Avenue 66, more congestion, accidents, unsafe conditions, cost several hundred million dollars of the taxpayers in vain, and cause lots of damages to the property owners.

The unfortunate community of Mecca, in case of emergency, ambulance, or fire trucks, would have to get to Highway 111 or 86 Expressway in the shortest way. They have to pass over the ailroad, and a long string of trains could not be stopped at the time of an emergency siren, and it may cause delays and deaths.

The presented Project indicates several miles to get to the Highway. The Project does not mention the width of the road or the width of the bike pathways for the farmers. And the Project area -- could it be 100 or more feet to go through an owner's property (as a Right-of-Way), and would they be forced by eminent domain?

This road may never be built. But the restriction of Right-of-Way would destroy the properties as they are. We would like to know if it should be necessary to expose this case with all the positive documents collected with the Federal authorities and our attorneys would urveil the case for proper justification.

Mr Stone, we have been told about your sincerity and knowledge. If you just look at the plan, you would see that the best project that would be helpful to the community is to continue Highway 195 and 4th Street at the plan over the RRPA and Highway 111 to Avenue 66 and less than one-quarter of a mile to the 86 Expressway. It should have been done at the time the RRPA was buying railroad at the front of the Community of Mecca to Highway 111. I believe that all the expenses should be shared by RRPA and CalTrans, and the hudget available should be spent to build a decent public park in Mecca to be most helpful for the community and admired by the citizens. We will help to the best of our abilities.

With Many Thanks,

James F. Hormozi Concerned Citizen Dr. F. Hormozi, Chairman Moslem Brothers of America, Inc. 128 South Wetherly Drive Beverly Hills, CA 90211 11A

113

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11)

11A

11D

(cont'd)

Enclosures

Cc: Mr. Namat Hosseinion, Dokken Engineering, Environmental Manager

Comment 11A: As per our Appeal to the Avenue 66 Grade Separation Project dated September 4, 2014, which was sent to you, it is a fact that this project would cause many problems, such as overloading the Avenue 66, more congestion, accidents, unsafe conditions, cost several hundred million dollars of the taxpayers in vain, and cause lots of damages to the property owners.

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If you just look at the plan, you would see that the best project that would be helpful to the community is to continue Highway 195 and 4th Street at the plan over the RRPA and Highway 111 to Avenue 66 and less than one-quarter of a mile to the 86 Expressway. It should have been done at the time the RRPA was buying railroad at the front of the Community of mecca to Highway 111.

Response 11A: The proposed project is designed to improve access to and from the Community of Mecca, alleviate congestion, and provide an alternate and safe route across the railroad while minimizing impacts to property owners. A 4th Street alignment was not found feasible due to the reasons mentioned in Response 10B. As shown in Figure F-2, a 4th Street alignment would have major effects to the community east of Hammond Road by impacting numerous existing single-family homes.

With a grade separated overcrossing, automobiles will be able to cross over the railroad. Currently, there is only one crossing at the same grade as the railroad.

Comment 11B: The presented Project indicates several miles to get to the Highway. The Project does not mention the width of the road or the width of the bike pathways for the farmers. And the Project area – could it be 100 or more feet to go through an owner's property (as a Right-of-Way), and would they be forced by eminent domain?

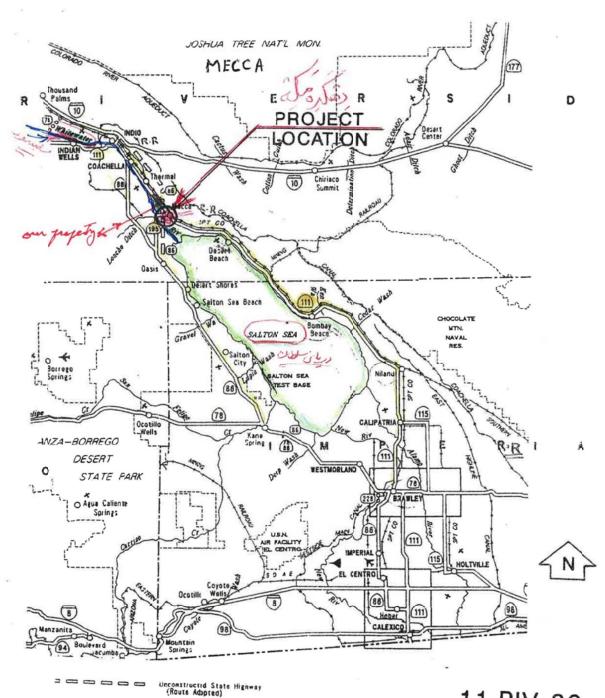
Response 11B: As noted in the project description in the Initial Study, the project is a total length of 1.7 miles along the new Avenue 66. The typical road width is 52 feet, although it varies at intersections and as it approaches the bridge. Similar to the road width, the right-of-way varies from 122 feet to 397 feet. Within parcels 727-250-015, 727-250-015, and 727-250-005 (Moslem Brothers of America, Inc., and Hormozi properties), the right-of-way width is ranges from 150 – 195 feet and averages 170 feet. The right-of-way acquisition process would be the next phase in the project. Per Federal regulations, agencies are required to go through a negotiated process with property owners. In the event that property could not be acquired through a negotiated process, the agency has the right to acquire through the eminent domain process.

