City Hall Council Chamber
1515 Sixth Street, Coachella, California
(760) 398-3502 ◆ www.coachella.org

AGENDA

CITY COUNCIL CLOSED SESSION AND
REGULAR MEETING
OF THE CITY OF COACHELLA
THE COUNCIL SITTING AS THE COACHELLA SANITARY DISTRICT,
COACHELLA FIRE PROTECTION DISTRICT, COACHELLA FINANCING AUTHORITY,
COACHELLA EDUCATIONAL AND GOVERNMENTAL ACCESS CABLE CHANNEL CORPORATION,
COACHELLA WATER AUTHORITY, AND SUCCESSOR AGENCY TO THE COACHELLA REDEVELOPMENT AGENCY

May 26, 2021
5:00 PM Closed Session
6:00 PM Regular Meeting

Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference/electronically and there will be no in-person public access to the meeting location.

If you would like to attend the meeting via Zoom, here is the link:

https://us02web.zoom.us/j/88457271898?pwd=REdzU1NoQmpVSFhWTDVaZ0VCekYxdz09
Passcode: 606140
Or iPhone one-tap : 16699006833,,88457271898#,,,,*606140#

- Public comments may be received **either via email, or telephonically, or via Zoom** with a limit of **250 words, or three minutes:**
  - Written comments may be submitted to the City Council electronically via email to **cityclerk@coachella.org**. Transmittal **prior to the start** of the meeting is required.
  - **Or,** you may leave a message at **(760) 262-6240 before 5:30 p.m.** on the day of the meeting.
- The **live stream** of the meeting may be **viewed online** by accessing the city's website at **www.coachella.org**, and clicking on the "**Watch Council Meetings**" tab located on the home page, and then clicking on the "live" button.
- **Spanish:** El idioma español está disponible en Zoom seleccionado la opción en la parte de abajo de la pantalla.

CALL TO ORDER: - 5:00 P.M.

ROLL CALL:

APPROVAL OF AGENDA:

"At this time the Council/ Board/Corporation/Authority may announce any items being pulled from the Agenda or continued to another date or request the moving of an item on the agenda"

PUBLIC COMMENTS (CLOSED SESSION ITEMS):

ADJOURN TO CLOSED SESSION:

1. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
   Initiation of Litigation, Pursuant to Government Code Section 54956.9(d)(4)
   Two (2) potential case

2. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION
   Pursuant to Government Code Section 54956.9(d)(1)
   City of Coachella v. Chia Hung Lai, et al.
   Riverside County Superior Court, Case No. PSC1805142

3. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION
   Pursuant to Government Code Section 54956.9(d)(1)
   Dolly Hwang, et al v. City of Coachella
   Riverside County Superior Court, Case No. CVPS2100050

4. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
   Significant Exposure to Litigation, Pursuant to Government Code Section 54956.9(d)(2)/(e)(1)
   One (1) potential case

5. PUBLIC EMPLOYEE APPOINTMENT
   Title: City Manager

6. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION
   Pursuant to Government Code Section 54956.9(d)(1)
   Western Growers Association, et al. v. City of Coachella, et al.
   Riverside County Superior Court, Case No. CVPS2101162

RECONVENE REGULAR MEETING: - 6:00 P.M.

PLEDGE OF ALLEGIANCE:

CLOSED SESSION ANNOUNCEMENTS:

APPROVAL OF MINUTES:

7. Regular Meeting Minutes of April 28, 2021, of the City Council, Coachella Fire Protection District, Coachella Sanitary District, Coachella Financing Authority, Coachella Educational and Governmental Access Cable Corporation, Coachella Water Authority, and Successor Agency to the Coachella Redevelopment Agency.

PROCLAMATIONS/PRESENTATIONS:

8. Proclamation Recognizing Líderes Campesinas Youth

9. Presentation on Coronavirus (COVID-19) Response Efforts

10. Youth Commission Update

11. Street Sweeping Parking Fine

12. Fiscal Year 21-22 Budget Presentation

13. CIP Budget Presentation 2021-22

WRITTEN COMMUNICATIONS:

CONSENT CALENDAR:

(It is recommended that Consent Items be acted upon simultaneously unless separate discussion and/or action is requested by a Council Member or member of the audience.)

14. Voucher Listing — EFT's/Utility Billing Refunds/FY 2020-21 Expenditures as of May 12, 2021, $1,119,782.16.

15. Voucher Listing — EFT's/Permit Refunds/Utility Billing Refunds/FY 2020-21 Expenditures as of May 26, 2021, $1,802,567.02.

16. Ordinance No. 1178 approving Change of Zone No. 20-04 to add the R-C (Retail Cannabis) Overlay Zone to the existing C-G (General Commercial) Zone on property located at 46-156 Dillon Road. Coachella Can, LLC (Armen Paronyan), Applicant. *(Second Reading)*.

17. Adopt Resolution No. 2021-31, setting a July 28, 2021 public hearing date for Municipal Solid Waste Rates for fiscal year 2021/2022.

18. Adopt Resolution No. 2021-32, A Resolution of the City Council of the City of Coachella to adopt a list of Projects for Fiscal Year 2020/21, Funded by SB 1: Road Repair and Accountability Act.

19. Approve Addendum No. 2 to the Third Amendment and Restatement of the Coachella Valley Association of Governments ("CVAG") Joint Powers Agreement, which establishes the Twenty-Nine Palms Band of Mission Indians as a formal member.

20. Investment Report – March 2021

21. Award Professional Services Contract to Angenious Engineering Services for the Avenue 50 Bridge over Coachella Valley Storm Water Channel.

22. Award maintenance services agreement to Conserve Landcare LLC for Landscape Maintenance Services for Landscape Lighting and Maintenance Districts 1-38 Project No. 032921.

23. Art in Public Places Program – Dateland Park Art Mural Installation

24. Art in Public Places Program – Coachella Smoke Shop Art Mural Installation

NEW BUSINESS CALENDAR (LEGISLATIVE AND ADMINISTRATIVE):

25. Employment Agreement between the City of Coachella and Dr. Gabriel Martin as City Manager for the City of Coachella.

26. Ordinance No. 1182, Updates to the Hotel Operations Incentive Program *(First Reading)*

27. Renewal of the Cooperative Agreement for continued Fire Services between the City of Coachella and the County of Riverside.

28. Seeking Direction on the Advertisement of Utility Users Tax Citizen Oversight Committee.

29. Appointments to the Coachella Parks and Recreation Commission, five new Commissioners and one Alternate Commissioner.

30. Consideration to Appoint Five (5) Coachella Residents to the Coachella Cultural and Arts Commission for alternating terms.

31. Establishment of a SB 1383 Organics Waste Reduction Ad Hoc Subcommittee.

32. Display of the Pride Flag at City Hall for the month of June to commemorate Lesbian, Gay, Bisexual and Transgender Pride Month and display of the Transgender Flag on March 31 commemorating Transgender Day of Visibility.

PUBLIC HEARING CALENDAR (QUASI-JUDICIAL):

33. Pueblo Cannabis Project

    a) Resolution 2021-29 approving Conditional Use Permit No. 336 to convert an existing 3,400 square foot commercial building into a 1,500 square foot indoor retail cannabis business and 1,900 square foot coffee shop with art gallery. The project entails façade renovations and a new parking lot/ landscaping with outdoor patio improvements on property located at 85-591 Grapefruit Boulevard.

    b) Ordinance No. 1181 approving Change of Zone No. 20-08 to add the R-C (Retail Cannabis Overlay) Zone to the existing M-S (Manufacturing Service) Zone on a 13,000 square foot developed parcel located at the northwest corner of 3rd Street and Grapefruit Boulevard.

34. Appeal of Planning Commission's Revocation of Conditional Use Permit (CUP 312) that allowed a 3,250 sq. ft. Retail Cannabis Microbusiness on 20,000 square feet of land located at 84-161 Avenue 48 for "The Coachella Lighthouse, LLC". City- Initiated Revocation.

35. Resolution No. 2021-33, Public Hearing to Consider the Adoption of a Resolution of Necessity to Acquire by Eminent Domain a Fee Interest in Certain Real Property Identified as APN 763-020-021 located at Avenue 50 West of SR-86 in Coachella, California for the SR-86 / Avenue 50 Interchange Project

36. Agreement with Flock Group, Inc. for the purchase of 65 cameras and a subscription for Automated License Plate Recognition (ALPR) software system for Coachella neighborhoods, in the amount of $162,500 annually plus a one-time 10% installation charge.

PUBLIC COMMENTS (NON-AGENDA ITEMS):

The public may address the City Council/Board/Corporation/ Authority on any item of interest to the public that is not on the agenda but is in the subject matter jurisdiction thereof. Please limit your comments to three (3) minutes.

REPORTS AND REQUESTS:

Council Comments/Report of Miscellaneous Committees.

City Manager's Comments.

ADJOURNMENT:

Complete Agenda Packets are available for public inspection on the City's website www.coachella.org.

THIS MEETING IS ACCESSIBLE TO PERSONS WITH DISABILITIES

City Hall Council Chamber
1515 Sixth Street, Coachella, California
(760) 398-3502 ◆ www.coachella.org

MINUTES

CITY COUNCIL CLOSED SESSION AND
REGULAR MEETING
OF THE CITY OF COACHELLA
THE COUNCIL SITTING AS THE COACHELLA SANITARY DISTRICT,
COACHELLA FIRE PROTECTION DISTRICT, COACHELLA FINANCING AUTHORITY,
COACHELLA EDUCATIONAL AND GOVERNMENTAL ACCESS CABLE CHANNEL CORPORATION,
COACHELLA WATER AUTHORITY, AND SUCCESSOR AGENCY TO THE COACHELLA REDEVELOPMENT AGENCY

April 28, 2021
5:00 PM Closed Session
6:00 PM Regular Meeting

CALL TO ORDER: - 5:00 P.M.

The Regular Meeting of the City Council of the City of Coachella was called to order at 5:04 p.m. by Mayor Hernandez.

ROLL CALL:

Present: Councilmember Beaman Jacinto, Councilmember Delgado, Councilmember Galarza, Mayor Pro Tem Gonzalez, and Mayor Hernandez.

City Treasurer Aviles, City Clerk Zepeda *(arrived at 5:10 p.m.)*.

Absent: None.

Pursuant to Executive Order N-29-20 pertaining to the coronavirus/COVID-19, this meeting was conducted entirely by teleconference/electronically with no in-person public access to the meeting location.

APPROVAL OF AGENDA:

There were no modifications to the agenda.

Motion: To add to the agenda by 4/5 vote as Item 21a, an item that came to the City after the posting of the agenda.

Made by: Mayor Pro Tem Gonzalez
Seconded by: Mayor Hernandez
Approved: 5-0, by a unanimous roll call vote:

AYES: Councilmember Beaman Jacinto, Councilmember Delgado, Councilmember Galarza, Mayor Pro Tem Gonzalez, and Mayor Hernandez.
NOES: None.
ABSTAIN: None.
ABSENT: None.

There were no further modifications to the agenda.

Motion:	To approve the agenda as **amended**.
Made by:	Mayor Pro Tem Gonzalez
Seconded by:	Councilmember Galarza
Approved:	5-0, by a unanimous voice vote.

PUBLIC COMMENTS (CLOSED SESSION ITEMS):

None.

ADJOURN TO CLOSED SESSION:

Council adjourned into Closed Session at 5:07 p.m.

