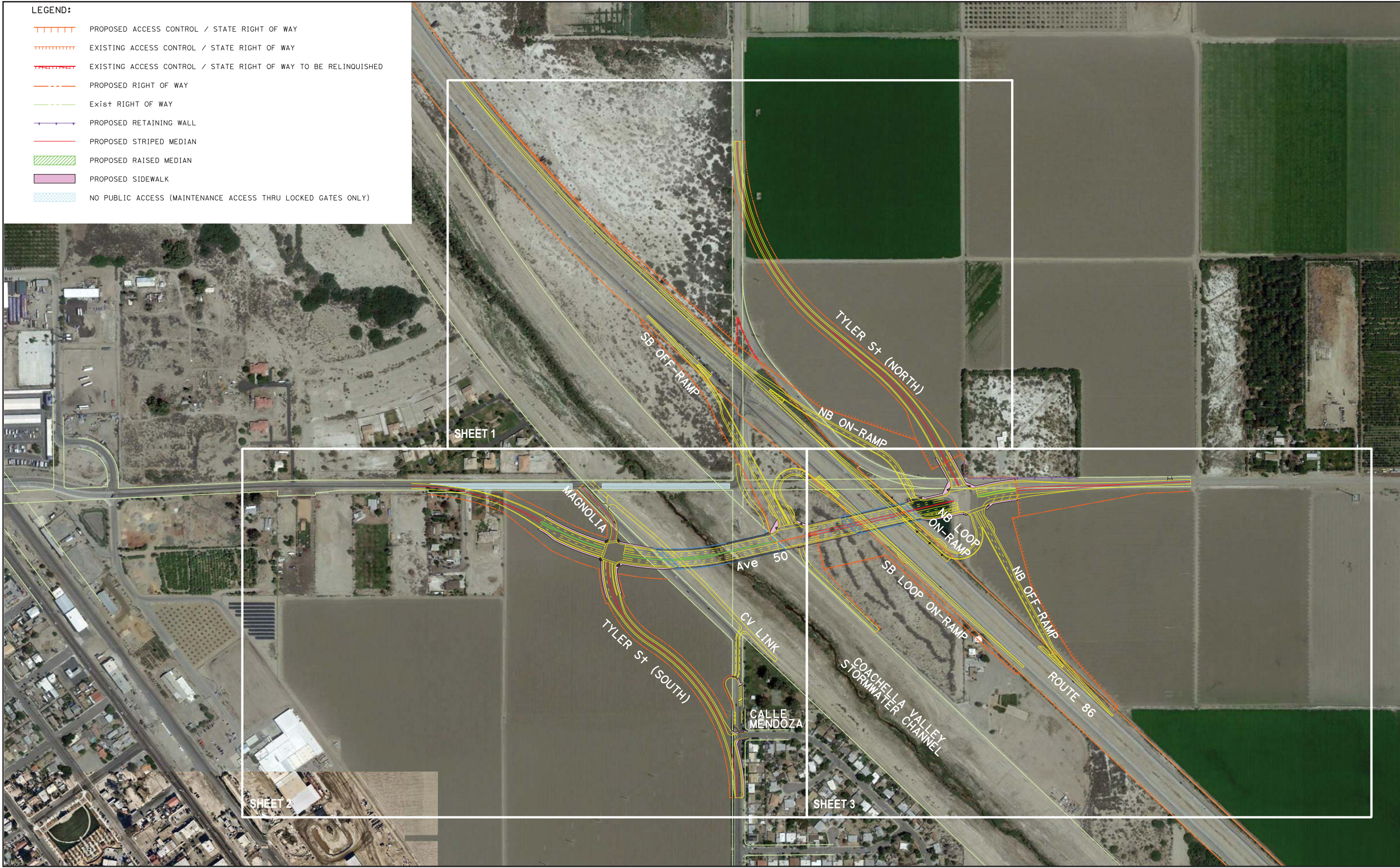


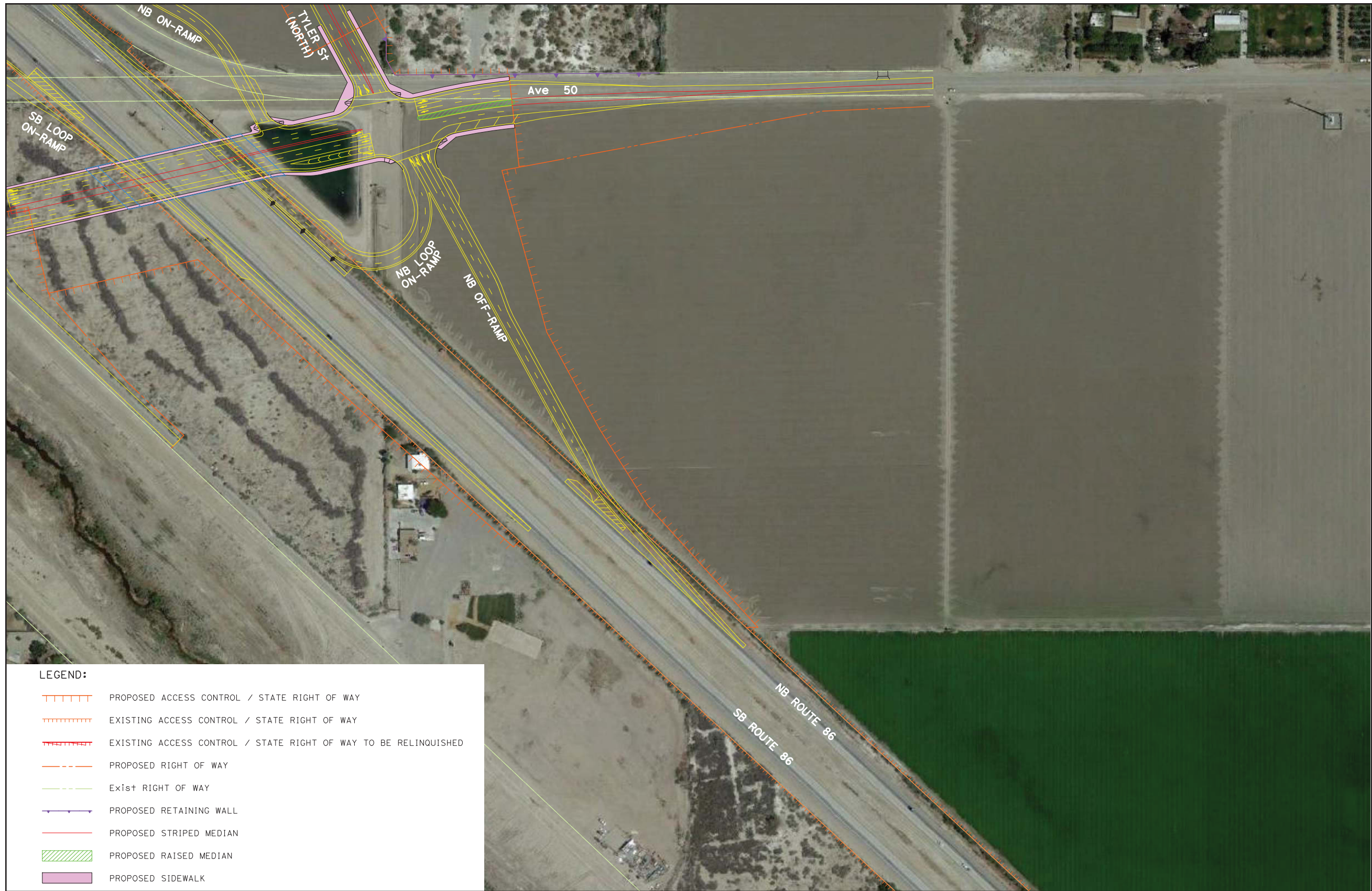
LEGEND:

| | |
|--|---|
| | PROPOSED ACCESS CONTROL / STATE RIGHT OF WAY |
| | EXISTING ACCESS CONTROL / STATE RIGHT OF WAY |
| | EXISTING ACCESS CONTROL / STATE RIGHT OF WAY TO BE RELINQUISHED |
| | PROPOSED RIGHT OF WAY |
| | EXIST RIGHT OF WAY |
| | PROPOSED RETAINING WALL |
| | PROPOSED STRIPED MEDIAN |
| | PROPOSED RAISED MEDIAN |
| | PROPOSED SIDEWALK |











Note: Based on Preliminary Engineering and subject to change.



NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—Phase 1 Detour Map

Exhibit 13

Insert letter transmitted to City of Coachella Public Works Director, Maritza Martinez on October 1, 2018, and signature page from Maritza Martinez

Appendix B

Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

April 2018

**NON-DISCRIMINATION
POLICY STATEMENT**

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, please visit the following web page:
http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone (916) 324-8379, TTY 711, email Title.VI@dot.ca.gov, or visit the website www.dot.ca.gov.

A handwritten signature in blue ink, appearing to read "Laurie Berman".

LAURIE BERMAN
Director

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Appendix C

Summary of Relocation Benefits

DECLARATION OF POLICY

“The purpose of this title is to establish a **uniform policy for fair and equitable treatment** of persons displaced as a result of federal and federally assisted programs in order that such persons **shall not suffer disproportionate injuries** as a result of programs designed for the benefit of the public as a whole.”

The Fifth Amendment to the U.S. Constitution states, “No Person shall...be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation.” The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations (CFR) Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments, as discussed below.

FAIR HOUSING

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state’s relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Caltrans relocation advisor.

RELOCATION ASSISTANCE ADVISORY SERVICES

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. Caltrans will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are “decent, safe, and sanitary.” Nonresidential displacees will receive information on comparable properties for lease or purchase (for business, farm, and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning federal and state assisted housing programs and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable “decent, safe, and sanitary” replacement dwelling, available on the market, is offered to them by Caltrans.

RESIDENTIAL RELOCATION PAYMENTS

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

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until Caltrans obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 90 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate.