Comment 11C: This road may never be built. But the restriction of Right-of-Way would destroy the properties as they are. We would like to know if it should be necessary to expose this case with all the positive documents collected with the Federal authorities and our attorneys would unveil the case for proper justification.

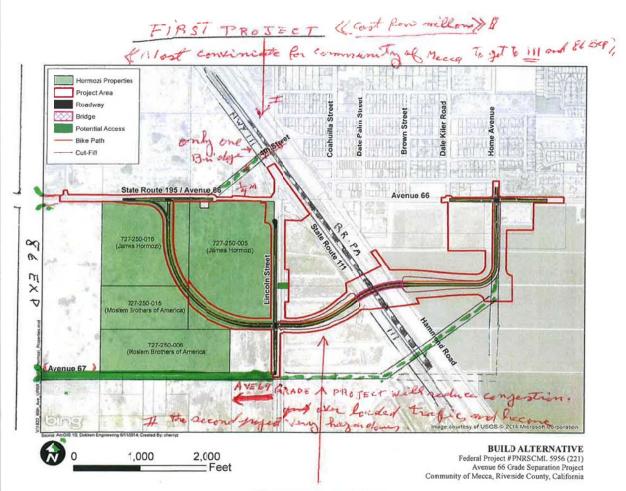
Response 11C: Thank you for your comment.

Comment 11D: I believe that all the expenses should be shared by RRPA and CalTrans, and the budget available should be spent to build a decent public park in Mecca to be most helpful for the community and admired by the citizens. We will help to the best of our abilities.

Response 11D: Thank you for your comment.

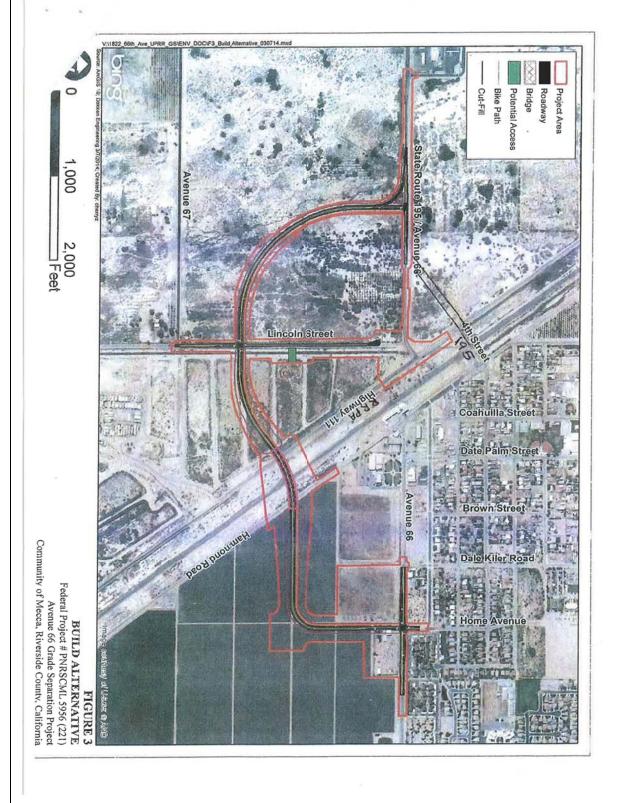


11-RIV-86



SECOND PROJET

Produces many difficulties for
The community of Meeca and
will cost several millions over\$200,000,000



Comment 12:

Steve Bigley, Director of Environmental Services, Coachella Valley Water District (dated June 16, 2014).