1. PUBLIC EMPLOYEE APPOINTMENT
   Title: City Manager

2. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION
   Pursuant to Government Code Section 54956.9(d)(1)
   Western Growers Association, et al. v. City of Coachella, et al.
   Riverside County Superior Court, Case No. CVPS2101162

3. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION Significant Exposure to Litigation, Pursuant to Government Code Section 54956.9(d)(2)/(e)(1)
   One (1) potential case

4. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
   Initiation of Litigation, Pursuant to Government Code Section 54956.9(d)(4)
   One (1) potential case

RECONVENE REGULAR MEETING: - 6:00 P.M.

The City Council reconvened into open session at 6:45 p.m. Mayor Pro Tem Gonzalez presiding.

(Mayor Hernandez was not present when Council reconvened the regular meeting.)

PLEDGE OF ALLEGIANCE:

City Attorney Campos led the Pledge of Allegiance.

CLOSED SESSION ANNOUNCEMENTS:

City Attorney Campos stated that Council met in Closed Session on Items 1, 2 and 4, and direction was given, but no reportable action was taken.

APPROVAL OF MINUTES:

5. Special Meeting Minutes of April 8, 2021, of the City Council, Coachella Fire Protection District, Coachella Sanitary District, Coachella Financing Authority, Coachella Educational and Governmental Access Cable Corporation, Coachella Water Authority, and Successor Agency to the Coachella Redevelopment Agency.

   Motion: To approve the minutes as presented.

   Made by: Councilmember Delgado
   Seconded by: Councilmember Galarza

   Approved: 4-0, by the following roll call vote:

   AYES: Councilmember Beaman Jacinto, Councilmember Delgado, Councilmember Galarza, and Mayor Pro Tem Gonzalez.
   NOES: None.
   ABSTAIN: None.
   ABSENT: Mayor Hernandez.

6. Regular Meeting Minutes of April 14, 2021, of the City Council, Coachella Fire Protection District, Coachella Sanitary District, Coachella Financing Authority, Coachella Educational and Governmental Access Cable Corporation, Coachella Water Authority, and Successor Agency to the Coachella Redevelopment Agency.

   Motion: To approve the minutes as presented.

   Made by: Councilmember Delgado
   Seconded by: Councilmember Galarza

   Approved: 3-0-1, by the following roll call vote:

   AYES: Councilmember Delgado, Councilmember Galarza, and Mayor Pro Tem Gonzalez.
   NOES: None.
   ABSTAIN: Councilmember Beaman Jacinto.
   ABSENT: Mayor Hernandez.

PROCLAMATIONS/PRESENTATIONS:

(Mayor Hernandez returned to the meeting at this time.)

7. Presentation on Coronavirus (COVID-19) Response Efforts

8. Summer Internship Program

WRITTEN COMMUNICATIONS:

City Clerk Zepeda announced that one written communication was received in support of Item 22 from Bruce T Bauer with Slovak Baron Empey Murphy & Pinkney LLP (representing the applicant). The email was received on April 27, 2021, and forwarded to Council.

CONSENT CALENDAR:

9. Voucher Listing — EFT's/Manual Checks/Permit Refunds/FY 2020-21 Expenditures as of April 28, 2021, $2,797,673.87.

10. Ordinance No. 1176 Amending Sections 16.12.110 and 17.70.050 of the Municipal Code Regarding Notices of Public Hearing Related to Tentative Subdivision Maps and the Processing of Applications on Planning and Zoning Matters. City – Initiated. *(Second Reading)*

11. Ordinance No. 1179 Amending Section 16.12.110, Subsection B, of the Coachella Municipal Code to Require that Subdividers Post On-Site Notices of Public Hearing and to Provide Uniform Posting Standards. City-Initiated. *(Second Reading)*

12. Resolution No. 2021-18, Approving the Preliminary Engineer's Report for Levy of Annual Assessments for Fiscal Year 2021/2022 for the City of Coachella Landscaping and Lighting Maintenance District Number 1 through 38 Resolution No. 2021-18 and Setting a time and place for the Public hearing to Levy and Collect Assessments for Fiscal year 2021/2022.

13. Resolution No. 2021-30, Authorizing Examination of Sales or Transactions and Use Tax Records

14. Quarterly Reports

15. Maintenance of Effort Certification Statements Fiscal Year 2021/2022, the Local Streets and Roads Revenue Projections, as well as the Projected Five Year Measure A Capital Improvement Plans Budget for Measure A Funding

16. Investment Report – February 2021

17. Approve a Community Based Grant to Angel View in the Amount of $1,000.00 to Support its Outreach Program for Children

18. Approve a Community Based Grant to the American Outreach Foundation in the Amount of $1,000.00 to Help Pay for Electric Wheelchairs for Veterans and Other Low-Income Persons in Coachella

19. Memorandum of Understanding (MOU) among the Coachella Valley Regional Water Management Group (CVRWMG) for the implementation of the CV Water Counts Regional Conservation Program funded through the Proposition 1 Round 1 Integrated Regional Water Management (IRWM) Implementation Grant from Department of Water Resources (DWR) – Grant Agreement No. 4600013805

Motion:	To approve per staff recommendation, Consent Calendar Items 9 through 19
Made by:	Councilmember Galara
Seconded by:	Mayor Pro Tem Gonzalez
Approved:	5-0, by a unanimous voice vote

NEW BUSINESS CALENDAR (LEGISLATIVE AND ADMINISTRATIVE):

20. Direction on the Advertisement of Open Commission/Committee Seats

Motion:	To extend the commission/committee application period to the end of day on Friday, May 7, 2021, and to bring to the City Council for vote on Wednesday, May 12, 2021.
Made by:	Councilmember Galarza
Seconded by:	Mayor Pro Tem Gonzalez
Approved:	5-0, by the following roll call vote:
AYES:	Councilmember Beaman Jacinto, Councilmember Delgado, Councilmember Galarza, Mayor Pro Tem Gonzalez, and Mayor Hernandez.
NOES:	None.
ABSTAIN:	None.
ABSENT:	None.

21. Authorization of award of purchase to Quick Crete Products Corp. for City Hall fountain bowl replacement, for $21,697.80 and authorize appropriation of $21,697.80 from undesignated general fund reserves for this purchase.

Motion:	To approve per staff recommendation
Made by:	Mayor Hernandez
Seconded by:	Mayor Pro Tem Gonzalez
Approved:	5-0, by the following roll call vote:
AYES:	Councilmember Beaman Jacinto, Councilmember Delgado, Councilmember Galarza, Mayor Pro Tem Gonzalez, and Mayor Hernandez.
NOES:	None.
ABSTAIN:	None.
ABSENT:	None.

Public Comments *were moved up to this portion of the meeting being after the 8:00 hour:*

1. Eric Lemus via Zoom

(After Public Comments, the City Council returned to the regular agenda at this point.)

21a. Authorization of a Community Based Grant to Culturas Music and Arts in the Amount of $1,000 to Support the Primero de Mayo Arte de Barrio Art Event, to be held at and around Veterans' Memorial Park on May 1, 2021, from 4:00 p.m. – 9:00 p.m.

Motion:	To approve per staff recommendation
Made by:	Mayor Hernandez
Seconded by:	Councilmember Galarza
Approved:	5-0, by the following roll call vote:

AYES:	Councilmember Beaman Jacinto, Councilmember Delgado, Councilmember Galarza, Mayor Pro Tem Gonzalez, and Mayor Hernandez.
NOES:	None.
ABSTAIN:	None.
ABSENT:	None.

PUBLIC HEARING CALENDAR (QUASI-JUDICIAL):

22. Coachella Canna Club Project

a) Resolution No. 2021-24 approving Conditional Use Permit No. 330 that proposes to establish a 7170 square foot retail cannabis business and consumption lounge within the existing building located at 46156 Dillon Road; and Conditional Use Permit No. 331 that proposes to modify the interior of the existing building to create a commercial kitchen, and take-out window with indoor and outdoor seating (Chick Next Door) located at 46156 Dillon Road

b) Ordinance No. 1178 approving Change of Zone No. 20-04 that proposes to add the Retail Cannabis Overlay zone (R-C) to the existing C-G (General Commercial) Zone on the project site.

Written Communication: Bruce Bauer, representing the applicant

Mayor Hernandez opened the Public Hearing for Item 22 at 8:17 p.m.

Public Comment: Bruce Bauer, representing the applicant

Mayor Hernandez closed the Public Hearing for Item 22 at 8:29 p.m.

Motion: To adopt Resolution No. 2021-24 approving Conditional Use Permit No. 330 and Conditional Use Permit 331 with the findings and attached conditions of approval; and

Introduce for the First Reading, by title only, Ordinance No. 1178 approving Change of Zone 20-04 with the attached findings; and

Direct Staff and the City Attorney to review the existing Coachella Municipal Code sections relative to sexually-oriented businesses and return to the City Council in 60 days regarding what revisions and amendments are recommended.

Made by:	Councilmember Beaman Jacinto
Seconded by:	Councilmember Delgado
Approved:	3-1-1, by the following roll call vote:
AYES:	Councilmember Beaman Jacinto, Councilmember Delgado and Councilmember Galarza.
NOES:	Mayor Hernandez.
ABSTAIN:	Mayor Pro Tem Gonzalez.
ABSENT:	None.

23. Resolution No. 2021-27, Purchase and Sale Agreement – Sale of City Surplus Land to D.R. Horton Los Angeles Holding Company, Inc. located at the southeast corner of Avenue 50 and Calhoun Street, for a contract amount of $3,870,000.00.

    Mayor Hernandez opened the Public Hearing for Item 23 at 8:53 p.m.

    Public Comment: None

    Mayor Hernandez closed the Public Hearing for Item 23 at 8:54 p.m.

    Motion: To approve per staff recommendation.

    Made by: Councilmember Galarza
    Seconded by: Mayor Hernandez
    Approved: 3-1-1, by the following roll call vote:

    AYES: Councilmember Galarza, Mayor Pro Tem Gonzalez, and Mayor Hernandez.
    NOES: Councilmember Beaman Jacinto.
    ABSTAIN: Councilmember Delgado.
    ABSENT: None.

PUBLIC COMMENTS (NON-AGENDA ITEMS):

With the time being after the 8:00 hour and per Resolution No. 2019-34, Public Comments were moved up (see page 5). There were no further comments at this time.

REPORTS AND REQUESTS:

Council Comments/Report of Miscellaneous Committees.

City Manager's Comments.

ADJOURNMENT:

There being no further business to come before the City Council and the Agencies, Mayor Hernandez adjourned the meeting at 9:12 p.m.

Respectfully submitted,

Angela M. Zepeda
City Clerk

CITY OF COACHELLA
CALIFORNIA

Proclamation

WHEREAS, Organización en California de Líderes Campesinas, Inc. represents a culmination of decades of work by farm working women (Campesinas); and

WHEREAS, farmworker women have been the leaders of many grassroots and mobilizing efforts to improve the lives of farmworker communities; and

WHEREAS, Líderes Campesinas provides these long-time leaders and activists with the opportunity to coordinate their work statewide and has built collectives so that campesinas may become agents of change and be a more effective unified voice; and

WHEREAS, the City of Coachella commends Líderes Campesinas youth members during this COVID-19 pandemic as they continue to provide education to their peers about sexual harassment and domestic violence via social media, video, and other no-contact methods; and

WHEREAS, Lideres Campesias has taken a strong and public advocacy position to advance the health and safety of farmworkers throughout the pandemic, as it has throughout its history; and

WHEREAS, Lideres Campesinas youth in particular have persisted despite the challenges of the pandemic in their outreach efforts to farmworkers, providing information and resources about pesticide exposure;; and

WHEREAS, Lideres Campesinas youth efforts have undoubtedly contributed to healthier families and most likely have saved lives.