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by Caltrans prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when Caltrans determines that the cost to rent a comparable “decent, safe, and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative,

the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the *Down Payment* section below. To receive any relocation benefits, the displaced person must buy or rent and occupy a “decent, safe and sanitary” replacement dwelling within one year from the date Caltrans takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of less than 90 days and tenants in legal occupancy prior to Caltrans’ initiation of negotiations. The one-year eligibility period in which to purchase and occupy a “decent, safe and sanitary” replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on Federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, Caltrans will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced.
- Specific arrangements needed to accommodate any family member(s) with special needs.
- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family.
- Preferences in area of relocation.
- Location of employment or school.

NONRESIDENTIAL RELOCATION ASSISTANCE

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

Moving Expenses

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting,

unloading, unpacking, and reconnecting of personal property. Items acquired in the right-of-way contract may not be moved under the Relocation Assistance Program. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.

- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to \$2,500, for reasonable expenses actually incurred.

Reestablishment Expenses

Reestablishment expenses related to the operation of the business at the new location, up to \$25,000 for reasonable expenses actually incurred.

Fixed In Lieu Payment

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than \$1,000 nor more than \$40,000.

ADDITIONAL INFORMATION

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, except for any federal law providing local "Section 8" Housing Programs.

Any person, business, farm or nonprofit organization that has been refused a relocation payment by Caltrans relocation advisor or believes that the payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from Caltrans' Division of Right of Way and Land Surveys. California's law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

The Caltrans Division of Right of Way's Relocation Assistance Program can be viewed at <http://www.dot.ca.gov/hq/row/rap/index.htm>.

Appendix D

Avoidance, Minimization and/or Mitigation Summary

Appendix D - Environmental Commitments Record

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record [ECR] which follows) would be implemented. During project design, avoidance, minimization, and /or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.

State Route 86/Avenue 50 New Interchange Project

08-RIV-86 (PM R19.2/R21.6)

PN 0814000144 / EA 0C970

Date of ECR: May 2019

Type of Environmental Compliance:

CEQA: IS with MND

NEPA: EA

Project Phase:

PA/ED(DED)

PS&E

Revalidation

Ready To List

Construction

| Measure # | Avoidance, Minimization, and/or mitigation Measure | Page # in ED | Source | Responsible for Development and/or Implementation | Timing/Phasing | If Applicable, Corresponding Construction Provisions (Standard, SSP, NSSP) | Action(s) taken to Implement/Remarks | Measure Completed | | Environmental Compliance | |
|--------------------------|---|--------------|---|---|--|--|--------------------------------------|-------------------|----------|--------------------------|----|
| | | | | | | | | Date | Initials | Yes | No |
| Land Use | | | | | | | | | | | |
| PR-1 | The City of Coachella will receive closure information a minimum of 60 days in advance so that the City would be able to provide 30 days advance notice to the neighborhood from Calle Mendoza south to Avenue 52. | 2-17 | State Route 86/Avenue 50 New Interchange Project IS/EA, November 2018 | City of Coachella | 60 Days Prior to Notice and 30 Days Notice Prior to Construction | | | | | | |
| Farmland | | | | | | | | | | | |
| ROW-1 | Right-of-way will be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and property owners will receive just compensation and fair market value for their property. | 2-22 | Community Impact Assessment, September 2018 | City of Coachella | Prior to Construction | | | | | | |
| Community Impacts | | | | | | | | | | | |
| ROW-1 | Right-of-way will be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and property owners will receive just compensation and fair market value for their property. | 2-63 | Community Impact Assessment, September 2018 | City of Coachella | Prior to Construction | | | | | | |

| Measure # | Avoidance, Minimization, and/or mitigation Measure | Page # in ED | Source | Responsible for Development and/or Implementation | Timing/Phasing | If Applicable, Corresponding Construction Provisions (Standard, SSP, NSSP) | Action(s) taken to Implement/Remarks | Measure Completed | | Environmental Compliance | |
|----------------------------------|---|--------------|--|--|-----------------------|--|--------------------------------------|-------------------|----------|--------------------------|----|
| | | | | | | | | Date | Initials | Yes | No |
| Visual/Aesthetics | | | | | | | | | | | |
| VIS-1 | <u>Construction Lighting.</u> Construction lighting types, plans, and placement shall be designed to minimize light and glare impacts on surrounding sensitive uses. | 2-147 | Visual Impact Assessment, May 2018 | City of Coachella, Project Engineer, Caltrans Project Engineer | Construction | | | | | | |
| VIS-2 | <u>Landscaping.</u> Expressway landscaping shall retain the character of the existing desert scrub. Landscape palettes of context sensitive, water-conservation plants, and concept plans will be implemented in consultation with the City of Coachella and the Caltrans District Landscape Architect. All landscaping within the Caltrans right-of-way shall be reviewed and approved by Caltrans prior to final design and implementation. | 2-147 | Visual Impact Assessment, May 2018 | City of Coachella, Project Engineer, Caltrans District Landscape Architect | Final Design | | | | | | |
| VIS-3 | <u>Existing Vegetation.</u> To minimize erosion on the project site, established, non-invasive vegetation shall be preserved to the maximum extent possible. Areas that are disturbed due to construction activities shall be stabilized with erosion control and plant replacement at a ratio acceptable to the Caltrans District Landscape Architect. All plant materials used will be non-invasive, and native vegetation will be used as much as possible. | 2-147 | Visual Impact Assessment, May 2018 | City of Coachella, Project Engineer, Caltrans District Landscape Architect | Construction | | | | | | |
| VIS-4 | <u>Architectural Treatments and Review.</u> Structures will receive architectural aesthetics to minimize viewshed effects of the project and will received textures and anti-graffiti treatment to deter vandalism. All proposed architectural treatments shall be developed during the Plans, Specifications, and Estimates Phase in consultation with the City of Coachella and the Caltrans District Landscape Architect. All proposed architectural treatments shall be reviewed and approved by Caltrans prior to final design and implementation. | 2-147 | Visual Impact Assessment, May 2018 | City of Coachella, Project Engineer, Caltrans District Landscape Architect | Final Design | | | | | | |
| VIS-5 | <u>Roadway Abandonment and Hydroseeding/Revegetation.</u> Abandoned roadways not scheduled for repurposing shall be removed and hydroseeded or landscaped in consultation with the City of Coachella and the Caltrans District Landscape Architect using non-invasive plants. All proposed hydroseeding/landscaping within Caltrans right-of-way shall be reviewed and approved by Caltrans prior to final design and implementation. | 2-147 | Visual Impact Assessment, May 2018 | City of Coachella, Project Engineer, Caltrans District Landscape Architect | Final Design | | | | | | |
| VIS-6 | <u>Operational Lighting.</u> The project shall be designed to reduce permanent new sources of light and glare. | 2-147 | Visual Impact Assessment, May 2018 | City of Coachella, Project Engineer Caltrans Project Engineer | Final Design | | | | | | |
| Paleontological Resources | | | | | | | | | | | |
| PAL-1 | Prior to the start of construction, all field personnel shall be briefed regarding the types of fossils that could be found in the project area and the procedures to follow shall paleontological resources be encountered. This training shall be accomplished at the pre-grade kick-off meeting or morning tailboard meeting and shall be conducted by the Project Paleontologist or his/her representative. Specifically, the training shall provide a description of the fossil resources that may be encountered in the project area, outline steps to follow in the event that a fossil discovery is made, and provide contact information for the Project Paleontologist and on-site monitor(s). The training shall be developed by the Project Paleontologist and may be conducted | 2-184 | Paleontological Identification Report/ Paleontological Evaluation Report, March 2018 | City of Coachella, Project Engineer, Caltrans Resident Engineer, Project Paleontologist, Construction Contractor | Prior to Construction | | | | | | |

| Measure # | Avoidance, Minimization, and/or mitigation Measure | Page # in ED | Source | Responsible for Development and/or Implementation | Timing/Phasing | If Applicable, Corresponding Construction Provisions (Standard, SSP, NSSP) | Action(s) taken to Implement/Remarks | Measure Completed | | Environmental Compliance | |
|-----------|---|--------------|--|---|--|--|--------------------------------------|-------------------|----------|--------------------------|----|
| | | | | | | | | Date | Initials | Yes | No |
| | concurrent with other environmental training (e.g., cultural and natural resources awareness training, safety training, etc.). | | | | | | | | | | |
| PAL-2 | <p>A Paleontological Mitigation Plan (PMP) that follows Caltrans guidelines and the recommendations of the Society of Vertebrate Paleontology (SVP) will be prepared. The PMP is anticipated to include, but not be limited to, the following mitigation measures:</p> <p>a) A PMP will be prepared and implemented for the project. The PMP will be conducted by a qualified professional paleontologist prior to the commencement of ground-disturbing activities.</p> <p>b) If a paleontological resource is discovered, the paleontological monitor and the Resident Engineer may divert the construction equipment around the find temporarily.</p> <p>c) The paleontological find will be assessed for scientific significance and collected, if significant.</p> <p>The PMP will also include, but not be limited to, the following avoidance measures:</p> <p>d) Part-time monitoring will be conducted for grading and excavation activities at depths greater than or equal to 20 feet below ground surface (bgs) that will disturb previously undisturbed Holocene to Late Pleistocene lacustrine deposits of Lake Cahuilla.</p> <p>e) Due to soil development, previous anthropogenic developments, and young age of surficial soil and Quaternary surficial sediments, monitoring should not be required in project areas where construction activities disturb sediments at depths less than 20 feet bgs.</p> <p>f) Monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls.</p> <p>g) In areas of high sensitivity, monitoring efforts can be reduced or eliminated at the discretion of the Project Paleontologist.</p> | 2-184 | Paleontological Identification Report/ Paleontological Evaluation Report, March 2018 | City of Coachella, Project Engineer, Caltrans Resident Engineer, Project Paleontologist | Prior to Ground Disturbance Construction | | | | | | |
| PAL-3a | Upon completion of fieldwork, all significant fossils collected shall be prepared in a properly equipped paleontology laboratory to a point ready for curation. Preparation will include the careful removal of excess matrix from fossil materials and stabilizing and repairing specimens, as necessary. Following laboratory work, all fossils specimens shall be identified to the lowest taxonomic level, cataloged, analyzed, and delivered to the Western Science Center in the City of Hemet, Riverside County, California for permanent curation and storage. The cost of curation is assessed by the repository and is the responsibility of the project owner. | 2-185 | Paleontological Identification Report/ Paleontological Evaluation Report, March 2018 | City of Coachella, Project Engineer, Caltrans Resident Engineer, Project Paleontologist | Post-Construction | | | | | | |
| PAL-3b | At the conclusion of laboratory work and museum curation, a final Paleontological Mitigation Report shall be prepared describing the results of the paleontological mitigation monitoring efforts associated with the project. The report will include a summary of the field and laboratory methods, an overview of the project area geology and | 2-185 | Paleontological Identification Report/ Paleontological Evaluation Report, March 2018 | City of Coachella, Project Engineer, Caltrans Resident Engineer, Project Paleontologist | Post-Construction | | | | | | |