Established in 1918 as a public agency

Coachella Valley Water District

Directors:
John P. Powell, Jr., President - Div. 3
Franz W. De Klotz, Vice President - Div. 1
Ed Pack - Dir. 2
Peter Nelson - Div. 4
Debi Livesay - Div. 5

Officers: Jim Barrett, General Nanager Julia Fernandez. Board Secretary

Beit Best & Krieger LLP, Attorneys

June 16, 2014

File: 0074.302 0074.308 1150.01.11

Marcia Frances Rose County of Riverside Transportation and Land Management Agency 3525 14th Street Riverside, CA 92501

Dear Ms. Rose:

Subject: Draft Initial Study/Proposed Mitigated Negative Declaration for the Avenue 66 Grade Separation Project

Thank you for affording the Coachella Valley Water District (CVWD) the opportunity to review the Draft Initial Study/Proposed Mitigated Negative Declaration for the Avenue 66 Grade Separation Project in the community of Mecca, Riverside County. CVWD provides domestic water, wastewater, recycled water, irrigation/drainage, regional stormwater protection and groundwater management services to a population of nearly 300,000 throughout the Coachella Valley.

At this time, CVWD submits the following comments regarding the proposed project:

Irrigation Facilities

There are existing US Bureau of Reclamation (USBR) facilities not shown on the development plans. There may be conflicts with these facilities. CVWD requests that Riverside County withhold issuance of grading permits until CVWD has reviewed the proposed development, related impacts to the USBR facilities, associated right-of-way, and provided Riverside County with written confirmation that there is no interference. The USBR conflicts include, but are not limited to, Lateral 94.2 and Lateral 94.2-3.6.

11A

P.O. Box 1958 Coachella, CA 92236 Phone (760) 398-2651 Fax (760) 394-3711

www.cvwd.org

2

This area is underlain with agricultural drainage lines. There are CVWD and private facilities not shown on the development plans. There may be conflicts with these facilities. CVWD requests that Riverside County withhold issuance of grading permits until CVWD has reviewed the proposed development and related impacts to the CVWD and private facilities, associated right-of-way, and provided Riverside County with written confirmation that there is no interference. The private conflicts include, but are not limited to: Johnson Mecca Drain; Lincoln Street Open Channel; and Private Tile Drain 228.

Stormwater Facilities

The project lies within the Eastern Coachella Valley Master Stormwater Planning Project, which will provide flood protection to the communities of Thermal, Vista Santa Rosa, Oasis, Mecca and North Shore. CVWD is in the early stages of this planning effort. Upon completion of the design phase, developers and property owners within the area may be required to cedicate right-of-way for flood control facilities and/or participate in the financing of a portion of these facilities.

CVWD's Stormwater Master Plan for the Mecca area will require future modification of the existing Lincoln Street Stormwater Channel. The modification may require a right-of-way width of approximately 180 feet (west to east) at the proposed channel crossing for the project; please consider this during planning stage of project. The 100-year peak flow at this location is approximately 7,000 cubic-feet per second.

Wastewater Facilities

There is an existing CVWD 18-inch-diameter sewer force main that may conflict with proposed road improvements along Avenue 66.

Domestic Water Facilities

There is an existing CVWD 12-inch-diameter domestic water main within Hammond Road that may need to be relocated to accommodate the proposed project.

If you have any questions, please call Luke Stowe, Senior Environmental Specialist, extension 2545.

Sincerely,

for Steve Bigley

Director of Environmental Services

ED ME ON CHANGE

LS: kf\Env Serv\Env\2014\June\Ave 66 Grade Separation

P.O. Box 1058 Coachella, CA92236 Phone (760) 398-2651 Fax (760) 393-3711

www.cvwd.org

11A (c)nt'd)

Comment 12A:

Irrigation Facilities

There are existing US Bureau of Reclamation (USBR) facilities not shown on the development plans. There may be conflicts with these facilities. CVWD requests that Riverside County withhold issuance of grading permits until CVWD has reviewed the proposed development, related impacts to the USBR facilities, associated right-of-way, and provided Riverside County with written confirmation that there is no interference. The USBR conflicts include, but are not limited to, Lateral 94.2 and Lateral 94.2-3.6.

This area is underlain with agricultural drainage lines. There are CVWD and private facilities not shown on the development plans. There may be conflicts with these facilities. CVWD requests that Riverside County withhold issuance of grading permits until CVWD has reviewed the proposed development and related impacts to the CVWD and private facilities, associated right-of-way, and provided Riverside County with written confirmation that there is no interference. The private conflicts include, but are not limited to: Johnson Mecca Drain; Lincoln Street Open Channel; and Private Tile Drain 228.