NOW THEREFORE, I, Steven A. Hernandez, Mayor of the City of Coachella, by the power vested in me, do hereby recognize

Líderes Campesinas Youth

and urge all citizens of the City of Coachella in joining me to commemorate their commitment to serving the community.

IN WITNESS HEREOF, I have hereunto set my hand and caused the official seal of the City of Coachella, California to be affixed this 12th day of May 2021.

Steven A. Hernandez, Mayor
City of Coachella, California

LOVE
Campesinas Raising
Di No al abuso de Genero

City of Coachella

City Council Meeting

May 26, 2021

Fiscal Year Budget 2021-2022

Coachella General Fund
Fiscal Year 2021-2022

City of Coachella
General Fund Balance

	Estimated 7/01/21 Fund Balance	Projected 6/30/22 Fund Balance
Beginning Balance at July 1st	$ 16,540,030	$ 16,143,908
Fiscal Year Changes	(396,122)	517,657
TOTAL FUND BALANCE	**$ 16,143,908**	**$ 16,661,565**
Fund Balance:		
[1] Nonexpendable	7,493,851	5,975,512
Restricted Reserves	74,850	74,850
Unrestricted Reserves	8,575,207	10,611,203
TOTAL FUND BALANCE	**$ 16,143,908**	**$ 16,661,565**

(1)

D I F- Library Loan	422,465	247,433
D I F - Park Improvement	819,338	60,246
D IF - Senior Center	2,389,468	2,068,025
DIF - Permit Center	2,146,340	1,883,568
Interest Receivable	13,500	13,500
Prepaid I	1,702,740	1,702,740
	7,493,851	**$ 5,975,512**

General Fund Revenues Fiscal Year 2021-2022

	FY 2019-20 Actual	FY 2020-21 Budget	FY 2020-21 Estimated Year End	FY 2021-22 Budget
Taxes	$ 18,409,029	$ 18,700,016	$ 18,449,516	$20,647,000
Licenses and Permits	458,179	390,000	510,000	508,000
Charges for Services	477,963	590,000	585,000	585,000
Intergovernmental	1,100,511	1,099,278	1,121,919	949,349
Fines and Forfeitures	395,433	460,000	450,000	356,000
Interest and Other Revenue	871,971	316,000	217,500	178,000
Transfers	3,788,772	4,312,774	4,258,381	4,038,198
Total	**$ 25,501,857**	**$ 25,868,068**	**$ 25,592,316**	**$27,261,547**

General Fund Expenditures By Department- Fiscal Year 2021-2022

Department Name	FY 2018-19 Actual	FY 2019-20 Actual	FY 2020-21 Estimated Year End	FY 2021-22 Budget
City Council	$ 148,056	$ 189,175	$ 212,269	$ 282,598
City Clerk	140,948	100,218	124,059	103,018
City Attorney	658,167	671,589	585,000	652,000
City Manager	322,194	334,506	428,162	478,041
Human Resources	199,289	220,418	258,437	270,567
Grants Manger	68,735	74,067	83,905	92,080
Economic Development	141,433	145,605	148,208	214,717
Finance Department	544,189	651,361	625,713	761,232
General Government	2,680,431	2,170,801	1,647,082	2,258,138
Information Technology	492,589	520,104	578,099	539,374
Fleet Maintenance	540,201	378,774	596,135	509,296
Building Maintenance	646,603	698,493	806,141	857,731
Development Services/Planning	680,046	701,896	875,916	725,964
Building Department	354,812	308,991	269,943	323,271
Engineering Department	900,558	1,082,265	1,003,752	772,700
Parks and Recreation Program	201,117	288,496	321,439	323,069
Seniors Program	293,619	334,118	335,418	337,661
Public Works Administration	160,547	204,237	253,331	217,324
Public Works Streets	1,284,939	1,298,287	1,381,367	1,484,534
Public Works Graffiti	86,630	81,964	122,544	234,872
Public Works-Parks	1,504,129	1,563,917	1,721,460	1,741,542
Police Services	8,744,510	9,487,472	9,955,639	10,196,406
Fire Protection Services	1,224,826	1,630,963	2,126,978	1,776,978
Code Enforcement	369,210	443,466	399,377	406,208
Abandoned Vehicle Program	172,506	210,447	170,529	168,189
Emergency Services	71,320	76,916	95,404	87,448
Animal Control	228,416	256,100	250,000	318,000
Transfer - Coachella Lease Bonds	616,225	-	612,131	610,931
Total	**$ 23,**	**$ 24,124,644**	**$ 25,988,438**	**$ 26,743,890**

General Fund Expenditures By Category – Fiscal Year 2021-2022

	FY 2018-19 Actual	FY 2019-20 Actual	FY 2020-21 Estimated Year End	FY 2021-22 Budget
Salaries and benefits	$ 5,616,191	$ 6,322,941	$ 6,879,374	$ 6,527,350
Donations/Contributions/Events	699,644	482,558	397,500	95,000
Administrative expenses	10,382	10,090	14,000	15,500
Legal services	658,167	671,589	585,000	652,000
Other professional fees	2,331,090	2,414,022	2,149,307	2,333,237
Public safety	9,979,621	11,214,121	12,075,017	11,974,524
Repairs and maintenance	225,397	170,525	290,334	302,428
Equipment rental	48,686	31,517	56,000	114,000
Insurance expense	749,158	993,659	928,882	646,600
Communication expense	128,313	129,847	164,890	158,241
Advertising expense	35,158	40,735	41,200	50,500
Meetings, conferences and travel	79,625	75,768	125,000	178,790
Supplies	537,676	500,762	597,637	589,940
Minor equipment	51,975	10,753	29,750	33,500
Computer software	128,493	141,744	168,360	190,956
Energy charges	673,673	661,297	698,100	708,100
Books and periodicals	316	1,714	4,683	6,100
Dues and subscriptions	66,712	104,753	33,238	119,195
Machinery and equipment	23,825	11,477	78,035	172,500
Miscellaneous expenses	80,670	82,606	18,000	155,000
Transfers and allocations	735,248	52,167	42,000	857,985
Transfer - Coachella Lease Bonds	616,225	-	612,131	862,444
TOTAL	**$ [illegible]**	**$ 24,124,644**	**$ 25,988,438**	**$ 26,743,890**

Coachella Sanitary District
Fiscal Year 2021-2022

Coachella Sanitary District Fiscal Year 2021-2022

	Projected 2020-21	Budget 2021-22
Revenues		
Connection Fees	$ 1,400,000	$ 1,400,000
Utility Service	6,050,000	6,050,000
Property Taxes	160,000	160,000
Interest & Other Revenue	40,000	52,702
Total Revenue	**7,650,000**	**7,662,702**
Expenditures		
Operating Costs	2,503,957	2,671,149
Administrative Costs	2,507,479	2,441,997
Depreciation & Amortization	1,522,623	1,522,623
Debt Service		
Principal Payments	1,598,323	1,827,056
Interest Payments	584,146	666,879
Total Expenditures	**8,716,528**	**9,129,704**
Less: Principal Payments	1,598,323	1,827,056
Total Expenses Less Principal	**7,118,205**	**7,302,648**
Surplus (Deficit)	**$ 531,795**	**$ 360,055**

Coachella Water Authority
Fiscal Year 2021-2022

Coachella Water Authority
Fiscal Year 2021-2022

	Projected 2020-21	Budget 2021-22
Revenues		
Connection Fees	$1,200,000	$ 850,000
Utility Service	6,300,000	6,200,000
Ground Water Replenishment	540,000	450,000
Interest, Grants , & Other Revenue	292,000	1,360,000
Total Revenue	**8,332,000**	**8,860,000**
Expenditures		
Operating Costs	2,936,423	2,729,851
Administrative Costs	2,963,515	2,202,943
Grant Project Costs	-	1,100,000
Depreciation & Amortization	1,500,000	1,400,000
Debt Service		
Principal Payments	532,094	750,467
Interest Payments	487,542	556,655
Total Expenditures	**8,419,574**	**8,739,916**
Less: Principal Payments	532,094	750,467
Total Expenses Less Principal Pmts	**7,887,480**	**7,989,449**
Surplus (Deficit)	**$ 444,520**	**$ 870,551**

Coachella Fire Protection District
Fiscal Year 2021-2022

Coachella Fire Protection Fiscal Year 2021-2022

	Projected 2020-21	Budget 2021-22
Beginning Fund Balance	$ 6,942	$ (343,058)
Revenues		
General Fund Transfer	1,776,978	1,776,978
Community Facility District Transfer	714,878	714,878
Property Taxes	819,300	885,400
Interest & Other Revenue	102,000	102,000
Grants	178,437	-
Total Revenue	3,591,593	3,479,256
Expenditures		
Other Professional Services	3,360,107	3,118,456
Administration/Other	581,486	207,685
Total Expenditures	3,941,593	3,326,141
Surplus (Deficit)	**(350,000)**	**153,115**
Projected Ending Fund Balance	**$ (343,058)**	**$ (189,943)**

City of Coachella

Budget Presentation

Questions?

Engineering Department

Capital Improvement Program FY-2021/22

CIP Projects Budget Summary

		Total Project Cost	Estimated Expenditures FY 2021/22
CIP Budget Five Year Plan			
SD-02	Ave 50 from Harrison to the 86	643,000	251,513
ST-67	Avenue 50/I-10 Interchange (La Entrada)	3,629,578	159,148
ST-69	Avenue 50 Bridge (Over Whitewater	52,365,000	3,283,712
ST-81	New Interchange @ Ave 50 & 86S EXPY	54,928,767	225,000
ST-93	Ave 50 Widening Project (Calhoun to	3,693,750	2,941,811
ST-98	Ave 50 Extension (All American Canal to I-10)	2,765,773	266,712
ST-105	Street Pavement Rehab Phase 17	1,209,375	1,209,375
ST-109	Dillon Road Bridge I-10 & SR 86 Interchange	50,149,239	1,931,767
ST-113	Street Pavement Rehab Phase 18	626,000	
ST-118	Street Pavement Rehab Phase 19	632,000	
ST-128	Street Pavement Rehab Phase 20	638,000	
ST-129	Avenue 52 and Calhoun	639,000	639,000
ST-130	Pueblo Viejo Villas	3,996,500	3,796,500
ST-131	Ave 48 St Widening Project (Dillon to Van	1,733,000	1,733,000
ST-132	Street pavement Rehab Phase 21	644,000	
ST-133	Airport Blvd Segements Microsurfacing	58,185	58,185