| Measure # | Avoidance, Minimization, and/or mitigation Measure | Page # in ED | Source | Responsible for Development and/or Implementation | Timing/Phasing | If Applicable, Corresponding Construction Provisions (Standard, SSP, NSSP) | Action(s) taken to Implement/Remarks | Measure Completed | | Environmental Compliance | |
|--|--|--------------|---|--|---|--|--------------------------------------|-------------------|----------|--------------------------|----|
| | | | | | | | | Date | Initials | Yes | No |
| | paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. If the monitoring efforts yielded fossils, then a copy of the report shall also be submitted to the Western Science Center. | | | | | | | | | | |
| Hazardous Waste/Materials | | | | | | | | | | | |
| HAZ-1 | Asbestos containing-materials (ACMs) and lead-based paints (LBPs) testing will be conducted prior to demolition/modification of structures by a certified specialist. If present, the certified specialist will monitor the disposal of the ACMs/LBPs as they are uncovered. | 2-194 | Phase I Initial Site Assessment October 2017 | City of Coachella, Resident Engineer, Caltrans Resident Engineer, Construction Contractor | Prior to Demolition/ Modification of Structures | | | | | | |
| HAZ-2 | Any transformer to be relocated/removed during site construction/demolition will be conducted under the purview of the local purveyor to identify proper handling procedures regarding polychlorinated biphenyls (PCBs). | 2-194 | Phase I Initial Site Assessment October 2017 | City of Coachella, Resident Engineer, Caltrans Resident Engineer, Construction Contractor | Construction/ Demolition | | | | | | |
| HAZ-3 | The location of septic tanks and leach fields will be confirmed prior to site disturbance activities. Should septic systems be present on-site, the City of Coachella will properly abandon the existing system(s) and relocate the system(s) appropriately. | 2-194 | Phase I Initial Site Assessment October 2017 | City of Coachella, Project Engineer, Caltrans Project Engineer | Prior to Site Disturbance | | | | | | |
| Biological Resources | | | | | | | | | | | |
| Wetland and Other Waters (Including MSHCP riparian/ riverine resources) | | | | | | | | | | | |
| WET-1 | Permanent and temporary impacts to jurisdictional waters will be mitigated at a minimum 1:1 ratio at an approved mitigation bank, applicant-sponsored mitigation area, or on-site. The project will include a restoration plan that will provide requirements for site selection, implementation, monitoring, long-term maintenance, and performance standards, in consultation with the resource agencies. | 2-241 | Natural Environment Study, November 2018 | City of Coachella, Project Engineer, Caltrans Project Engineer, Project Biologist | Final Design | | | | | | |
| WET-2a | Prior to any construction related ground disturbing activities, ESA fencing will be installed where and as specified on project plans. | 2-241 | Natural Environment Study, November 2018 | City of Coachella, Project Engineer, Caltrans Project Engineer, Project Biologist | Prior to Vegetation Clearing or Construction Construction | | | | | | |
| WET-2b | Silt fence barriers will be installed at the ESA boundary. | 2-241 | Natural Environment Study, November 2018 | City of Coachella, Project Engineer, Caltrans Project Engineer, Project Biologist | Prior to Vegetation Clearing or Construction Construction | | | | | | |
| Animal Species | | | | | | | | | | | |
| AS-1a | A Qualified Biologist shall present to each construction employee (including temporary, contractors, and subcontractors) a worker environmental awareness training prior to the initiation of work. Workers shall be advised of the special status animal species in the Biological Study Area (BSA), the steps to avoid impacts to the species, and the potential penalties for taking such species. At a minimum, the program shall include the following topics: occurrence of the listed and sensitive species in the area, their general ecology, sensitivity of the species to human activities, legal protection afforded to these species, penalties | 2-267 | Natural Environment Study, November 2018 | City of Coachella, Project Engineer, Caltrans Environmental Planner, Project Biologist | Prior to Construction | | | | | | |

| Measure # | Avoidance, Minimization, and/or mitigation Measure | Page # in ED | Source | Responsible for Development and/or Implementation | Timing/Phasing | If Applicable, Corresponding Construction Provisions (Standard, SSP, NSSP) | Action(s) taken to Implement/Remarks | Measure Completed | | Environmental Compliance | |
|-----------|--|--------------|--|--|-----------------------|--|--------------------------------------|-------------------|----------|--------------------------|----|
| | | | | | | | | Date | Initials | Yes | No |
| | for violations of Federal and State laws, reporting requirements, and project features designed to reduce the impacts to these species and promote continued successful occupation of the project area environs. | | | | | | | | | | |
| AS-1b | Color photographs of the listed species shall be included in this program, which shall be shown to the employees. Following the education program, the photographs shall be posted in the contractor and resident engineer office, where the photographs shall remain through the duration of the project. | 2-267 | Natural Environment Study, November 2018 | City of Coachella, Project Engineer, Caltrans Environmental Planner, Project Biologist | Prior to Construction | | | | | | |
| AS-1c | The contractor, resident engineer, and the Qualified Biologist shall be responsible for ensuring that employees are aware of the listed species. | 2-267 | Natural Environment Study, November 2018 | City of Coachella, Project Engineer, Caltrans Environmental Planner, Project Biologist | Prior to Construction | | | | | | |
| AS-1d | If additional employees are added to the project after initiation, they shall receive instruction prior to working on the project. | 2-267 | Natural Environment Study, November 2018 | City of Coachella, Project Engineer, Caltrans Environmental Planner, Project Biologist | Prior to Construction | | | | | | |
| AS-2 | Construction activities shall not be scheduled to occur during special status bird breeding season identified as January 15th to September 30th (up to 500 feet) of all suitable habitat unless one of the following exceptions apply: i. Completed protocol-level surveys conducted by a Qualified Biologist during the year of implementation determined the site to not be occupied; ii. Noise levels resulting from the project construction activities do not exceed the existing ambient noise level; or iii. If this work window is not feasible, then pre-construction surveys for special status birds and migratory bird nests within a specified distance of the project impact area will be conducted by a Qualified Biologist. If an active nest is found during the pre-construction nesting bird surveys, then consultation with the USFWS and/or CDFW may be initiated. | 2-267 | Natural Environment Study, November 2018 | City of Coachella, Project Engineer, Caltrans Environmental Planner, Project Biologist | Construction | | | | | | |
| AS-3a | If project activities cannot be avoided during the breeding season, a preconstruction nesting bird clearance survey shall be conducted by a Qualified Biologist for avian species, including Cooper's hawk, summer tanager, black-tailed gnatcatcher, Vermillion flycatcher, Crissal thrasher, Le Conte's thrasher, least Bell's vireo, and yellow-headed blackbird, no more than three days prior to ground breaking or vegetation removal activities to determine the presence of nesting birds by a Qualified Biologist. The surveys shall be conducted by a Qualified Biologist at the appropriate time(s) of day. | 2-268 | Natural Environment Study, November 2018 | City of Coachella, Project Engineer, Caltrans Environmental Planner, Project Biologist | Construction | | | | | | |
| AS-3b | If an active avian nest is located, the bird shall be identified to species and a "no construction" buffer (up to 500 feet) shall be established in accordance with the guidelines provided in the CVMSHCP and the sensitivity of the species. The "no construction" buffer shall remain in place until nesting has ceased or the young have fledged. | 2-268 | Natural Environment Study, November 2018 | City of Coachella, Project Engineer, Caltrans Environmental Planner, Project Biologist | Construction | | | | | | |