Stormwater Facilities

The project lies within the Eastern Coachella Valley Master Stormwater Planning Project, which will provide flood protection to the communities of Thermal, Vista Santa Rosa, Oasis, Mecca and North Shore. CVWD is in the early stages of this planning effort. Upon completion of the design phase, developers and property owners within the area may be required to dedicate right-of-way for flood control facilities and/or participate in the financing of a portion of these facilities.

CVWD's Stormwater Master Plan for the Mecca area will require future modification of the existing Lincoln Street Stormwater Channel. The modification may require a right-of-way width of approximately 180 feet (west to east) at the proposed channel crossing for the project; please consider this during planning stage of project. The 100-year peak flow at this location is approximately 7,000 cubic-feet per second.

Wastewater Facilities

There is an existing CVWD 18-inch-diameter sewer force main that may conflict with proposed road improvements along Avenue 66.

Domestic Water Facilities

There is an existing CVWD 12-inch-diameter domestic water main within Hammond Road that may need to be relocated to accommodate the proposed project.

Response 12A:

Thank you for your comments. The County will continue utility coordination during the Final Design phase of the project to address Lateral 94.2, Lateral 94.2-3.6, the Johnson Mecca Drain, Lincoln Street Open Channel, Private Tile Drain 228, CWD 18-inc-diameter sewer force main along Avenue 66, and the existing CVWD 12-inch-diameter domestic water main within Hammond Road.

The County understands that the CVWD's Stormwater Master Plan for the Mecca area is not complete and is early in the planning/environmental phases. The County will coordinate with CVWD during Final Design of the Avenue 66 Grade Separation Project to discuss options so that the project does not preclude the implementation of the Stormwater Master Plan.

Due to feedback received during the public circulation of the Draft Initial Study, the proposed project was modified to intersect farther west on State Route 195-Avenue 66. As a result of the change, the County circulated a Revised Draft Initial Study to discuss the anticipated environmental effects of the revised proposed Build Alternative.

Utility coordination will also identify the responsible party for utility relocation. Depending on the timing of the Stormwater Master Plan, the level of accommodation by the project will be considered in a manner that best utilizes public funds.



STATE OF CALIFORNIA Governor's Office of Planning and Research State Clearinghouse and Planning Unit



Director

June 20, 2014

Marcia Rose Riverside County 3525 14th Street Riverside, CA 92501

Subject: Avenue 66 Grade Separation Project SCH#: 2014051063

Dear Marcia Rose:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on June 19, 2014, and the comments from the responding agency (ics) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be sarried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use inpreparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant o the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Scott Morgan

Director, State Clearinghouse

Enclosures

cc: Resources Agency

12

Document Details Report State Clearinghouse Data Base

2014051063 SCH#

Project Title Avenue 66 Grade Separation Project

Lead Agency Riverside County

> MND Mitigated Negative Declaration Type

The County proposes to construct a new grade separation and roadway to cross the Jnion Pacific Description

Railroad and Highway 111 from Avenue 66 to Lincoln Street in the community of Mecca. The total length of the project is approximately 1.5 miles. Currently, the only UPRR crossing ir the area is at 4th Street; because the 4th Street crossing is at-grade, east-west travel is delayed when trains cross.

Fax

SBB&M

Lead Agency Contact

Name Marcia Rose Riverside County Agency

951 955 1505 Phone

email

Address 3525 14th Street

Riverside

State CA Zp 92501 City

Project Location

County

City

Region

33° 33' 54.5" N / 116° 4' 24.8" W Lat/Long

Cross Streets SR 111 and Avenue 66

727-272-027, 727-272-010, 727-250-016 Parcel No.

7N

Township Range 9E Section 7/8 Base

Proximity to:

Hwy 111, 195 86 Highways

Airports

UPRR Railways

Waterways Lincoln StormWater Channel Schools Saul Martinez Mecca ES

Land Use

Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historc; Biological Resources; Flood Project Issues

Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation;

Water Quality; Wetland/Ripariar; Growth Inducing; Landuse; Cumuative Effects

Reviewing Agencies

Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 6; Office of Historic Presevation; Department of Parks and Recreation; California Highway Patro; Caltrans, District 8; Caltrans, Division of Transportation Planning; Air Resources Board; Regional Water Quality Control Board, Region 7; Department of Toxic Substances Control; Native American Heritage

Commission; Public Utilities Commission

Start of Review 05/21/2014 End of Review 06/19/2014 Date Received 05/21/2014

Comment 13:

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Response 13:

The County has included the comment letter from the California Public Utilities Commission (CPUC) in the Revised Draft IS/MND.