		Total Project Cost	Estimated Expenditures FY 2021/22
CIP Budget Five Year Plan			
F-7	Fire Station Expansion	$ 6,568,715	$ 75,000
P-21	Bagdouma Park Basketball Court	350,000	260,000
S-9	CVHS Lift Station Replacement	250,000	250,000
S-14	Mesquite Septic to Sewer Conversion	1,240,000	43,842
S-15	Shady/Amezcua Septic to Sewer Conversion	1,580,000	820,000
S-18	Capacity Imp. Tyler from Ave 53 to Ave 54	1,069,000	1,069,000
S-19	Capacity Imp. Ave 50 Coronado to Harrison	331,000	331,000
S-20	Capacity Imp. Airport 450ft West of Van	125,000	
S-21	Capacity Imp.-Frederick, Julia & Avenida	1,242,000	
S-22	Capicity Imp. Ave 52 from Nelson to Sunset	1,255,500	
S-23	Capicity Imp. Van Buren to Harrison	2,623,000	
S-24	48th & Harrison Sewer Improvements	2,000,000	2,000,000
S-26	Industrial Waste Line & Sewer Intertie	97,097	85,579
W-32	Mesquite Water Mutual Association	1,901,000	888,541
W-35	Shady Lane and Amezcua Septic to Sewer	1,658,426	750,000
W-37	Castro's Water System Consolidation	1,244,050	1,110,833
W-38	3.6Mg Reservoir Interior Relining	450,000	450,000
W-39	Whitewater Wash Bridge Pipeline @ Ave 50	700,000	
W-41	Valve Replacement	320,000	100,000
W-42	Grapefruit Blvd-Ave 49 to Mitchel Drive	410,000	
W-43	Van Buren-Coral Mountain to Ave 52&Ave 50	690,000	
W-44	Grapefruit Ave 52 to Ave 54 & Tyler	1,670,000	
W-45	Aging Pipeline Replacement	500,000	500,000
W-46	Well 20 (150 Zone)	3,000,000	3,000,000
W-47	Advanced Meter Infrastructure	710,796	518,462
W-48	SCADA System Update	150,000	150,000
W-49	Avenue 51 - Calhoun to Van Buren	650,000	
	Total	**$211,136,751**	**$ 28,897,980**

CIP Budget Funding Sources

Funding Source	Amount
Grants/Builders (Fund 152/182)	12,609,436.00
DIF Fire (Fund 130)	75,000.00
DIF Street & Transportation (Fund 127)	1,451,214.00
TDA / Measure A (Fund 116 / 117)	872,604.00
Water Operations & Grants (Fund 178)	5,558,670.00
Water Connections (Fund 177)	1,909,166.00
Sewer Utility & Grants (Fund 361)	2,194,621.00
Sewer Connections (Fund 360)	2,404,800.00
CDBG Grant (Fund 210)	260,000.00
SB1 (Fund 109)	1,310,956.00
General Fund (101)	251,513.00
Total CIP Budget	**28,897,980.00**

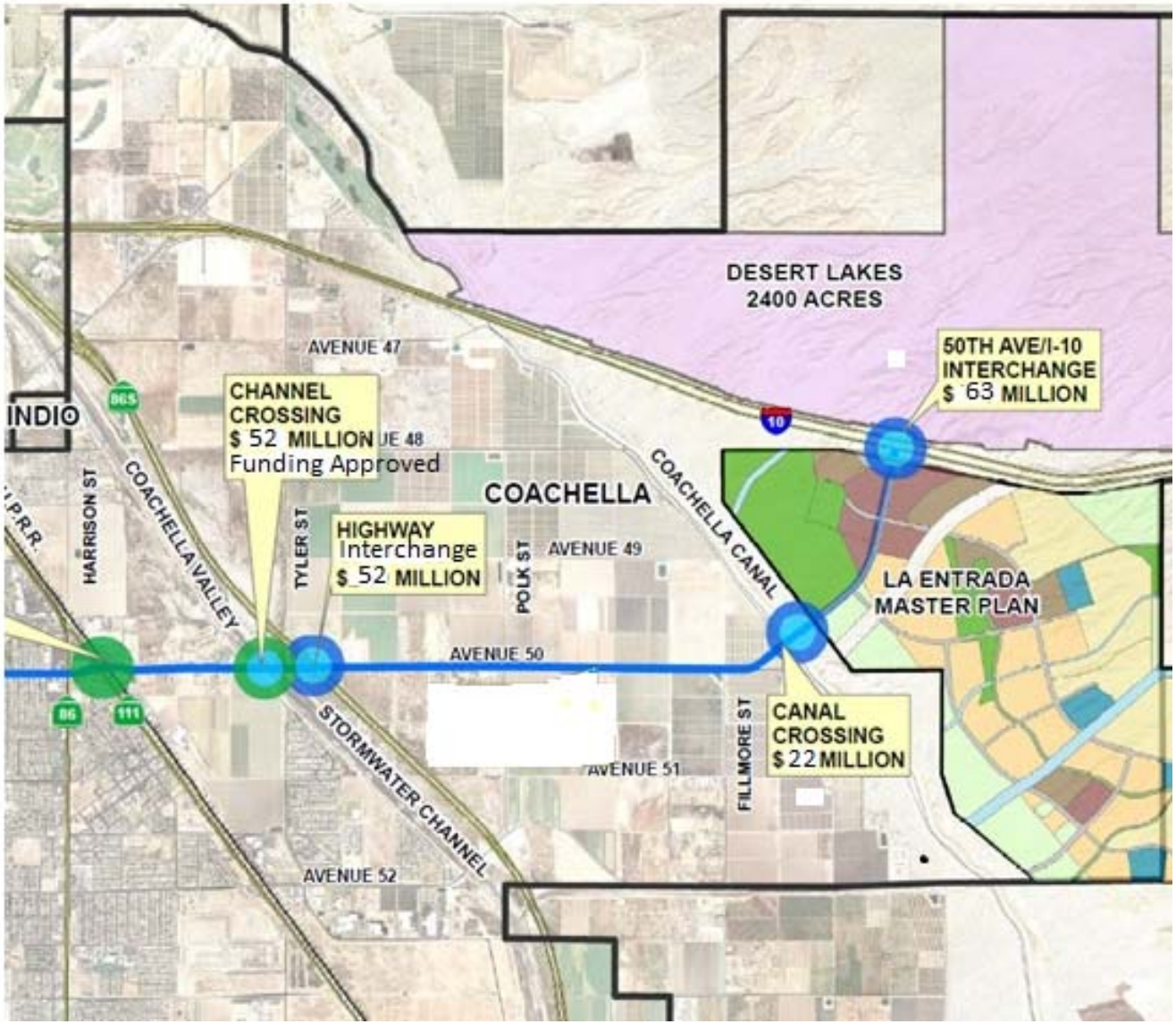
Major CIP Projects

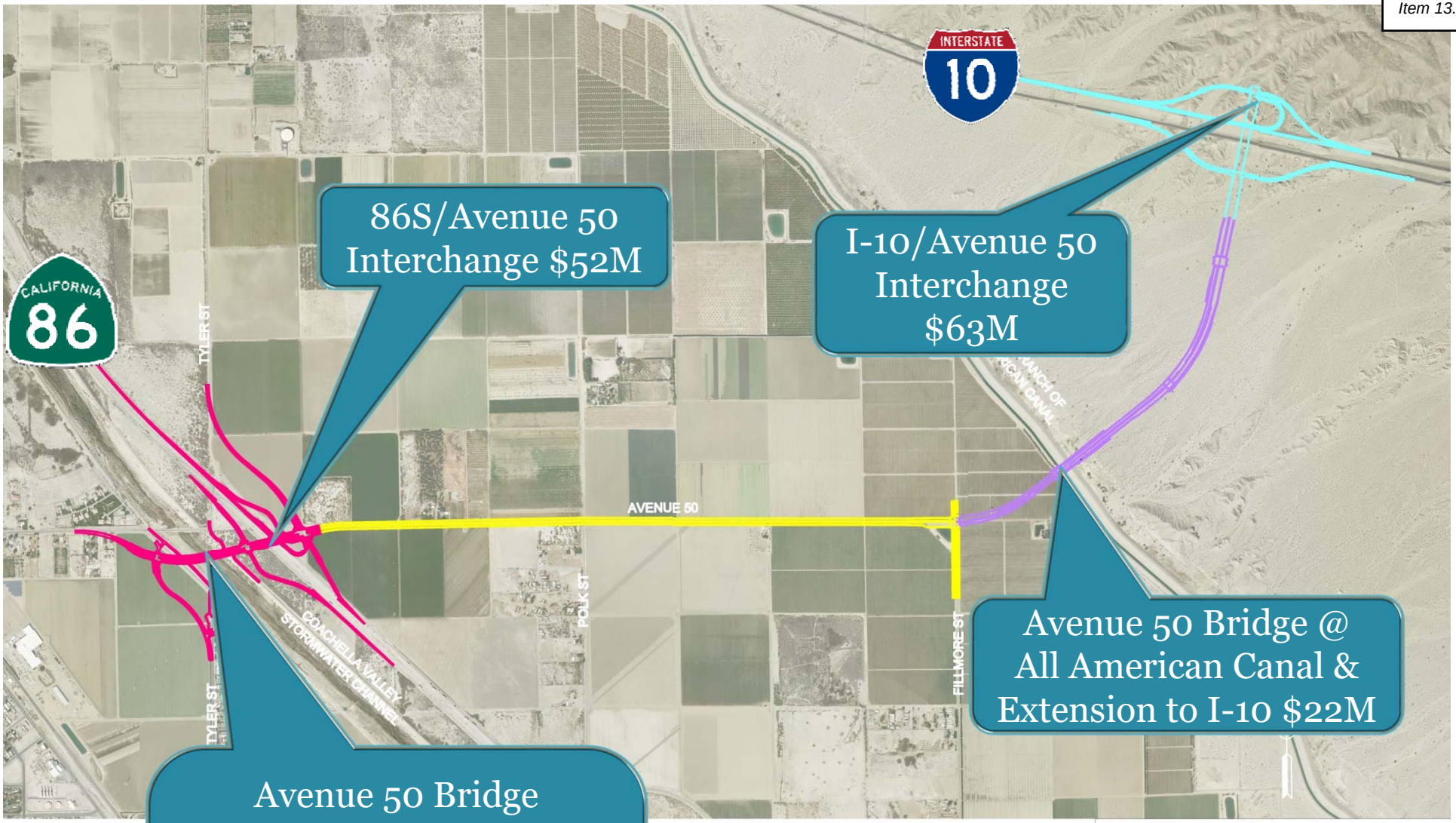
Dillon Road Corridor

Dillon Road Bridge over CVSC and Corridor Widening & Infrastructures Projects –ST 109

Avenue 50 Corridor

Avenue 50 Corridor (Regional)