| Measure # | Avoidance, Minimization, and/or mitigation Measure | Page # in ED | Source | Responsible for Development and/or Implementation | Timing/Phasing | If Applicable, Corresponding Construction Provisions (Standard, SSP, NSSP) | Action(s) taken to Implement/Remarks | Measure Completed | | Environmental Compliance | |
|-----------|--|--------------|--|--|---|--|--------------------------------------|-------------------|----------|--------------------------|----|
| | | | | | | | | Date | Initials | Yes | No |
| AS-3c | The Qualified Biologist shall monitor the nest to ensure that impacts to nesting birds do not occur. | 2-268 | Natural Environment Study, November 2018 | City of Coachella, Project Engineer, Caltrans Environmental Planner, Project Biologist | Construction | | | | | | |
| AS-4a | Prior to implementation of the project, the construction area and adjacent areas within 500 feet of the development footprint, or to the edge of the property if less than 500 feet, shall be surveyed by a Qualified Biologist for burrows that could be used by burrowing owl. | 2-268 | Natural Environment Study, November 2018 | City of Coachella, Project Engineer, Caltrans Environmental Planner, Project Biologist | Prior to Construction | | | | | | |
| AS-4b | If a burrow is located, the biologist shall determine if the burrow has recently been used or if an owl is present in the burrow. If the burrow is determined to be occupied, the burrow shall be flagged and a 160-foot buffer during the non-breeding season and a 250-foot buffer during the breeding season or a buffer to the edge of the property boundary if less than 500 feet, shall be established around the burrow, in accordance with the CVMSHCP. The buffer shall be staked and flagged. No construction activities shall be permitted within the buffer until the young are no longer dependent on the burrow. If the burrow is unoccupied, the burrow shall be made inaccessible to owls, and construction activities may proceed. | 2-268 | Natural Environment Study, November 2018 | City of Coachella, Project Engineer, Caltrans Environmental Planner, Project Biologist | Prior to Construction | | | | | | |
| AS-4c | If either a nesting or escape burrow is occupied, owls shall be relocated pursuant to accepted Wildlife Agency protocols. A burrow is assumed occupied if records indicate that, based on surveys conducted following protocol, at least one burrowing owl has been observed occupying a burrow on-site during the past three years. If there are no records for the site, surveys shall be conducted to determine, prior to construction, if burrowing owls are present. Determination of the appropriate method of relocation, such as eviction/passive relocation or active relocation, shall be based on the specific site conditions (e.g., distance to nearest suitable habitat and presence of burrows within that habitat) in coordination with the California Department of Fish and Wildlife (CDFW). | 2-268 | Natural Environment Study, November 2018 | City of Coachella, Project Engineer, Caltrans Environmental Planner, Project Biologist | Prior to Construction | | | | | | |
| AS-4d | Active relocation and eviction/passive relocation require the preservation and maintenance of suitable burrowing owl habitat determined through coordination with the CDFW. | 2-268 | Natural Environment Study, November 2018 | City of Coachella, Project Engineer, Caltrans Environmental Planner, Project Biologist | Prior to Construction | | | | | | |
| AS-5a | A Qualified Biologist shall conduct a pre-construction clearance survey for American badger no more than three days prior to the initiation of vegetation removal or ground disturbing activities to determine if American badger den sites are present within the work area. The clearance survey shall cover all areas of suitable habitat that would be directly and indirectly impacted by project activities, including areas within 100 feet of the project limits. | 2-269 | Natural Environment Study, November 2018 | City of Coachella, Project Engineer, Caltrans Environmental Planner, Project Biologist | No More Than Three Days Prior to Construction | | | | | | |
| AS-5b | All potential dens shall be assessed using non-intrusive methods (e.g., scope, mirror, camera) to determine the presence of badgers. Dens that are determined to be inactive by the Qualified Biologist shall be hand-excavated and collapsed with a shovel to prevent reoccupation between the time of the clearance survey and construction activities. | 2-269 | Natural Environment Study, November 2018 | City of Coachella, Project Engineer, Caltrans Environmental Planner, Project Biologist | No More Than Three Days Prior to Construction | | | | | | |

| Measure # | Avoidance, Minimization, and/or mitigation Measure | Page # in ED | Source | Responsible for Development and/or Implementation | Timing/Phasing | If Applicable, Corresponding Construction Provisions (Standard, SSP, NSSP) | Action(s) taken to Implement/Remarks | Measure Completed | | Environmental Compliance | |
|---|--|--------------|--|---|---|--|--------------------------------------|-------------------|----------|--------------------------|----|
| | | | | | | | | Date | Initials | Yes | No |
| AS-5c | If badgers are detected, the Qualified Biologist shall passively relocate badgers out of the work area prior to construction, if feasible. If an active den is detected within the work area, the den shall be avoided until the Qualified Biologist determines that the den is no longer active. | 2-269 | Natural Environment Study, November 2018 | City of Coachella, Project Engineer, Caltrans Environmental Planner, Project Biologist | No More Than Three Days Prior to Construction | | | | | | |
| Invasive Species | | | | | | | | | | | |
| INV-1 | All construction equipment and materials shall be inspected for the presence of invasive species and cleaned as necessary. | 2-278 | Natural Environment Study, November 2018 | City of Coachella, Project Engineer, Caltrans Environmental Planner, Project Biologist | Construction | | | | | | |
| Climate Change-Green House Gases (GHG) | | | | | | | | | | | |
| CC-1 | According to the Caltrans' Standard Specifications, the contractor must comply with all local Air Pollution Control District's (APCD) rules, ordinances, and regulations for air quality restrictions. This includes CARB's anti-idling rule (Section 2489 of the California Code of Regulations) and South Coast Air Quality Management District's (SCAQMD) Rule 2449 (In-Use Mobile Source Emission Reduction Programs). | 3-58 | Air Quality Report, April 2018 | City of Coachella, Project Engineer, Caltrans Project Engineer, Construction Contractor | Construction | | | | | | |
| CC-2 | The project will implement landscaping as determined during final design in coordination with the City of Coachella and the Caltrans District Landscape Architect. This landscaping will help offset any potential CO ₂ emissions increase. | 3-58 | Air Quality Report, April 2018 | City of Coachella, Project Engineer, Caltrans District Landscape Architect | Final Design | | | | | | |
| CC-3 | The project will incorporate the use of energy-efficient lighting, such as LED traffic signals, to help reduce the project's CO ₂ emissions. | 3-58 | Air Quality Report, April 2018 | City of Coachella, Project Engineer, Caltrans Project Engineer | Final Design | | | | | | |
| CC-4 | According to the Caltrans Standard Specifications, idling time for lane closure during construction will be limited to 10 minutes in each direction. In addition, the contractor will comply with all SCAQMD rules, ordinances, and regulations regarding air quality restrictions. | 3-58 | Air Quality Report, April 2018 | City of Coachella, Project Engineer, Caltrans Project Engineer, Construction Contractor | Construction | | | | | | |
| CC-5 | As part of the SCAG's 2016-2040 RTP/SCS, project level mitigation measures were provided to reduce impacts, including those pertaining to climate change. The following project level mitigation measures would apply: <ul style="list-style-type: none"> The project will utilize energy- and fuel-efficient vehicles and equipment that meet and exceed U.S. EPA/NHTSA/CARB standards relating to fuel efficiency and emission reduction. The project will use the minimum feasible amount of GHG-emitting construction materials. The project will use cement blended with the maximum feasible amount of fly ash or other materials that reduce GHG emissions from cement production. | 3-58 | Air Quality Report, April 2018 | City of Coachella, Project Engineer, Caltrans Project Engineer, Construction Contractor | Construction | | | | | | |

| Measure # | Avoidance, Minimization, and/or mitigation Measure | Page # in ED | Source | Responsible for Development and/or Implementation | Timing/Phasing | If Applicable, Corresponding Construction Provisions (Standard, SSP, NSSP) | Action(s) taken to Implement/Remarks | Measure Completed | | Environmental Compliance | |
|--|--|--------------|---|---|--|--|--------------------------------------|-------------------|----------|--------------------------|----|
| | | | | | | | | Date | Initials | Yes | No |
| | <ul style="list-style-type: none"> The project will incorporate design measures to reduce GHG emissions from solid waste management through solid waste reduction, recycling, and reuse. The project will recycle construction debris. | | | | | | | | | | |
| Section 4(f) Parks and Recreational Resources | | | | | | | | | | | |
| PR-1 | The City of Coachella will receive closure information a minimum of 60 days in advance so that the City would be able to provide 30 days advance notice to the neighborhood from Calle Mendoza south to Avenue 52. | A-5 | State Route 86/Avenue 50 New Interchange Project IS/EA, November 2018 | City of Coachella | 60 Days Prior to Notice and 30 Days Notice Prior to Construction | | | | | | |

Appendix E

List of Acronyms

Appendix E List of Acronyms

| | |
|-------------------|---|
| ° | degrees |
| # | number |
| % | percent |
| µg/m ³ | microgram per cubic meter |
| AADT | Annual Average Daily Trips |
| AB | Assembly Bill |
| ACBCI | Agua Caliente Band of Cahuilla Indians |
| AC | asphalt concrete |
| ACHP | Advisory Council on Historic Preservation |
| ACM | Asbestos containing-materials |
| ACOE | Army Corps of Engineers |
| ACS | American Community Survey |
| ADA | Americans with Disabilities Act |
| ADL | aerially deposited lead |
| ADT | average daily traffic |
| AELUP | Airport Environs Land Use Plan |
| AGR | Agriculture Supply |
| AM | ante meridiem |
| amsl | above mean sea level |
| APCD | Air Pollution Control District's |
| APE | Area of Potential Effects |
| APN | Assessor's Parcel Number |
| apts | apartments |
| AQUA | Aquaculture |
| ARB | Air Resources Board |

| | |
|----------|---|
| ARPA | Archaeological Resources Protection Act |
| ARS | Acceleration Response Spectra |
| ASR | Archaeological Survey Report |
| ASTM | American Society for Testing and Materials |
| BAU | Business as Usual |
| BFE | base flood elevations |
| bgs | below ground surface |
| BIOS | Biogeographic Information & Observation System |
| BLM | Bureau of Land Management |
| BMP | best management practices |
| BSA | biological study area |
| C-D | collector-distributor |
| C-F | Community Facilities |
| C-G | General Commercial |
| C-O | Commercial-Professional Office |
| CA | California |
| CAFE | Corporate Average Fuel Economy |
| Cal-IPC | California Invasive Plant Council |
| CAL/OSHA | California Division of Occupational Safety and Health |
| Caltrans | California Department of Transportation |
| CARB | California Air Resources Board |
| CBC | California Building Code |
| CCAA | California Clean Air Act |
| CDFW | California Department of Fish and Wildlife |
| CDMG | California Division of Mines and Geology |
| CEQ | Council on Environmental Quality |

| | |
|--------------------|---|
| CEQA | California Environmental Quality Act |
| CERCLA | Comprehensive Environmental Response, Compensation and Liability Act |
| CERFA | Community Environmental Response Facilitation Act |
| CESA | California Endangered Species Act |
| CFR | Code of Federal Regulations |
| CGP | Construction General Permit |
| CGS | California Geological Survey |
| CH ₄ | methane |
| GHG | greenhouse gas |
| CHL | California Historical Landmarks |
| CHP | California Highway Patrol |
| CHRI | California Historical Resources Inventory |
| CHRIS | California Historical Resources Inventory System |
| CLOMR | Conditional Letter of Map Revision |
| cm | centimeters |
| CNDDB | California Natural Diversity Database |
| CNPS | California Native Plant Society |
| CO-CAT | Coastal and Ocean Working Group of the California Climate Action Team |
| CO | carbon monoxide |
| CO ₂ | carbon dioxide |
| CO ₂ eq | carbon dioxide equivalent |
| COLD | Cold Freshwater Habitat |
| CPHI | California Points of Historical Interest |
| CPSC | Consumer Product Safety Commission |
| CPT | cone penetration test |
| CRHR | California Register of Historical Resources |