Comment 14:

John M. 'aylor, Fish & Wildlife Biologist, U.S. Fish and Wildlife Service-Palm Springs (received July 23, 2014).

----- Forwarded message -----

From: Taylor, John < john m taylor@fws.gov>

Date: Wed, Jul 23, 2014 at 7:00 AM

Subject Re: Ave 66 Grade Separation Project - Draft Initial Study/MND

To: "Rese, Marcia Frances" < MFROSE@retlma.org>

Ce: "Sarah E. Holm" <sarahholm@dokkenengineering.com>, "Williams, Russell" <RUWILLIA@rethna.org>

Marcia

Thank you for the opportunity to submit comments on the Avenue 66/SR-111 Grade Separation. You'll find my comments attached. Should you have any questions, please feel free to contact me at any time.

Sincerely,

John M. Taylor
Fish & Wildlife Biologist
U.S. Fish and Wildlife Service - Palm Springs
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, CA 92262
Ph: 760-322-2070 x218
john m taylor@fws.gov

USFWS Comments on Draft Initial Study/Proposed Mitigated Negative Declaration for the Avenue 66 Grade Separation Project – John M Taylor (11-JUL-14)

- Page X (and Pg 30) Bio-4:
 - o Would recommend adding the italicized language to the 4th paragraph:
 - "Should destruction of occupied burrows be unavoidable during the non-breeding season (September 1- January 31) and prior to construction, the approved biologist will consult with CDFW and either, unsuitable burrows be enhanced (enlarged or cleared of debris) or new burrows created (by installing artificial burrows) at a ratio of 2:1 on protected lands approved by CDFW.
- Page XII (and Pg 31) Bio-16:
 - o Non-native plants should be listed as table 4-113 in Section 4 of the MSHCP
 - The Section 2.1.3 Location Regulations Table 2 is an incorrect reference within this document. Table 2 lists only "Impacts to Sensitive Natural Communities within the Project Area"
- Under California Public Resources Code Section 21002, we would recommend analysis of feasible alternatives that would substantially lessen the significant environmental effects of this proposed project.
 - o One potential alternative includes the construction of an overpass from SR-195/Ave 66 over SR-111 and the UPRR to terminate at Hammond Road and run through to 2nd Street. This would serve the purpose and need by (1) providing a separated crossing of the UPRR and SR-111 for traffic in the Mecca Community, (2) provide improved access for emergency vehicles across the railroad tracks, (3) address projected increased delays due to future increases in rail and vehicular traffic, (4) help reduce emissions from vehicle idling at the 4th street at-grade crossing to alleviate congestion, and (5) provide a facility consistent with regional and local General Plans.

} 14A } 14B

Comment 14A

Page X (and Pg 30) - Bio-4:

- Would recommend adding the italicized language to the 4th paragraph:
 - Should destruction of occupied burrows be unavoidable during the non-breeding season (September 1 – January 31) and prior to construction, the approved biologist will consult with CDFW and either, unsuitable burrows be enhanced (enlarged or cleared of debris) or new burrows created (by installing artificial burrows) at a ratio of 2:1 on protected lands approved by CDFW.

Comment 14B

Page XII (and Pg 31) - Bio-16:

- o Non-native plants should be listed as table 4-113 in Section 4 of the MSHCP.
- The Section 2.1.3 Location Regulations, Table 2 is an incorrect reference within this document. Table 2 lists only "Impacts to Sensitive Natural Communities within the Project Area."

Comment 14C

Under California Public Resources Code Section 21002, we would recommend analysis of feasible alternatives that would substantially lessen the significant environmental effects of this proposed project.

One potential alternative includes the construction of an overpass from SR-195/Ave 66 over SR-111 and the UPRR to terminate at Hammond Road and run through to 2nd Street. This would serve the purpose and need by (1) providing a separated crossing of the UPRR and SR-111 for traffic in the Mecca Community, (2) provide improved access for emergency vehicles across the railroad tracks, (3) address projected increased delays due to future increases in rail and vehicular traffic, (4) help reduce emissions from vehicle idling at the 4th street at-grade crossing to alleviate congestion, and (5) provide a facility consistent with regional and local General Plans.

Response 14A:

The suggested change was made in the Revised Draft Initial Study and Mitigation Monitoring Reporting Program. Note that due to feedback received during the public circulation of the Draft Initial Study, the proposed project was modified to intersect farther west on State Route 195-Avenue 66. As a result of the change, the County circulated a Revised Draft Initial Study to discuss the anticipated environmental effects of the revised proposed Build Alternative.