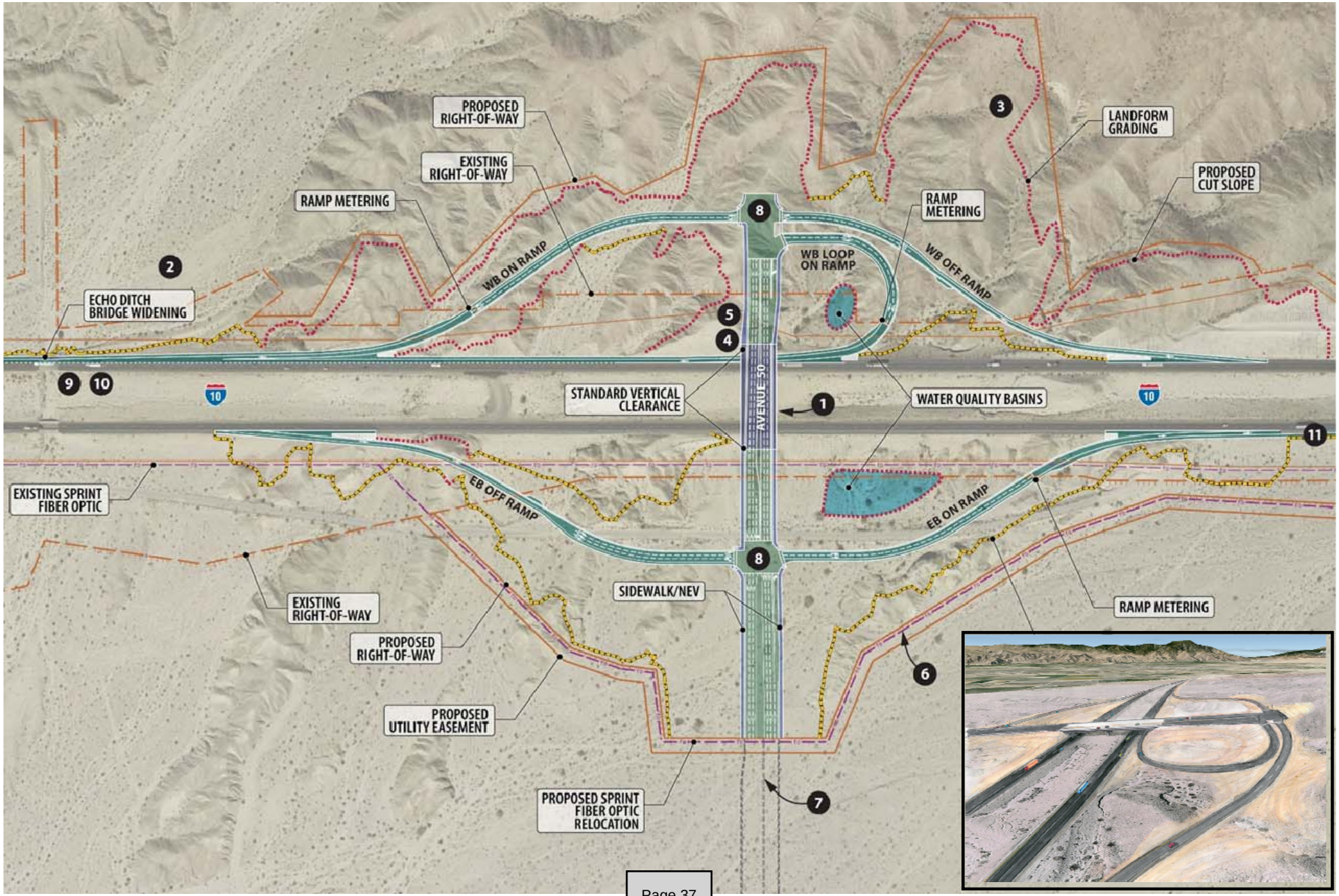




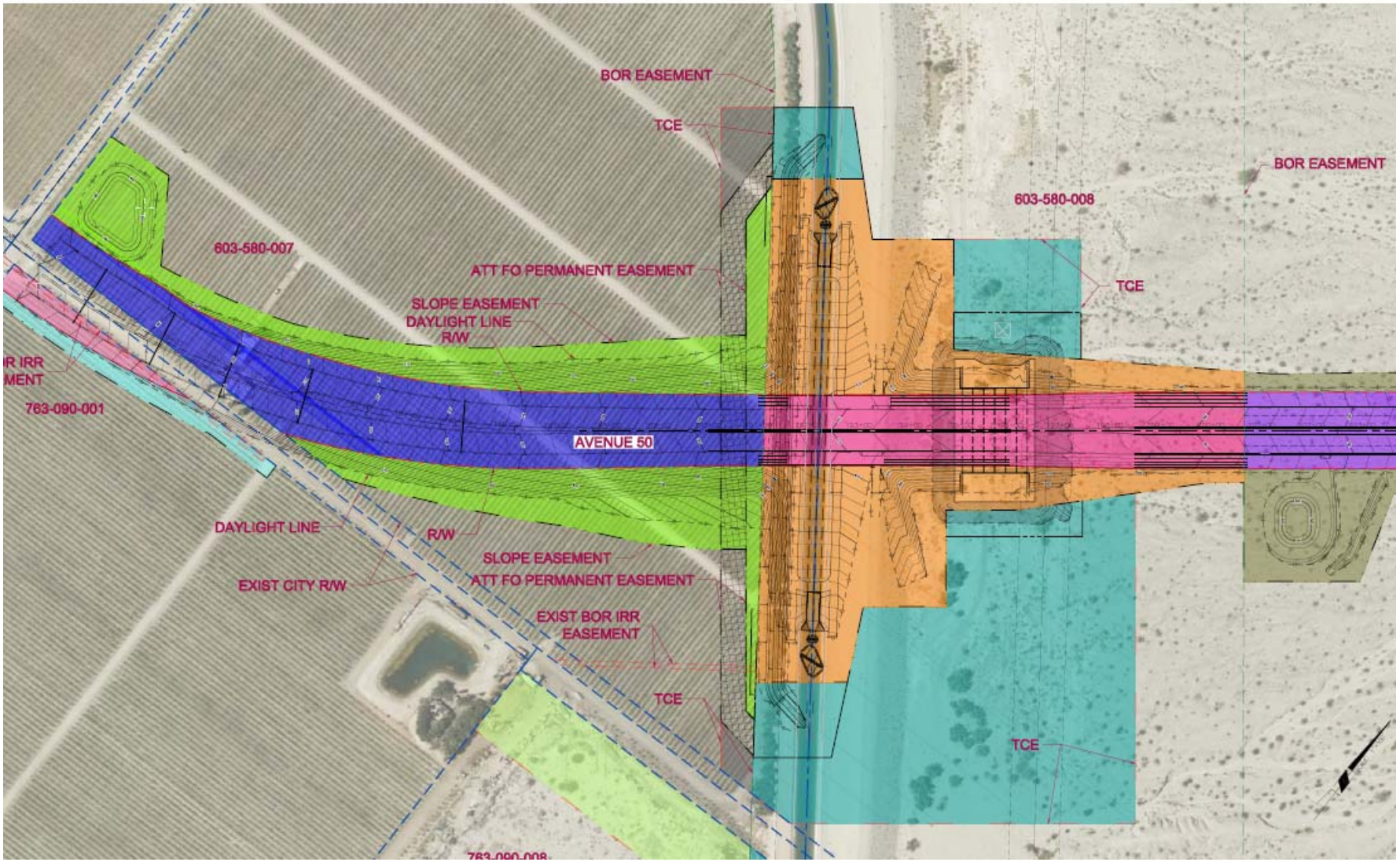
VICINITY MAP

AVENUE 50 FROM SR-86 TO I-10

I-10/Avenue 50 Interchange – ST 67

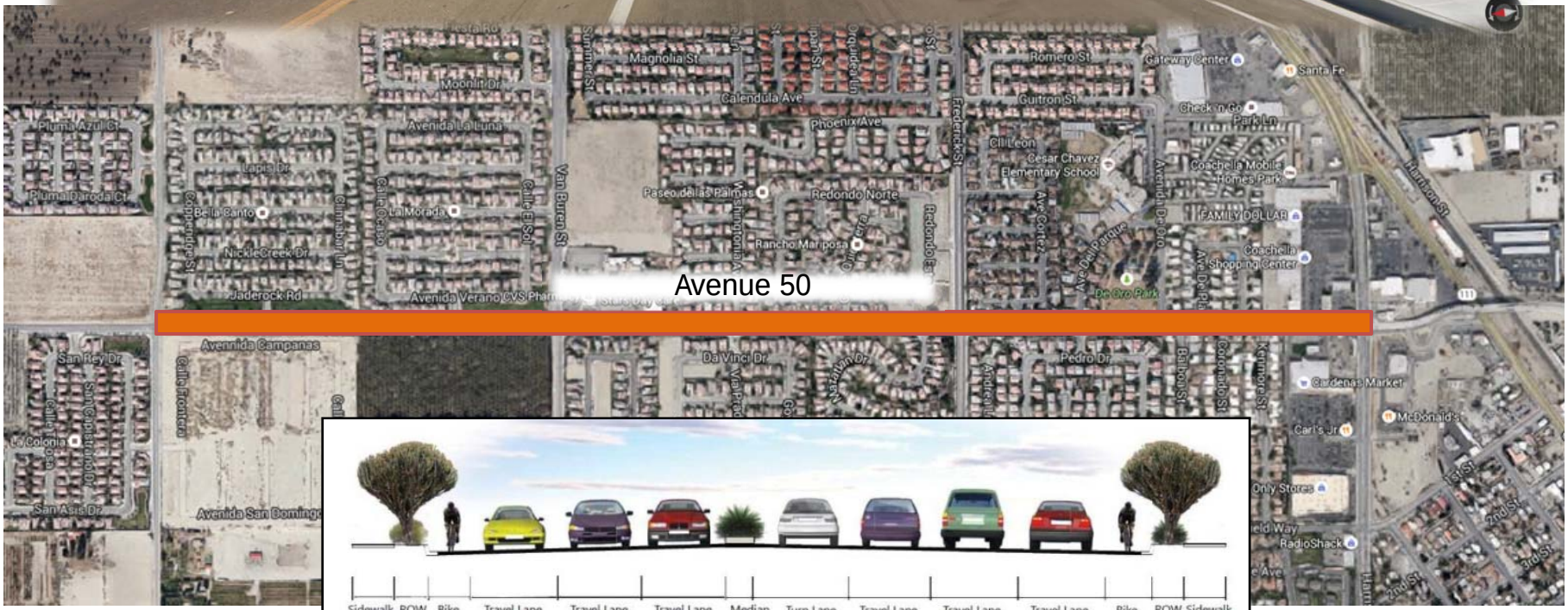


Avenue 50 Extension



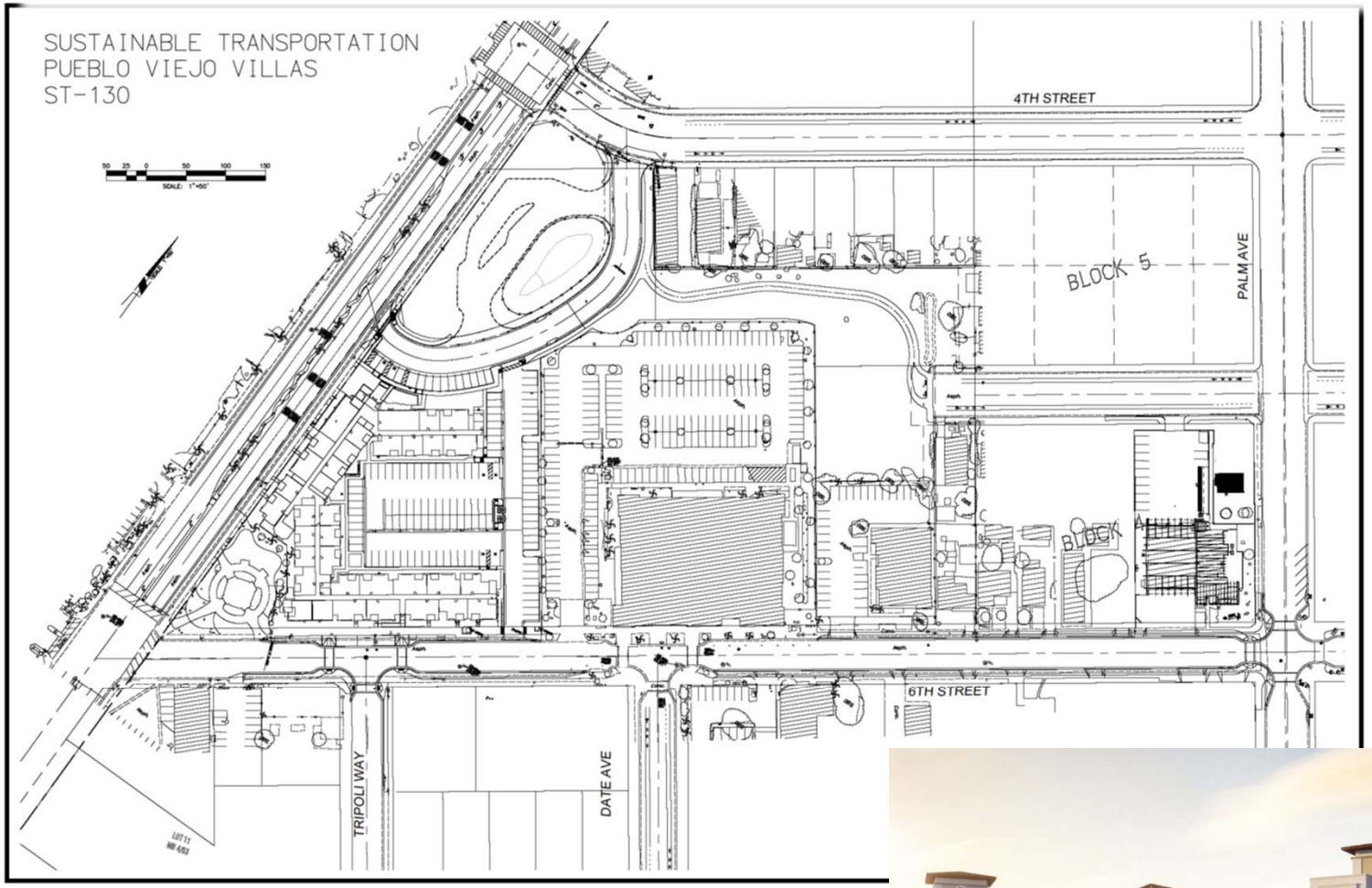
Avenue 50 Bridge over CVSC-ST 69
Avenue 50/86S Expressway Interchange-ST 81