| | |
|---------|---|
| CTP | California Transportation Plan |
| CV | Coachella Valley |
| CVAG | Coachella Valley Association of Governments |
| CVMSHCP | Coachella Valley Multiple Species Habitat Conservation Plan |
| CVSC | Coachella Valley Stormwater Channel |
| CVWD | Coachella Valley Water District |
| CWA | Clean Water Act |
| CY | cubic yards |
| CZMA | Coastal Zone Management Act of 1972 |
| dBA | A-weighted decibel scale |
| DDD | dichlorodiphenyldichloroethane |
| DDE | dichlorodiphenyldichloroethylene |
| DDI | diverging diamond interchange |
| DDT | dichlorodiphenyltrichloroethane |
| DEMO | Demonstration |
| DOGGR | Department of Oil, Gas, and Geothermal Resources |
| DP | Director's Policy |
| DPGR | District Preliminary Geotechnical Report |
| DSA | Disturbed Soil Area |
| DTSC | Department of Toxic Substances Control |
| du/ac | dwelling units per acre |
| DWR | Department of Water Resources |
| e.g. | for example |
| EA | Environmental Assessment |
| EB | eastbound |
| EDR | Environmental Data Resources |

| | |
|----------|---|
| EIC | Eastern Information Center |
| EIR | Environmental Impact Report |
| ELAP | Environmental Laboratory Accreditation Program |
| EMFAC | Emission Factors |
| EPACT92 | Energy Policy Act of 1992 |
| EO | Executive Order |
| EPA | Environmental Protection Agency |
| ESAs | Environmentally Sensitive Areas |
| etc. | Et cetera |
| et seq. | and what follows |
| F | Fahrenheit |
| FAST Act | Fixing America's Surface Transportation Act |
| FAR | Floor Area Ratio |
| FCAA | Federal Clean Air Act |
| FEMA | Federal Emergency Management Agency |
| FESA | Federal Endangered Species Act |
| FHWA | Federal Highway Administration |
| FIFRA | Federal Insecticide, Fungicide, and Rodenticide Act |
| FIRM | Flood Insurance Rate Map |
| FIS | Flood Insurance Study |
| FMMP | Farmland Mapping and Monitoring Program |
| FONSI | Finding of No Significant Impact |
| FPPA | Farmland Protection Policy Act |
| FRSH | Freshwater Replenishment |
| FTA | Federal Transit Administration |
| FTIP | Federal Transportation Improvement Program |

| | |
|------------------|---|
| GPS | Global Positioning System |
| GWR | Ground Water Recharge |
| H ₂ S | hydrogen sulfide |
| H&SC | Health and Safety Code |
| HBP | Highway Bridge Program |
| HCM | Highway Capacity Manual |
| HCS | Highway Capacity Software |
| HDM | Highway Design Manual |
| HFC-134a | s, s, s, 2-tetrafluoroethane |
| HFC-152a | difluoroethane |
| HFC-23 | fluoroform |
| HMMP | Habitat Mitigation and Monitoring Program |
| HSA | Hydrologic Sub-Area |
| HOV | High Occupancy Vehicle |
| HPSR | Historic Property Survey Report |
| HRER | Historic Resources Evaluation Report |
| I- | Interstate |
| i.e. | that is |
| ICE | Intersection Control Evaluation |
| IID | Imperial Irrigation District |
| IND | Industrial Service Supply |
| ILFP | in-lieu fee program |
| IPaC | Information for Planning and Conservation |
| IPCC | Intergovernmental Panel on Climate Change |
| IS/EA | Initial Study/Environmental Assessment |
| ISA | Initial Site Assessment |

| | |
|------------------|---|
| ISTEA | Intermodal Surface Transportation Act of 1991 |
| ITS | Intelligent Transportation Systems |
| JD | Jurisdictional Delineation |
| kV | kilovolt |
| L _{dn} | Day/Night Average |
| L _{eq} | Equivalent Sound Level |
| L _{max} | Maximum Sound Level |
| L _{min} | Minimum Sound Level |
| L _n | Exceedance Level |
| LACM | Natural History Museum of Los Angeles County |
| LBP | lead-based paint |
| LCFS | low carbon fuel standard |
| LEDPA | least environmentally damaging practicable alternative |
| LF | linear feet |
| LHS/SFER | Location Hydraulic Study and Summary Floodplain Encroachment Report |
| LOP | Letter of Permission |
| LOS | Level of Service |
| LRTP | Long Range Transportation Plan |
| LSEV | low speed electric vehicle |
| LTRMP | Long-Term Resource Management Plan |
| LUD | Land Use District |
| MAP-21 | Moving Ahead for Progress in the 21st Century Act |
| Max | maximum |
| MBTA | Migratory Bird Treaty Act |
| mg/kg | milligrams per kilogram |
| mg/l | milligrams per liter |

| | |
|---------------------|--|
| MLD | Most Likely Descendent |
| MMTCO _{2e} | million metric tons of carbon dioxide equivalent |
| MOE | Measures of Effectiveness |
| MOU | Memorandum of Understanding |
| mph | miles per hour |
| MPAH | Master Plan of Arterial Highways |
| MPO | Metropolitan Planning Organization |
| MS4s | municipal separate storm sewer systems |
| MSATs | Mobile Source Air Toxics |
| MSE | mechanically stabilized earth |
| msl | mean sea level |
| MTBE | Methyl tert-butyl ether |
| MTCO _{2eq} | metric tons per year of carbon dioxide equivalent |
| MUN | Municipal and Domestic Supply |
| MUTCD | Manual on Uniform Traffic Control Devices |
| MW | monitoring well |
| N/A | Not Available |
| N/EB | North/Eastbound |
| N ₂ O | nitrous oxide |
| NAC | Noise Abatement Criteria |
| NAHC | Native American Heritage Commission |
| NAAQS | National Ambient Air Quality Standards |
| NB | northbound |
| NCHRP | National Cooperative Highway Research Program Report |
| ND | Negative Declaration |
| NEPA | National Environmental Policy Act |

| | |
|-----------------|---|
| NES | Natural Environment Study |
| NEVs | neighborhood electric vehicles |
| NFIP | National Flood Insurance Program |
| NHPA | National Historic Preservation Act |
| NHTSA | National Highway Traffic Safety Administration |
| NISZ | Newport-Inglewood Structural Zone |
| NLEV | national low emission vehicle |
| No. | number |
| NO ₂ | nitrogen dioxide |
| NOA | naturally occurring asbestos |
| NOAA | National Oceanic and Atmospheric Administration |
| NMFS | National Marine Fisheries Service |
| NPDES | National Pollutant Discharge Elimination System |
| NRCS | Natural Resource Conservation Service |
| NRHP | National Register of Historic Places |
| NWI | National Wetland Inventory |
| O ₃ | ozone |
| O-A | Open Area |
| OHP | Office of Historic Preservation |
| OHWM | ordinary high water mark |
| OPR | Office of Planning and Research |
| OSHA | Occupational Safety and Health Act |
| OSTP | Office of Science and Technology Policy |
| p. | page |
| PA | Programmatic Agreement |
| PA/ED | Project Approval/Environmental Document |

| | |
|-------------------|---|
| Pb | lead |
| pc/mi/hr | passenger cars/mile/hour |
| pc/mi/ln | passenger cars per mile per lane |
| PCBs | polychlorinated biphenyls |
| PCE | Passenger Car Equivalents |
| PDT | Project Development Team |
| perc | perchloroethylene |
| pH | Potential of Hydrogen |
| PIR/PER | Paleontological Identification Report and Paleontological Evaluation Report |
| PLACs | permits, licenses, agreements, and certifications |
| PM | particulate matter |
| PM | post meridiem |
| PM | Post Mile |
| PM _{2.5} | particles of 2.5 micrometers and smaller |
| PM ₁₀ | particles of 10 micrometers or smaller |
| PMP | Paleontological Mitigation Program |
| pmvm | per million vehicle miles |
| POAQC | project of air quality concern |
| POW | Hydropower Generation |
| PRC | Public Resources Code |
| PROC | Industrial Process Supply |
| PS&E | Plans, Specifications and Estimates |
| PSR-PDS | Project Study Report-Project Development Support |
| QA | quality assurance |
| Qya2 | Holocene to late Pleistocene |
| RAP | Relocation Assistance Program |

| | |
|------------|---|
| RARE | Rare, Threatened or Endangered Species |
| RC | Resource Change |
| RCEM | Roadway Construction Emissions Model |
| RCRA | Resource Conservation and Recovery Act |
| REC | Recognized Environmental Condition |
| REC1 | Water Contact Recreation |
| REC2 | Non-contact Water Recreation |
| RFG | reformulated gasoline |
| RIV | Riverside |
| RivTAM | Riverside County Traffic Analysis Model |
| ROG | Reactive Organic Gas |
| ROW | right-of-way |
| RSA | Resource Study Areas |
| RTP | Regional Transportation Plan |
| RTIP | Regional Transportation Improvement Program |
| RTPA | Regional Transportation Planning Agency |
| RWQCB | Regional Water Quality Control Board |
| S/WB | South/Westbound |
| SAA | Streambed Alteration Agreement |
| SAFETEA-LU | Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users |
| SB | Senate Bill |
| SB | southbound |
| SCAG | Southern California Association of Governments |
| SCE | Southern California Edison |
| SCAQMD | South Coast Air Quality Management District |
| SCS | Sustainable Communities Strategy |