Response 14B:

The correction has been made in the Revised Draft Initial Study and Mitigation Monitoring Reporting Program. The measures now states (change in bold):

BIO-16: Should landscaping be installed within and/or adjacent to the Conservation Area, the project shall not incorporate invasive, non-native plant species or plants listed in **CV**MSHCP Table 4-113. Any landscape treatments within or adjacent to the Conservation Area shall incorporate native plant materials to the maximum extent feasible; recommended native species are listed in **CV**MSHCP Table 4-112.

Response 14C:

Thank you for this comment. Several factors were considered in developing a viable build alternative, including land use, traffic, environment, safety, cost, and meeting the purpose and need of the project. Similar to placing an overhead at the existing 4th Street, an overhead at the existing SR-195/Avenue 66 over SR-111 was not carried forward in alternative selection because of considerable adverse community impacts. As depicted in exhibit F-3, the footprint of an overhead at this location would result in impacts to numerous residential parcels and existing community facilities. An overcrossing at 2nd Street would result in direct acquisition single-family residential parcels and relocation of persons living in those residences. This option would also directly displace six businesses in the community and likely eliminate an access point at a newly built fire station. Due to such constraints, a southern alignment was found to be viable. Subsequently, with further traffic analysis and land use considerations, the Build Alternative was found to be the appropriate, viable, alignment for project consideration.



F-3: Conceptual Overcrossing at 2nd Street.



Appendix H SHPO Concurrence Letter



Reply To: FHWA_2015_0317_001

OFFICE OF HISTORIC PRESERVATION DEPARTMENT OF PARKS AND RECREATION

1725 23rd Street, Suite 100 SACRAMENTO, CA 95816-7100 (916) 445-7000 Fax: (916) 445-7053 calshpo@parks.ca.gov www.ohp.parks.ca.gov

April 14, 2015

Gabrielle Duff, Environmental Branch Chief Caltrans District 8 464 W Fourth Street, 6th Floor San Bernardino, CA 92401-1400

Re: Determinations of Eligibility for the Proposed Avenue 66 Grade Separation Project, Riverside County, CA

Dear Ms. Duff:

You are consulting with me about the subject undertaking in accordance with the January 2014 First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA).

In your letter of March 16, 2015, Caltrans has determined that the following properties are not eligible for the National Register of Historic Places (NRHP):

- Segment of SR-111/Grapefruit Boulevard, Southwest of Mecca and UPRR and East of Lincoln Avenue
- Segment of SR-195/Avenue 66, Southwest of Mecca and UPRR and West of Lincoln Avenue

In addition Caltrans determined that the SPRR/UPRR segment in the vicinity of SR195/Avenue 66 and SR-111/Grapefruit Boulevard is eligible for the NRHP under Criterion A. This segment was completed in 1876 as part of the Yuma Main line which connected Los Angeles to Yuma, Arizona. The entire line made a significant contribution to development patterns, transportation, and the agricultural history of California as a whole, and this segment is a contributing element to the larger Yuma Main Line.

Caltrans the following state-owned properties do not meet NRHP and/or California Historical Landmark eligibility criteria is also providing notice and summary to SHPO pursuant to PRC 5024(b):

- Segment of SR-111/Grapefruit Boulevard, Southwest of Mecca and UPRR and East of Lincoln Avenue
- Segment of SR-195/Avenue 66, Southwest of Mecca and UPRR and West of Lincoln Avenue

Ms. Duff April 14, 2015 Page 2 of 2

Based on my review of the submitted documentation, I concur.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at natalie.lindquist@parks.ca.gov.

Sincerely,

Carol Roland-Nawi, Ph.D.

State Historic Preservation Officer

Cent Tokand Ypuis, Ph.D.

Technical Studies Bound Separately

Air Quality Report and Air Quality Memorandum

Community Impact Assessment and Community Impact Assessment Memorandum

Natural Environment Study

Hazardous Waste Initial Site Assessment and Hazardous Waste Initial Site Assessment Memorandum

Historic Resources Evaluation Report

Historic Property Survey Report and Supplemental Historic Property Survey Report

Noise Study Report

Paleontology Identification Report/Evaluation Report/Monitoring Plan

Traffic Operations Analysis and Traffic Memorandum

Visual Impact Assessment and Visual Impact Assessment Memorandum

Water Quality Assessment and Water Quality Assessment Memorandum