Avenue 50 Widening Project ST-93



Infrastructure Improvements

Pueblo Viejo Sustainable Transportation Project ST-130



Infrastructure Maintenance

Street Management Program

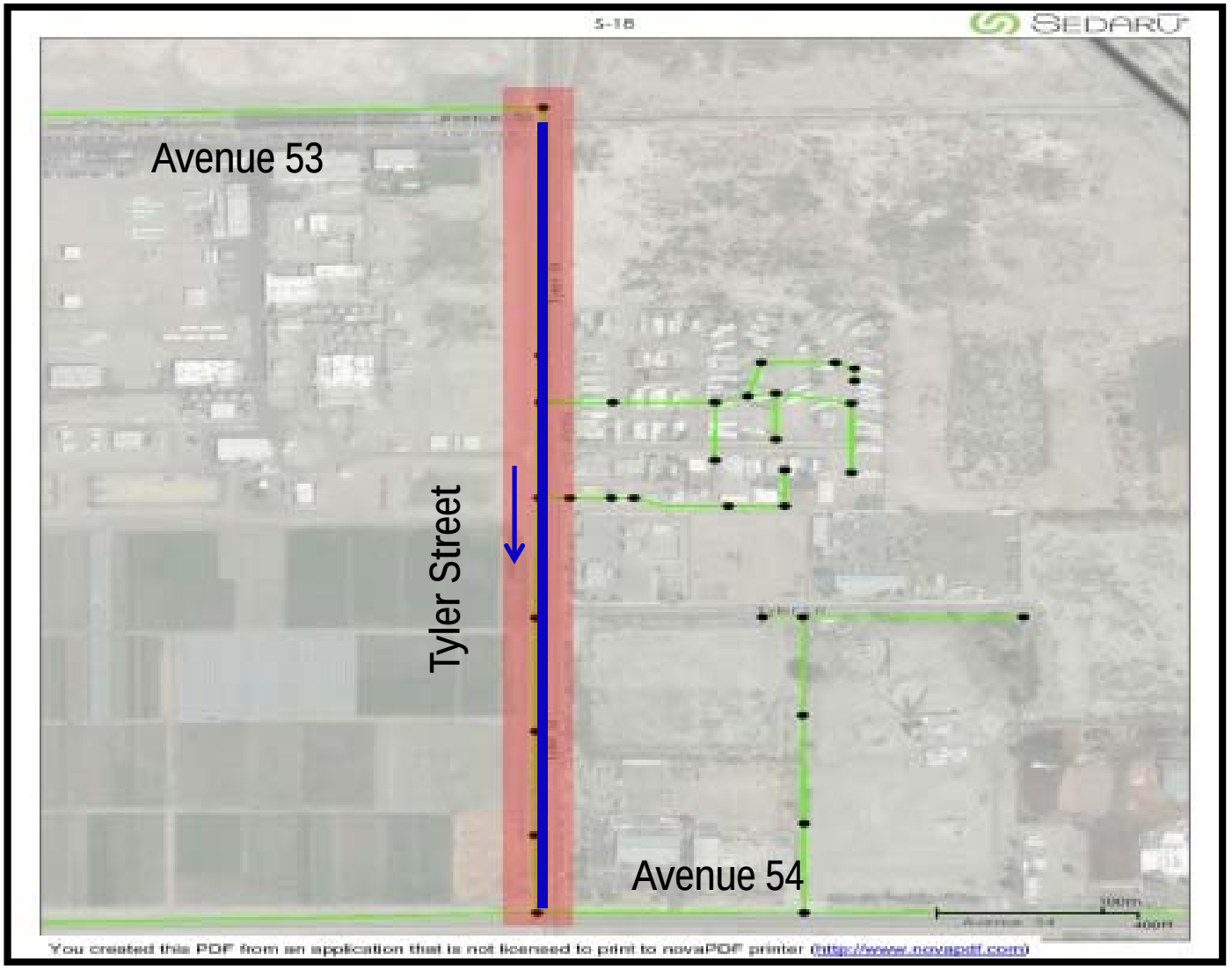
- Pavement Preservation - Slurry Seal
- Pavement Rehabilitation – Asphalt Overlay
- Pedestrian and Safety Improvements
  - Crosswalks
  - Medians
  - ADA Ramps
  - Sidewalks
- Partnering Opportunities (Neighboring Cities, County, CVAG)

Facilities

Fire Station Rehabilitation/Expansion - F-7

Utilities

Sewer Main Replacement – S-18



Sewer Main Installation – S-24

Questions?

Bank : wfb WELLS FARGO BANK

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110594	4/28/2021	54147	CARBALLIDO, FRANCISCO	Ref000218259	4/20/2021	UB Refund Cst #00051999	35.53	35.53
110595	4/28/2021	54152	DR HORTON INC	Ref000218264	4/20/2021	UB Refund Cst #00052810	68.69	68.69
110596	4/28/2021	54154	DR HORTON INC	Ref000218266	4/20/2021	UB Refund Cst #00052847	83.30	83.30
110597	4/28/2021	54155	DR HORTON INC	Ref000218267	4/20/2021	UB Refund Cst #00052849	81.20	81.20
110598	4/28/2021	54156	DR HORTON INC	Ref000218268	4/20/2021	UB Refund Cst #00052948	64.59	64.59
110599	4/28/2021	54144	GONZALEZ, BLANCA	Ref000218256	4/20/2021	UB Refund Cst #00047165	78.52	78.52
110600	4/28/2021	54153	HERNANDEZ, VICTOR	Ref000218265	4/20/2021	UB Refund Cst #00052816	70.34	70.34
110601	4/28/2021	54145	MENDEZ, ROBERTO	Ref000218257	4/20/2021	UB Refund Cst #00049521	52.41	52.41
110602	4/28/2021	54142	MONTOYA, GLORY	Ref000218254	4/20/2021	UB Refund Cst #00014576	56.53	56.53
110603	4/28/2021	54149	PULTE GROUP INC	Ref000218261	4/20/2021	UB Refund Cst #00052442	97.91	97.91
110604	4/28/2021	54150	PULTE GROUP INC	Ref000218262	4/20/2021	UB Refund Cst #00052443	94.46	94.46
110605	4/28/2021	54151	PULTE GROUP INC	Ref000218263	4/20/2021	UB Refund Cst #00052450	96.18	96.18
110606	4/28/2021	54141	RODRIGUEZ, JOSE A	Ref000218253	4/20/2021	UB Refund Cst #00003340	26.89	26.89
110607	4/28/2021	54146	TORRES, ARLENT	Ref000218258	4/20/2021	UB Refund Cst #00051262	59.78	59.78
110608	4/28/2021	54143	VALADEZ, DANIELA	Ref000218255	4/20/2021	UB Refund Cst #00044800	37.72	37.72
110609	4/28/2021	54148	ZEITOUNY, CAMILLE	Ref000218260	4/20/2021	UB Refund Cst #00052259	92.52	92.52
						Sub total for WELLS FARGO BANK:		1,096.57

16 checks in this report.

Grand Total All Checks: 1,096.57

Date: **April 28, 2021**

City Manager: William B. Pattison Jr.

Finance Director: Nathan Statham

Bank : ewfb EFT FOR WELLS FARGO BANK -SEPAR

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
177	4/29/2021	54112	CULTURAS MUSIC & ARTS	0428-21	4/29/2021	COMMUNITY GRANT-CULTURAS	1,000.00	1,000.00
						for EFT FOR WELLS FARGO BANK -SEPARATE CHECK:		1,000.00

1 checks in this report.

Grand Total All Checks: 1,000.00

Date: **April 29, 2021**

City Manager: William B. Pattison Jr.

Finance Director: Nathan Statham

Bank : ewfb EFT FOR WELLS FARGO BANK -

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
178	4/20/2021	48066	US BANK	Sta 3/25/21	3/25/2021	ACC XXXX-XXXX-XXXX-0925,	5,587.62	5,587.62
						FOR WELLS FARGO BANK -SEPARATE CHECK:		5,587.62

1 checks in this report.

Grand Total All Checks: 5,587.62

Date: **April 20, 2021**

City Manager: William B. Pattison Jr.

Finance Director: Nathan Statham

Bank : ewfb EFT FOR WELLS FARGO BANK -

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
179	5/3/2021	51949	THE H.N. & FRANCES C. BER(	54	5/3/2021	MAY2021- CIVIC CENTER LO/	8,876.26	8,876.26
						FOR WELLS FARGO BANK -SEPARATE CHECK:		8,876.26

1 checks in this report.

Grand Total All Checks: 8,876.26

Date: **May 3, 2021**

City Manager: William B. Pattison Jr.

Finance Director: Nathan Statham

Bank : wfb WELLS FARGO BANK

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110610	5/12/2021	54164	DR HORTON INC	Ref000218571	5/3/2021	UB Refund Cst #00052575	29.11	29.11
110611	5/12/2021	54166	DR HORTON INC	Ref000218573	5/3/2021	UB Refund Cst #00052950	46.17	46.17
110612	5/12/2021	54167	DR HORTON INC	Ref000218574	5/3/2021	UB Refund Cst #00052952	28.45	28.45
110613	5/12/2021	54168	DR HORTON INC	Ref000218575	5/3/2021	UB Refund Cst #00052954	47.89	47.89
110614	5/12/2021	54169	DR HORTON INC	Ref000218576	5/3/2021	UB Refund Cst #00052955	44.44	44.44
110615	5/12/2021	54170	DR HORTON INC	Ref000218577	5/3/2021	UB Refund Cst #00052956	38.55	38.55
110616	5/12/2021	54171	DR HORTON INC	Ref000218578	5/3/2021	UB Refund Cst #00052957	47.89	47.89
110617	5/12/2021	54172	DR HORTON INC	Ref000218579	5/3/2021	UB Refund Cst #00053064	97.85	97.85
110618	5/12/2021	54161	ESPITIA, ANA	Ref000218568	5/3/2021	UB Refund Cst #00034436	96.26	96.26
110619	5/12/2021	54165	NORKAT FINANCIAL	Ref000218572	5/3/2021	UB Refund Cst #00052783	100.00	100.00
110620	5/12/2021	54163	ROSALES, ERNESTO	Ref000218570	5/3/2021	UB Refund Cst #00052417	5.86	5.86
110621	5/12/2021	54162	SALINAS, AMADO	Ref000218569	5/3/2021	UB Refund Cst #00051853	85.14	85.14
						Sub total for WELLS FARGO BANK:		667.61

12 checks in this report.