| | |
|-----------------|---|
| SDC | Seismic Design Criteria |
| Sec Del/Veh | Seconds Delay/Vehicle |
| SED | Socio-Economic Data |
| SF ₆ | sulfur hexafluoride |
| SFHA | Special Flood Hazard Area |
| SHPO | State Historic Preservation Officer |
| SIP | State Implementation Plan |
| SLR | Sea-Level Rise |
| SMAQMD | Sacramento Metropolitan Air Quality Management District |
| SO ₂ | sulfur dioxide |
| sp. | species |
| spp | subspecies |
| SPUI | Single Point Interchange |
| SR- | State Route |
| SRA | Source Receptor Area |
| SSAB | Salton Sea Air Basin |
| SSC | California Species of Concern |
| STAA | Surface Transportation Assistance Act |
| STIP | State Transportation Improvement Program |
| STLC | Soluble Threshold Limit Concentration |
| STURA | Surface Transportation and Uniform Relocation Act of 1987 |
| SWIS | Solid Waste Information System |
| SMWP | Storm Water Management Plan |
| SWPPP | Storm Water Pollution Prevention Plan |
| SWRCB | State Water Resources Control Board |
| TASAS | Traffic Accident Surveillance and Analysis Systems |

| | |
|--------|--|
| TCE | Temporary Construction Easement |
| TCR | Transportation Concept Report |
| TCWG | Transportation Conformity Working Group |
| TDM | Transportation Demand Management |
| TEA-21 | Transportation Equity Act for the Twenty-First Century |
| TIPS | transportation improvement programs |
| TMDLs | Total Maximum Daily Loads |
| TMP | Transportation Management Plan |
| TNM | Traffic Noise Model |
| TOPD | Traffic Operations Policy Directive |
| TPPS | Transportation Project Prioritization Study |
| TRB | Transportation Research Board |
| TSAR | TASAS Selective Accident Retrieval |
| TSCA | Toxic Substances Control Act |
| TSM | Transportation System Management |
| TSN | Transportation System Network |
| TTLIC | Total Threshold Limit Concentration |
| UC | University of California |
| USC | United States Code |
| U.S. | United States |
| USA | Underground Service Alert |
| USACE | U.S. Army Corps of Engineers |
| USDA | United States Department of Agriculture |
| USDOT | U.S. Department of Transportation |
| USEPA | United States Environmental Protection Agency |
| USFWS | U.S. Fish and Wildlife Service |

| | |
|-------|---------------------------------|
| USGS | United States Geological Survey |
| USPS | United States Postal Service |
| UST | underground storage tank |
| v/c | volume-to-capacity |
| var. | variety |
| VHD | Vehicle Hours Delay |
| VHT | Vehicle Hours Travelled |
| VIA | Visual Impact Assessment |
| VMT | Vehicle Miles Traveled |
| vplph | vehicles per lane per hour |
| vplpm | vehicles per lane per mile |
| VR | Viewer Response |
| VRP | Visibility Reducing Particles |
| VUA | visual assessment unit |
| WARM | Warm Freshwater Habitat |
| WB | westbound |
| WDR | Waste Discharge Requirement |
| WILD | Wildlife Habitat |
| WL | Watch List |
| WPCP | Water Pollution Control Program |
| WQAR | Water Quality Assessment Report |
| WQO | Water Quality Objectives |
| yr | year |

Appendix F
RTP/FTIP Listing



Final 2019 Federal Transportation Improvement Program

Riverside County Project Listing State Highway (in \$000's)

| ProjectID | County | Air Basin | Model | RTP ID | Program | Route | Begin | End | Signage Begin | Signage End | System | Conformity Category | Amendment | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---------------|--------------|----------------|----------------|---------------|-----------|----------------|-----------|---------------|---------------|---------------|---------------------|-----------|------|-----|-----|-----|-------|-------|-----------|-----------|-----------|-----------|-----------|-----------|-------|----------------------------------|-------|-------|--------|--------|-----|--|-------|--|-------|--|--------|--------|------------------------|--------------|--------------|---------------|---------------|------------|--|--------------|--|--------------|--------|---------------|---------------|------------------------|--------------|--------------|---------------|---------------|--------------|--|--------------|--|--|---------------|--|---------------|--------------------|-------|--|--|-------|-------|--|--|--|--|--|--|-------|-----------------------------|--|-----|--|-----|-----|--|--|--|--|--|--|-----|--------|--|-------|--|-------|-------|--|--|--|--|--|--|-------|------------------|--|--|---------|---------|--|--|---------|--|--|--|--|---------|-------------------------------------|-------|--|--|-------|-------|--|--|--|--|--|--|-------|------------------|-------|--|--|-------|-------|--|--|--|--|--|--|-------|------------------------|---------------|--------------|----------------|----------------|---------------|--|----------------|--|--|--|--|----------------|
| RIV061159 | Riverside | SSAB | | RIV061159 | CAXT7 | 86 | 19.2 | 21.6 | | | S | NON-EXEMPT | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Description: AT SR86/AVENUE 50: (PHASE 2) WIDEN & CONSTRUCT NEW 6THROUGH LANE IC FROM E/O COACHELLA STORMWATER CHANNEL BRIDGE TO E/O TYLER ST. IMPRVMENTS INCLUDE: EXTENDED RAMP ACCLRTION/DECELRTION LNS, RELOCATE/REALIGN AVE 50 AND TYLER ST, BIKE LANES, SIDEWALKS, AND RECONSTRUCT TRAFFIC SIGNALS (SAFETEA LU 1702, CA583, #2543) (EA: 0C970) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Fund</th> <th>ENG</th> <th>R/W</th> <th>CON</th> <th>Total</th> <th>Prior</th> <th>2018/2019</th> <th>2019/2020</th> <th>2020/2021</th> <th>2021/2022</th> <th>2022/2023</th> <th>2023/2024</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>DEMO-SAFETEA-LU</td> <td>800</td> <td></td> <td></td> <td>800</td> <td>800</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>800</td> </tr> <tr> <td>AGENCY</td> <td>3,300</td> <td>3,060</td> <td>25,000</td> <td>31,360</td> <td>901</td> <td></td> <td>5,459</td> <td></td> <td></td> <td>25,000</td> <td></td> <td>31,360</td> </tr> <tr> <td>RIV061159 Total</td> <td>4,100</td> <td>3,060</td> <td>25,000</td> <td>32,160</td> <td>1,701</td> <td></td> <td>5,459</td> <td></td> <td></td> <td>25,000</td> <td></td> <td>32,160</td> </tr> </tbody> </table> | | | | | | | | | | | | | | Fund | ENG | R/W | CON | Total | Prior | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 | 2022/2023 | 2023/2024 | Total | DEMO-SAFETEA-LU | 800 | | | 800 | 800 | | | | | | | 800 | AGENCY | 3,300 | 3,060 | 25,000 | 31,360 | 901 | | 5,459 | | | 25,000 | | 31,360 | RIV061159 Total | 4,100 | 3,060 | 25,000 | 32,160 | 1,701 | | 5,459 | | | 25,000 | | 32,160 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fund | ENG | R/W | CON | Total | Prior | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 | 2022/2023 | 2023/2024 | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DEMO-SAFETEA-LU | 800 | | | 800 | 800 | | | | | | | 800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AGENCY | 3,300 | 3,060 | 25,000 | 31,360 | 901 | | 5,459 | | | 25,000 | | 31,360 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RIV061159 Total | 4,100 | 3,060 | 25,000 | 32,160 | 1,701 | | 5,459 | | | 25,000 | | 32,160 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RIV180142 | Riverside | SSAB | | 2016A319 | CART3 | 86 | 21 | 22.9 | | | S | NON-EXEMPT | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Description: IN THE CITY OF COACHELLA: AT SR-86/DILLON RD BETWEEN COACHELLA VALLEY STORMWATER CHANNEL BRIDGE TO HARRISON PL. RECONSTRUCT IC ADD ACCELERATION LANES - WIDEN FROM 4-6 LANES, INCLUDES TRAFFIC MODIFICATIONS, TURNING LANES. (EA 0K960K) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Fund</th> <th>ENG</th> <th>R/W</th> <th>CON</th> <th>Total</th> <th>Prior</th> <th>2018/2019</th> <th>2019/2020</th> <th>2020/2021</th> <th>2021/2022</th> <th>2022/2023</th> <th>2023/2024</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>CITY FUNDS</td> <td>4,000</td> <td>2,500</td> <td>20,000</td> <td>26,500</td> <td>500</td> <td></td> <td>1,500</td> <td></td> <td>4,500</td> <td></td> <td>20,000</td> <td>26,500</td> </tr> <tr> <td>RIV180142 Total</td> <td>4,000</td> <td>2,500</td> <td>20,000</td> <td>26,500</td> <td>500</td> <td></td> <td>1,500</td> <td></td> <td>4,500</td> <td></td> <td>20,000</td> <td>26,500</td> </tr> </tbody> </table> | | | | | | | | | | | | | | Fund | ENG | R/W | CON | Total | Prior | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 | 2022/2023 | 2023/2024 | Total | CITY FUNDS | 4,000 | 2,500 | 20,000 | 26,500 | 500 | | 1,500 | | 4,500 | | 20,000 | 26,500 | RIV180142 Total | 4,000 | 2,500 | 20,000 | 26,500 | 500 | | 1,500 | | 4,500 | | 20,000 | 26,500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fund | ENG | R/W | CON | Total | Prior | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 | 2022/2023 | 2023/2024 | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CITY FUNDS | 4,000 | 2,500 | 20,000 | 26,500 | 500 | | 1,500 | | 4,500 | | 20,000 | 26,500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RIV180142 Total | 4,000 | 2,500 | 20,000 | 26,500 | 500 | | 1,500 | | 4,500 | | 20,000 | 26,500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RIV070308 | Riverside | SCAB | | RIV070308 | CAX66 | 91 | .6 | 2.6 | | | S | NON-EXEMPT | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Description: AT SR91/71 JCT: REPLACE EB 91 TO NB 71 CONNECTOR W/ DIRECT CONNECTOR, AND RECONSTRUCT THE GREEN RIVER ROAD EB ON-RAMP (EA: 0F541) (\$1,501/\$639/\$200 TOLL CREDITS WILL BE USED IN PS&E TO MATCH DEMO-SAFETEALU/DEMO-TEA21/STP, RESPECTIVELY. \$159 TOLL CREDITS WILL BE USED IN R/W TO MATCH DEMO-SAFETEALU.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Fund</th> <th>ENG</th> <th>R/W</th> <th>CON</th> <th>Total</th> <th>Prior</th> <th>2018/2019</th> <th>2019/2020</th> <th>2020/2021</th> <th>2021/2022</th> <th>2022/2023</th> <th>2023/2024</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>FFY 2006 APPROPRIATIONS EARMARKS</td> <td></td> <td>990</td> <td></td> <td>990</td> <td>990</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>990</td> </tr> <tr> <td>DEMO-SAFETEA-LU</td> <td>7,504</td> <td>796</td> <td></td> <td>8,300</td> <td>8,300</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>8,300</td> </tr> <tr> <td>DEMO - TEA 21</td> <td>3,196</td> <td></td> <td></td> <td>3,196</td> <td>3,196</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>3,196</td> </tr> <tr> <td>SURFACE TRANS PROG</td> <td>1,000</td> <td></td> <td></td> <td>1,000</td> <td>1,000</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1,000</td> </tr> <tr> <td>SURFACE TRANS PROG - HR4818</td> <td></td> <td>739</td> <td></td> <td>739</td> <td>739</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>739</td> </tr> <tr> <td>AGENCY</td> <td></td> <td>2,225</td> <td></td> <td>2,225</td> <td>2,225</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>2,225</td> </tr> <tr> <td>RIV CO SALES TAX</td> <td></td> <td></td> <td>102,940</td> <td>102,940</td> <td></td> <td></td> <td>102,940</td> <td></td> <td></td> <td></td> <td></td> <td>102,940</td> </tr> <tr> <td>SB1 LOCAL PARTNERSHIP FORMULA FUNDS</td> <td>2,000</td> <td></td> <td></td> <td>2,000</td> <td>2,000</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>2,000</td> </tr> <tr> <td>STATE CASH - RIP</td> <td>5,273</td> <td></td> <td></td> <td>5,273</td> <td>5,273</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>5,273</td> </tr> <tr> <td>RIV070308 Total</td> <td>18,973</td> <td>4,750</td> <td>102,940</td> <td>126,663</td> <td>23,723</td> <td></td> <td>102,940</td> <td></td> <td></td> <td></td> <td></td> <td>126,663</td> </tr> </tbody> </table> | | | | | | | | | | | | | | Fund | ENG | R/W | CON | Total | Prior | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 | 2022/2023 | 2023/2024 | Total | FFY 2006 APPROPRIATIONS EARMARKS | | 990 | | 990 | 990 | | | | | | | 990 | DEMO-SAFETEA-LU | 7,504 | 796 | | 8,300 | 8,300 | | | | | | | 8,300 | DEMO - TEA 21 | 3,196 | | | 3,196 | 3,196 | | | | | | | 3,196 | SURFACE TRANS PROG | 1,000 | | | 1,000 | 1,000 | | | | | | | 1,000 | SURFACE TRANS PROG - HR4818 | | 739 | | 739 | 739 | | | | | | | 739 | AGENCY | | 2,225 | | 2,225 | 2,225 | | | | | | | 2,225 | RIV CO SALES TAX | | | 102,940 | 102,940 | | | 102,940 | | | | | 102,940 | SB1 LOCAL PARTNERSHIP FORMULA FUNDS | 2,000 | | | 2,000 | 2,000 | | | | | | | 2,000 | STATE CASH - RIP | 5,273 | | | 5,273 | 5,273 | | | | | | | 5,273 | RIV070308 Total | 18,973 | 4,750 | 102,940 | 126,663 | 23,723 | | 102,940 | | | | | 126,663 |
| Fund | ENG | R/W | CON | Total | Prior | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 | 2022/2023 | 2023/2024 | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FFY 2006 APPROPRIATIONS EARMARKS | | 990 | | 990 | 990 | | | | | | | 990 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DEMO-SAFETEA-LU | 7,504 | 796 | | 8,300 | 8,300 | | | | | | | 8,300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DEMO - TEA 21 | 3,196 | | | 3,196 | 3,196 | | | | | | | 3,196 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SURFACE TRANS PROG | 1,000 | | | 1,000 | 1,000 | | | | | | | 1,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SURFACE TRANS PROG - HR4818 | | 739 | | 739 | 739 | | | | | | | 739 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| AGENCY | | 2,225 | | 2,225 | 2,225 | | | | | | | 2,225 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RIV CO SALES TAX | | | 102,940 | 102,940 | | | 102,940 | | | | | 102,940 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SB1 LOCAL PARTNERSHIP FORMULA FUNDS | 2,000 | | | 2,000 | 2,000 | | | | | | | 2,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STATE CASH - RIP | 5,273 | | | 5,273 | 5,273 | | | | | | | 5,273 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RIV070308 Total | 18,973 | 4,750 | 102,940 | 126,663 | 23,723 | | 102,940 | | | | | 126,663 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RIV131202 | Riverside | SCAB | | 3M01WT022 | CARH3 | 91 | 15.29 | 16.14 | | | S | NON-EXEMPT | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Description: IN THE CITY OF RIVERSIDE - SR-91 AT ADAMS STREET INTERCHANGE RAMPS RECONFIGURATION, INCLUDING THE RECONSTRUCTION OF ADAMS ST OVERPASS, ADAMS STREET FROM AUTO CENTER DR TO BRIARWOOD DR AND INDIANA AVE FROM VANCE ST TO DETROIT DR. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Fund</th> <th>ENG</th> <th>R/W</th> <th>CON</th> <th>Total</th> <th>Prior</th> <th>2018/2019</th> <th>2019/2020</th> <th>2020/2021</th> <th>2021/2022</th> <th>2022/2023</th> <th>2023/2024</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>STP LOCAL</td> <td>935</td> <td></td> <td></td> <td>935</td> <td>935</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>935</td> </tr> </tbody> </table> | | | | | | | | | | | | | | Fund | ENG | R/W | CON | Total | Prior | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 | 2022/2023 | 2023/2024 | Total | STP LOCAL | 935 | | | 935 | 935 | | | | | | | 935 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fund | ENG | R/W | CON | Total | Prior | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 | 2022/2023 | 2023/2024 | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STP LOCAL | 935 | | | 935 | 935 | | | | | | | 935 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



Final 2019 Federal Transportation Improvement Program

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

| ProjectID | County | Air Basin | Model | RTP ID | Program | Route | Begin | End | Signage Begin | Signage End | System | Conformity Category | Amendment |
|--|-----------|-----------|-------|-----------|---------|-----------|-----------|-----------|---------------|-------------|-----------|---------------------|-----------|
| RIV160504 | Riverside | SCAB | | 3NL04 | NCN27 | | | | | | L | TCM Committed | 0 |
| Description: PTC 1,467 Agency CITY OF JURUPA VALLEY | | | | | | | | | | | | | |
| IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF JURUPA VALLEY - SRTS PROJECT TO PROVIDE CURB, GUTTER, SIDEWALK, AND DIRT TRAILS ALONG MARTIN ST, 48TH ST, AND TROTH ST, INCLUDING LED CROSSWALK FLASHERS AT THE MARTIN/BELLEGRAVE INTERSECTION AND CURB BUMP OUTS AT THE MARTIN ST INTERSECTIONS. | | | | | | | | | | | | | |
| Fund | ENG | R/W | CON | Total | Prior | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 | 2022/2023 | 2023/2024 | Total | |
| AGENCY | 23 | 30 | 162 | 215 | 53 | 162 | | | | | | 215 | |
| ACTIVE TRANSPORTATION PROGRAM - MPO | 177 | 230 | 845 | 1,252 | 407 | 845 | | | | | | 1,252 | |
| RIV160504 Total | 200 | 260 | 1,007 | 1,467 | 460 | 1,007 | | | | | | 1,467 | |
| RIV181006 | Riverside | SCAB | | 3NL04 | NCN25 | | | | | | L | TCM | 0 |
| Description: PTC 2,638 Agency CITY OF JURUPA VALLEY | | | | | | | | | | | | | |
| IN WEST. RIV CO IN JURUPA VALLEY - PACIFIC AV SRTS & ROAD DIET: ON PACIFIC AV (B/W MISSION BLVD & 45TH)-COMPLETE SIDEWALKS (900 LF) ON WEST SIDE, NEW S/W (4,100 LF) ON EAST SIDE, CLASS II (4,100 LF EA DIR) BIKE LANES, ADD CURB EXTENSIONS AT INTERSECTIONS, ENHANCED CROSSWALKS, PED FLASHER AT PACIFIC AV & RUSTIC LN (NO REDUCTION OF LNS). (ATP-3 MPO) | | | | | | | | | | | | | |
| Fund | ENG | R/W | CON | Total | Prior | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 | 2022/2023 | 2023/2024 | Total | |
| CITY FUNDS | 81 | 25 | 1,925 | 2,031 | | | 106 | 1,925 | | | | 2,031 | |
| ACTIVE TRANSPORTATION PROGRAM - MPO | 154 | | 453 | 607 | | | 154 | 453 | | | | 607 | |
| RIV181006 Total | 235 | 25 | 2,378 | 2,638 | | | 260 | 2,378 | | | | 2,638 | |
| RIV110825 | Riverside | SSAB | | RIV110825 | CAXT8 | | | | | | L | NON-EXEMPT | 0 |
| Description: PTC 29,915 Agency COACHELLA | | | | | | | | | | | | | |
| IN THE CITY OF COACHELLA - AVE 50 OVER COACHELLA STORMWATER CHANNEL: (PHASE 1) REPLACEMENT OF A 2-LN LOW WATER X-ING (BRIDGE NO. 00L0055) WITH A 6-LN (3-LNS IN EA DIR) BRIDGE ON NEW ROADWAY ALIGNMENT FROM APPROX. 300-FT W/O APACHE TRAIL TO SR-86 INTRSCN. INCLUDING BIKE LANES, SIDEWALKS, RECONSTRUCT TRAFFIC SIGNAL/DRIVEWAYS, CHANNEL SCOUR PRTCTN, & RETAINING EXISTING LOW WATER X-ING & CULVERTS. | | | | | | | | | | | | | |
| Fund | ENG | R/W | CON | Total | Prior | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 | 2022/2023 | 2023/2024 | Total | |
| CITY FUNDS | 309 | 229 | | 538 | 103 | | | | | 206 | 229 | 538 | |
| BRIDGE - LOCAL | 2,392 | 1,771 | | 4,163 | 798 | | | | | 1,594 | 1,771 | 4,163 | |
| RIV110825 Total | 2,701 | 2,000 | | 4,701 | 901 | | | | | 1,800 | 2,000 | 4,701 | |
| RIV180145 | Riverside | SSAB | | 2016A319 | CAXT2 | | | | | | L | NON-EXEMPT | 0 |
| Description: PTC 4,800 Agency COACHELLA | | | | | | | | | | | | | |
| IN THE COACHELLA VALLEY IN THE CITY OF COACHELLA: WIDEN DILLON RD FROM 2 TO 6 LANES, FROM CABAZON RD TO SR-86 I/C, INCLUDING RECONSTRUCTION OF BRIDGE (#56c0318) OVER COACHELLA VALLEY STORMWATER CHANNEL, SIDEWALK, MEDIANS AND BIKE LANES. | | | | | | | | | | | | | |
| Fund | ENG | R/W | CON | Total | Prior | 2018/2019 | 2019/2020 | 2020/2021 | 2021/2022 | 2022/2023 | 2023/2024 | Total | |
| AGENCY | 4,800 | | | 4,800 | 500 | 1,300 | 3,000 | | | | | 4,800 | |
| RIV180145 Total | 4,800 | | | 4,800 | 500 | 1,300 | 3,000 | | | | | 4,800 | |