Grand Total All Checks: 667.61

Date: **May 12, 2021**

City Manager: William B. Pattison Jr.

Finance Director: Nathan Statham

Bank : ewfb EFT FOR WELLS FARGO BANK -

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
180	5/12/2021	53958	ATLAS TECHNICAL	682886	3/5/2021	PE3/5 FIRE STATION EXPANS	3,150.00	
				682896	3/5/2021	PE3/5 GRAPEFRUIT BLVD UR	6,262.00	9,412.00
181	5/12/2021	45929	BECK OIL, INC.	43558CL	3/31/2021	PE3/31 ENG DEPT FUEL	164.64	
				43559CL	3/31/2021	PE3/31 BLDG/PLANNING DEP	171.45	
				43564CL	3/31/2021	PE3/31 STREETS DEPT FUEL	1,170.55	
				43566CL	3/31/2021	PE3/31 WATER DEPT FUEL	573.29	
				43569CL	3/31/2021	PE3/31 PARKS DEPT FUEL	835.51	
				43589CL	3/31/2021	PE3/31 VEHICLE MAINT DEPT	610.21	
				43599CL	3/31/2021	PE3/31 CODE ENF DEPT FUE	544.72	
				43617CL	3/31/2021	PE3/31 BLDG MAINT DEPT FU	193.94	
				43610CL	3/31/2021	PE3/31 SANITARY DEPT FUEL	1,489.50	
				43618CL	3/31/2021	PE3/31 ADMIN DEPT FUEL	135.93	
				43896CL	4/15/2021	PE4/15 ENG DEPT FUEL	83.35	
				43897CL	4/15/2021	PE4/15 BLDG/PLANNING DEP	177.42	
				43902CL	4/15/2021	PE4/15 STREETS DEPT FUEL	1,183.59	
				43904CL	4/15/2021	PE4/15 WATER DEPT FUEL	632.24	
				43907CL	4/15/2021	PE4/15 PARKS DEPT FUEL	958.97	
				43931CL	4/15/2021	PE4/15 VEHICLE MAINT DEPT	745.10	
				43942CL	4/15/2021	PE4/15 CODE ENF DEPT FUE	529.80	
				43953CL	4/15/2021	PE4/15 SANITARY DEPT FUEL	871.39	
				43960CL	4/15/2021	PE4/15 BLDG MAINT DEPT FU	209.43	
				43961CL	4/15/2021	PE4/15 ADMIN DEPT FUEL	94.43	
				43652CL	3/31/2021	PE3/31 GRAFFITI DEPT FUEL	165.25	
				43991CL	4/15/2021	PE4/15 GRAFFITI DEPT FUEL	271.80	11,812.51
182	5/12/2021	53391	BSK ASSOCIATES	RE00311	3/1/2021	FEB-MAR2021 WASTEWATER	4,898.00	4,898.00
183	5/12/2021	53426	CELL BUSINESS EQUIPMENT	72262134	5/15/2021	SHARP MX5071+MX6071+MX	581.50	581.50
184	5/12/2021	54138	CONDOR INC.	10706	3/24/2021	PE3/31 BAGDOUMA POOL RE	94,240.00	
				10721	4/22/2021	PE4/30 BAGDOUMA POOL RE	95,237.50	189,477.50
185	5/12/2021	02152	ENVIRONMENTAL RESOURCE	965826	3/29/2021	MINERALS, WASTEWATR	448.46	448.46

Bank : ewfb EFT FOR WELLS FARGO BANK - (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
186	5/12/2021	00207	GRAINGER INC	9881400601	4/26/2021	HPS BULB	1,015.30	
				9882615520	4/27/2021	DEGREASER	933.14	
				9882615512	4/27/2021	DEGREASER, HPS BULB, ETC	1,976.22	
				9862251452	4/8/2021	CEILING TILE	127.72	
				9874048532	4/19/2021	PARKING LOT LIGHT FIXTURI	2,443.87	
				9875450380	4/20/2021	DOOR CLOSER HD NONHANI	1,755.41	8,251.66
187	5/12/2021	51892	HERC RENTALS, INC.	32050217-001	4/19/2021	4/12-13 SCISSOR LIFT RNTL	463.01	
				32067074-001	4/26/2021	4/19-20 FAN MISTING PORTAI	458.31	921.32
188	5/12/2021	53779	JONES, ROACH & CARINGELL	2019147	12/4/2019	APPRAISAL SVCS: I-10/AVE 5(	30,000.00	30,000.00
189	5/12/2021	24600	LOPES HARDWARE	009742	4/14/2021	PADLOCKS, GLUE, PAINT, GL	202.79	
				009805	3/25/2021	HEX SCREWS, P-TRAP, KNIF	218.54	
				009814	4/15/2021	ANCHORS, WRENCH, WD40,	159.57	580.90
190	5/12/2021	00101	MUNISERVICES/AVENU	INV06-011534	4/23/2021	SUTA, QTR ENDING 12/31/20	4,559.44	
				INV06-011535	4/23/2021	SUTA (DISTRICT TAX), QTR E	324.24	4,883.68
191	5/12/2021	32950	SAFETY-KLEEN SYSTEMS, IN	85772727	4/15/2021	4/13 OIL SVC	234.50	
				85763467	4/16/2021	30G PARTS WASHER	257.12	491.62
192	5/12/2021	52924	SIEMENS MOBILITY, INC.	5610236819	4/19/2021	MAR2021 TRAFFIC SIGNAL M	1,812.80	
				5620030028	4/19/2021	MAR2021 TRAFFIC SIGNAL C.	4,158.43	5,971.23
193	5/12/2021	48436	UNIVAR SOLUTIONS USA INC.	49087192	4/8/2021	SODIUM BISULFITE	6,512.95	
				49096847	4/19/2021	SODIUM BISULFITE	6,953.28	13,466.23
194	5/12/2021	50555	VORTEX AQUATIC STRUCTUF	47244	4/26/2021	PRESS & PLAY REPLACEMEN	1,271.45	1,271.45
195	5/12/2021	53942	WELLS FARGO BANK	06-2021GasTax	4/15/2021	REV REF BONDS SER 2019 ((	265,700.00	265,700.00
196	5/12/2021	51697	WESTERN WATER WORKS SU	1401561-00	3/15/2021	SOFT COPPER TUBING 100F	1,058.90	
				1401566-00	3/15/2021	CPLG QJ 110 COMP CTS	194.12	
				1401835-00	4/9/2021	BRZ PLUG SOLID, ETC	112.02	
				1401998-00	4/29/2021	SOFT COPPER TUBING 100F	786.27	2,151.31
						FOR WELLS FARGO BANK -SEPARATE CHECK:		550,319.37

Bank : wfb WELLS FARGO BANK

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110622	5/12/2021	48977	ADT COMMERCIAL	139425250	4/1/2021	MY-JL2021 ALARM/EXT SVC F	179.85	
				139425243	4/1/2021	MY-JL2021 ALARM/EXT SVC F	413.70	
				139425244	4/1/2021	MAY2021 ALARM/EXT SVC PF	683.16	
				139425245	4/1/2021	MAY2021 ALARM/EXT SVC PF	1,091.89	
				139425246	4/1/2021	MY-JL2021 ALARM/EXT SVC F	572.70	
				139425247	4/1/2021	MY-JL2021 ALARM/EXT SVC F	212.85	
				139425248	4/1/2021	MAY2021 CELL/ESUITE/ALAR	62.00	
				139425249	4/1/2021	MAY2021 CELL/EXT SVC PRC	29.43	3,245.58
110623	5/12/2021	44502	ALDCO AIR CONDITIONING &	16208	4/14/2021	SVC'D A/C UNIT @ SANITARY	585.00	585.00
110624	5/12/2021	42770	AMERICAN CRANE SERVICES	006425	3/17/2021	3/17 CRANE SVC @ SANITAR	700.00	700.00
110625	5/12/2021	01661	ANAYA'S TOWING SERVICE	1078	4/19/2021	4/19 TOWING: CC APTS TO C	95.00	95.00
110626	5/12/2021	02187	BENLO R.V. II	12980	4/7/2021	8GAL LP GAS	33.84	33.84
110627	5/12/2021	50383	BOSS DESIGNS	478	4/14/2021	10"X10" COACHELLA LOGO	360.00	360.00
110628	5/12/2021	54157	BRAX COMPANY, INC.	36141	4/9/2021	GRUNDFOS 16S05-5 1.25NPT	770.51	770.51
110629	5/12/2021	49486	BRC CONSTRUCTION	20211134	3/17/2021	RPLC'D WTR FOUNTAIN @ D	3,845.00	
				20211130	3/8/2021	RPR'D BLOCK WALL @ DIST	4,347.00	
				20211162	4/28/2021	INSTLL'D STUCCO FOR MUR	7,800.00	
				20211163	4/28/2021	INSTLL'D STUCCO FOR MUR	7,750.00	
				20211126	3/8/2021	INSTLL'D BASIN ROCK @ DIS	2,805.00	
				20211131	3/8/2021	RPLC'D FENCING/GATE @ DI	5,220.00	31,767.00
110630	5/12/2021	43862	BRENNTAG PACIFIC, INC	BPI137755	4/19/2021	SODIUM HYPOCHLORITE	2,162.64	
				BPI326180	4/20/2021	4/19 DRUM RETURN	-440.00	1,722.64
110631	5/12/2021	52723	BRIGHT EVENT RENTALS, LL	585408	4/28/2021	4/18-27 TENT RNTLS	1,672.50	
				585600	4/28/2021	4/18-27 TENT+CONCRETE BL	1,815.52	
				585601	4/28/2021	4/18-27 TENT+CONCRETE BL	1,654.62	5,142.64
110632	5/12/2021	50977	BRISAS AIR CONDITIONING IN	11392	4/20/2021	SVC'D A/C UNIT @ 1515 6TH	80.00	
				11393	4/20/2021	SVC'D A/C UNITS @ 1515 6TH	252.00	
				11394	4/20/2021	SVC'D A/C UNIT @ RAICES CI	90.00	
				11395	4/20/2021	SVC'D A/C UNITS @ SENIOR	614.00	
				11396	4/20/2021	SVC'D A/C UNITS @ 1515 6TH	234.00	
				11391	4/20/2021	SVC'D A/C UNITS @ 1515 6TH	450.00	
				11397	4/20/2021	SVC'D A/C UNITS @ COMITE	198.00	
				11398	4/20/2021	SVC'D A/C UNITS @ 51251 DC	414.00	2,332.00
110633	5/12/2021	44494	BURRTEC WASTE & RECYCLI	BD 4/1/21	4/1/2021	AC 44-BS 405340, 85075 AVE	89.98	89.98
110634	5/12/2021	01856	CARROT-TOP INDUSTRIES IN	49831300	4/21/2021	5X8' POLYESTER US FLAG, E	1,059.47	1,059.47