TABLE 1 Continued

| # | COUNTY | LEAD AGENCY | RTP ID | FTIP ID | SYSTEM | ROUTE NAME | DESCRIPTION | COMPLETION YEAR | REASON FOR AMENDMENT |
|----|-----------|-------------|-----------|-----------|---------------|------------|--|--|---|
| 70 | RIVERSIDE | COACHELLA | RIV061159 | RIV061159 | STATE HIGHWAY | 86 | <p>EXISTING: AT SR86/AVENUE 50: WIDEN AND CONSTRUCT NEW 6THROUGH LANE IC FROM E/O COACHELLA STORMWATER CHANNEL BRIDGE TO E/O TYLER ST. IMPROVEMENTS INCLUDE: EXTENDED RAMP ACCELERATION/DECELERATION LANES, RELOCATE/REALIGN AVE 50 AND TYLER ST, BIKE LANES, SIDEWALKS, AND RECONSTRUCT TRAFFIC SIGNALS (SAFETEA LU 1702, CA583, #2543) (EA: OC970)</p> <hr/> <p>REVISED: AT SR86/AVENUE 50: (PHASE 2) WIDEN & CONSTRUCT NEW 6THROUGH LANE IC FROM E/O COACHELLA STORMWATER CHANNEL BRIDGE TO E/O TYLER ST. IMPROVEMENTS INCLUDE: EXTENDED RAMP ACCELERATION/DECELERATION LANES, RELOCATE/REALIGN AVE 50 AND TYLER ST, BIKE LANES, SIDEWALKS, AND RECONSTRUCT TRAFFIC SIGNALS (SAFETEA LU 1702, CA583, #2543) (EA: OC970)</p> | <p>EXISTING: 2019</p> <hr/> <p>REVISED: 2030</p> | REVISED DESCRIPTION AND COMPLETION DATE |
| 71 | RIVERSIDE | COACHELLA | RIV180142 | RIV180142 | STATE HIGHWAY | 86 | IN THE CITY OF COACHELLA: AT SR-86/DILLON RD BETWEEN COACHELLA VALLEY STORMWATER CHANNEL BRIDGE TO HARRISON PL. RECONSTRUCT IC ADD ACCELERATION LANES - WIDEN FROM 4-6 LANES, INCLUDES TRAFFIC MODIFICATIONS, TURNING LANES. (EA 0K960K) | 2027 | NEW PROJECT |
| 72 | RIVERSIDE | CORONA | RIV010208 | RIV010208 | STATE HIGHWAY | 15 | AT I-15/CAJALCO RD IC NEAR CORONA: DESIGN, RECONST/REALIGN & WIDEN CAJALCO RD FROM 2 TO 6 THRU LNS FROM TEMESCAL CYN RD TO BEDFORD CYN RD, RECONST/WIDEN SB ENTRY FROM 1-2 LNS, SB EXIT FROM 2-5 LNS, NB ENTRY FROM 1-2 LNS, NB EXIT FROM 2-4 LNS, ADD AUX LNS BTWN NB ENTRY AND NB EXIT TO EL CERRITO RD AND BTWN SB ENTRY FROM EL CERRITO RD AND SB EXIT. (\$840 TC FY 11/12 ENG & \$600 TC FY 13/14 R/W) . | <p>EXISTING: 2019</p> <hr/> <p>REVISED: 2020</p> | REVISED COMPLETION DATE |

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Appendix G

List of Technical Studies

Appendix G List of Technical Studies

Air Quality Report for the State Route 86/Avenue 50 New Interchange Project (April 2018)

Historic Property Survey Report (November 2018)/Archaeological Survey Report (August 2018)/Historic Resources Evaluation Report for the State Route 86/Avenue 50 New Interchange Project (May 2018)

Combined Paleontological Identification Report and Paleontological Evaluation Report for the State Route 86/Avenue 50 New Interchange Project (March 2018)

Community Impact Assessment, State Route 86/Avenue 50 New Interchange Project (October 2018)

Relocation Impact Memorandum, State Route 86/Avenue 50 New Interchange Project (May 2018)

District Preliminary Geotechnical Report, State Route 86/Avenue 50 New Interchange Project (May 2018)

Location Hydraulic Study and Summary Floodplain Encroachment Report, State Route 86/Avenue 50 New Interchange Project (May 2018)

Natural Environment Study and Jurisdictional Delineation, State Route 86/Avenue 50 New Interchange Project (November 2018)

State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017)

State Route 86/Avenue 50 New Interchange Project Noise Study Report (August 2018)

State Route 86/Avenue 50 New Interchange Project Phase I Initial Site Assessment (October 2017)

Visual Impact Assessment for State Route 86/Avenue 50 New Interchange Project (May 2018)

Scoping Questionnaire for Water Quality Issues, State Route 86/Avenue 50 New Interchange Project (June 2018)

Water Quality Assessment Report, State Route 86/Avenue 50 New Interchange Project (June 2018)

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Appendix H

Farmland Conversion Impact Rating Form

FARMLAND CONVERSION IMPACT RATING

| | | | | | | |
|--|--|---|-----------------------------|--|--------------------------|--------|
| PART I (To be completed by Federal Agency) | | Date Of Land Evaluation Request 6/12/2018 | | | | |
| Name of Project SR-86/Avenue 50 New Interchange Project | | Federal Agency Involved California Department of Transportation | | | | |
| Proposed Land Use Transportation use | | County and State Riverside, California | | | | |
| PART II (To be completed by NRCS) | | Date Request Received By NRCS: 6/11/2018 | | Person Completing Form: Peter Fahnestock | | |
| Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form) | | YES <input checked="" type="checkbox"/> | NO <input type="checkbox"/> | Acres Irrigated 145,961 | Average Farm Size 117 | |
| Major Crop(s) Various truck/vegetable | Farmable Land In Govt. Jurisdiction Acres: 227,246 %: 4.8 | Amount of Farmland As Defined in FPPA Acres: 713,559 %: 15.1 | | | | |
| Name of Land Evaluation System Used California Agricultural LESA | Name of State or Local Site Assessment System Storie | Date Land Evaluation Returned by NRCS 6/13/2018 | | | | |
| PART III (To be completed by Federal Agency) | | Alternative Site Rating | | | | |
| | | Site A | Site B | Site C | Site D | |
| A. Total Acres To Be Converted Directly | | 44.47 | | | | |
| B. Total Acres To Be Converted Indirectly | | 13.35 | | | | |
| C. Total Acres In Site | | 123.45 | | | | |
| PART IV (To be completed by NRCS) Land Evaluation Information | | Site A | Site B | Site C | Site D | |
| A. Total Acres Prime And Unique Farmland | | 42.3 | | | | |
| B. Total Acres Statewide Important or Local Important Farmland | | 15.5 | | | | |
| C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted | | 0.006 | | | | |
| D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value | | 9.5 | | | | |
| PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points) | | 89 | | | | |
| PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106) | | Maximum Points | Site A | Site B | Site C | Site D |
| 1. Area In Non-urban Use | | (15) | 13 | | | |
| 2. Perimeter In Non-urban Use | | (10) | 9 | | | |
| 3. Percent Of Site Being Farmed | | (20) | 11 | | | |
| 4. Protection Provided By State and Local 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) | 2 | | | |
| 8. Creation Of Non-farmable Farmland | | (10) | 10 | | | |
| 9. Availability Of Farm Support Services | | (5) | 5 | | | |
| 10. On-Farm Investments | | (20) | 15 | | | |
| 11. Effects Of Conversion On Farm Support Services | | (10) | 0 | | | |
| 12. Compatibility With Existing Agricultural Use | | (10) | 5 | | | |
| TOTAL SITE ASSESSMENT POINTS | | 160 | 90 | 0 | 0 | 0 |
| PART VII (To be completed by Federal Agency) | | | | | | |
| Relative Value Of Farmland (From Part V) | | 100 | 89 | 0 | 0 | 0 |
| Total Site Assessment (From Part VI above or local site assessment) | | 160 | 90 | 0 | 0 | 0 |
| TOTAL POINTS (Total of above 2 lines) | | 260 | 179 | 0 | 0 | 0 |
| Site Selected: A | | Date Of Selection 6/14/2018 | | Was A Local Site Assessment Used? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> | | |
| Reason For Selection: Both proposed project alternatives located within a single site (Site A). | | | | | | |
| Name of Federal agency representative completing this form: James Shankel | | | | | Date: 6/14/2018 | |

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