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Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110635	5/12/2021	44725	CLEANSTREET	99847CS	4/19/2021	4/7 SPECIAL SWEEP SVCS	337.05	337.05
110636	5/12/2021	53220	COACHELLA ACE HARDWARE	1856/1	4/20/2021	BUNGEE CORD ASSRTD & SI	24.99	
				1873/1	4/26/2021	TAPE MEASURE, CEMENT PV	59.50	
				1859/1	4/21/2021	AAA BATTERY, ANTI-SEIZE LU	109.44	
				1881/1	4/27/2021	LADDR 4' FG STEP, VISE 4" S	318.24	
				1879/1	4/27/2021	ADAPTER SCH80, ELBOW 90	20.59	
				1754/1	3/22/2021	TILE & STONE THINST WHT (	76.09	
				1764/1	3/25/2021	FAUCT SUPPLY LINE SS 24"	9.77	
				1776/1	3/29/2021	POCKET HOSE BLK, PAINTEF	74.68	
				1822/1	4/12/2021	TIE-DOWN 16' GRN, WIRE RC	74.23	
				1831/1	4/14/2021	ROLLER FRAME 9", ACE BES	98.92	
				1855/1	4/20/2021	ALEX PLUS SPACKLING QT, A	76.08	
				1812/1	4/8/2021	SOCKET ACCESSORY SET, C	235.17	
				1828/1	4/13/2021	MISC FASTENERS	6.31	
				1849/1	4/19/2021	MARKING PAINT, WD40, ETC	45.60	
				1852/1	4/19/2021	NOZZLE TWIST 4" BRASS, CC	53.45	1,283.06
110637	5/12/2021	54137	CONSERVE LANDCARE LLC	13776	3/31/2021	3/24 RPLC'D IRRGTN CONTR	650.40	
				13012	3/19/2021	3/17 RMV'D TREE @ DIST 23	884.00	
				13013	3/19/2021	3/17 RMV'D TREE @ DIST 32	594.00	
				13014	3/19/2021	3/17 RMV'D TREE @ DIST 19	594.00	
				12459	3/8/2021	MAR2021 LNDSCPE MAINT @	33,290.00	
				13015	3/19/2021	3/17 RMV'D TREE @ DIST 16	594.00	36,606.40
110638	5/12/2021	01924	CONSOLIDATED ELECTRICAL	3298-1001918	3/30/2021	DAYLIGHT T8 LAMPS	105.22	
				3298-1001919	3/31/2021	32W CLF LMP	-361.96	
				3298-1002252	4/13/2021	LF VOLTAGE/CURR TESTER	187.63	
				3298-1001259	3/25/2021	LED LIGHT ENGINE, ROCK GI	921.66	
				3298-1001797	3/25/2021	10IN PLR WRN & 32W CLF LM	151.37	
				3298-1001798	3/25/2021	32W CLF LMP	90.49	
				3298-1001799	3/25/2021	32W CLF LMP	90.49	
				3298-1001800	3/30/2021	26W 4PIN DOUBLE TUBE, ET	536.68	
				3298-1001806	3/30/2021	LED 52W 50K 277V	457.75	
				3298-1001904	4/7/2021	18W LED FIX LENS	471.56	
				3298-1001917	3/30/2021	DAYLIGHT T8 LAMPS	105.22	2,756.11
110639	5/12/2021	52375	CORE & MAIN LP	N965421	3/30/2021	SOFT COPPER TUBE 100', ET	1,152.75	1,152.75
110640	5/12/2021	43636	CPRS	2021-22 Mbrshp	4/9/2021	MBRSHP RNWL: ID #001927-	550.00	550.00

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Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110641	5/12/2021	48603	CV STRATEGIES	6148	4/9/2021	MAR2021 STRATEGIC COMM	3,408.26	
				6063	3/5/2021	VIDEO PRODUCTION SVCS: I	4,975.00	8,383.26
110642	5/12/2021	09950	CVWD	Feb 2021	3/1/2021	CN 332543, FEB2021 WELL RI	29,191.80	29,191.80
110643	5/12/2021	09950	CVWD	16993	4/14/2021	FY19/20 INDIO SUBBASIN ANI	17,291.06	17,291.06
110644	5/12/2021	02115	CWEA	656475	3/23/2021	CERT RNWLS- CSM1+LA1+M	328.00	
				PS-4/30/21	4/1/2021	MBRSHP RNWL: P. SUSTAITA	192.00	520.00
110645	5/12/2021	50103	D&H WATER SYSTEMS	I 2021-0323	3/26/2021	ACID	498.38	
				I 2021-0358	4/7/2021	TUBE UNIT, ADAPTER, MOTC	1,345.08	1,843.46
110646	5/12/2021	49859	DEAZTLAN CONSULTING, LLC	2021-8	4/14/2021	VAN BUREN PLAZA OUTREAC	3,950.00	3,950.00
110647	5/12/2021	01089	DESERT ELECTRIC SUPPLY	S2842952.001	3/22/2021	SYL LU100/ECO ED23-1/2 MO	312.90	
				S2850582.001	4/13/2021	EIKO LED 45W LMP	253.34	566.24
110648	5/12/2021	13300	DESERT FIRE EXTINGUISHER	262448	3/10/2021	3/10 FIRE EXTINGUISHER SV	96.37	96.37
110649	5/12/2021	52970	DESERT POOL SPECIALISTS,	125019	4/1/2021	APR2021 FOUNTAIN SVCS	400.00	400.00
110650	5/12/2021	13700	DEWEY PEST CONTROL INC.	AC934340-AP/JI	4/1/2021	AC934340, APR-JUNE2021, S/	450.00	
				AC1062335-AP/.	4/1/2021	AC1062335, APR-JUNE2021, (	426.00	
				14167773	4/1/2021	AC1126447, APR-JUNE2021, S	90.00	
				14172336	4/1/2021	AC1404426, APR-JUNE2021, L	255.00	
				14175924	4/1/2021	AC102942, APR-JUNE2021, 1S	175.50	
				14176926	4/1/2021	AC1008112, APR-JUNE2021, (	126.00	
				14185690	4/1/2021	AC103361, APR2021, SENIOR	80.00	
				14197424	4/1/2021	AC241000, APR-JUNE2021, 1S	111.00	
				14211907	4/1/2021	AC1067451, APR-JUNE2021, 1	111.00	1,824.50
110651	5/12/2021	50551	DIV. OF THE STATE ARCHITE(	OT-MA2021	4/28/2021	OCT2020-MAR2021 DISABILIT	366.00	366.00
110652	5/12/2021	14860	E. K. WOOD LUMBER COMPA	495922	4/1/2021	12" CHR ADJ WRENCH, SPLIT	96.71	
				496222	4/13/2021	JUMBO WRENCH	33.39	
				495496	3/16/2021	4" FXT TURBO BLADE	19.92	
				495521	3/17/2021	TIE DOWN	19.71	
				496209	4/13/2021	4" FXT TURBO BLADE, FLAP I	50.03	219.76
110653	5/12/2021	53880	EBERHARD EQUIPMENT INC.	13257	4/26/2021	STARTER	324.29	324.29
110654	5/12/2021	53799	ENTERPRISE FLEET MGMT., I	FBN4180395	4/3/2021	APR2021 LEASE CHRGS ('20	5,556.90	5,556.90

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Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110655	5/12/2021	15750	FEDEX	7-173-86816	11/6/2020	OCT2020 FEDEX SVCS	5.59	
				7-181-77375	11/13/2020	NOV2020 FEDEX SVCS	10.40	
				7-218-24093	12/18/2020	DEC2020 FEDEX SVCS	7.04	
				7-225-70654	12/25/2020	DEC2020 FEDEX SVCS	23.28	
				7-267-98989	2/5/2021	JAN2021 FEDEX SVCS	77.73	
				7-283-01058	2/19/2021	FEB2021 FEDEX SVCS	7.09	
				7-319-65989	3/26/2021	MAR2021 FEDEX SVCS	7.19	
				7-334-41034	4/9/2021	MAR2021 FEDEX SVCS	13.54	
				7-349-13233	4/23/2021	APR2021 FEDEX SVCS	13.47	165.33
110656	5/12/2021	51141	FENCEWORKS RENTAL SYST	125002	3/31/2021	APR-SEP2021 FENCE RNTL @	248.30	248.30
110657	5/12/2021	48834	FIX-IT COMMERCIAL SERVICE	00450	4/8/2021	SVC'D FREEZER @ SENIOR (	203.00	
				00484	3/25/2021	SVC'D ICE MACHINE @ CORF	257.00	460.00
110658	5/12/2021	43672	FULTON DISTRIBUTING COMI	533351	4/13/2021	DISP TOWEL HFM BLK TORK	53.25	
				534072	4/21/2021	CLEANER M/P LAVENDER XC	45.64	
				534536	4/26/2021	NITRILE GLOVES	359.74	
				533350	4/13/2021	NITRILE GLOVES	183.79	
				534141	4/21/2021	SURGICAL MASK	347.56	
				534071	4/21/2021	S/O CLEANER S/S HYDRO TV	1,200.75	
				534530	4/26/2021	FOAM HAND SOAP	58.69	2,249.42
110659	5/12/2021	51494	GARDA CL WEST, INC.	10630936	4/1/2021	APR2021 ARMORED TRANSP	632.29	
				10630943	4/1/2021	APR2021 CASHLINK MAINTEI	828.35	
				20475451	3/31/2021	MAR2021 EXCESS LIABILITY	449.60	1,910.24
110660	5/12/2021	00996	HOME DEPOT	5011395	3/18/2021	10IN FLAT FREE WHEEL	60.86	
				5160875	4/27/2021	6" MINI HACKSAW, 25' TAPE M	97.14	
				5160407	4/7/2021	HUSKY TUBE CUTTER, TAPE	178.93	
				7014277	4/15/2021	SHOVEL, HUSKY SLEDGE HA	129.29	466.22
110661	5/12/2021	44204	HUERTA, JR, ROBERTO	Edu Reimb	4/15/2021	FY20/21 EDUCATION REIMBU	1,775.00	1,775.00
110662	5/12/2021	20150	HYDRO AG SYSTEMS	260011	4/1/2021	BUNDLE FLAGS 100/BD 21"	34.84	
				260105	4/5/2021	WELD-ON PT SOLVENT & HP	69.09	
				260163	4/7/2021	WELD-ON QT SOLVENT, QT F	72.87	
				260418	4/16/2021	PVC SCH80 FLANGE 8 SLIP, E	703.74	
				260361	4/16/2021	PVC BALL VALVE & PVC SCH8	276.37	1,156.91

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Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110663	5/12/2021	20450	IMPERIAL IRRIGATION DISTRI	50035560-MA21	4/2/2021	AC50035560, 3/2-30, ST LIGH	19,103.44	
				50035734-MA21	4/8/2021	AC50035734, 3/5-4/5, CVHS PI	74.00	
				50035836-MA21	4/8/2021	AC50035836, 3/5-4/5, WELL #1	61.38	
				50217597-MA21	4/8/2021	AC50217597, 3/5-4/5	55.86	
				50487676-MA21	4/8/2021	AC50487676, 3/5-4/5, LIFT STA	13.56	
				50516108-MA21	4/8/2021	AC50516108, 3/4-4/5	13.39	
				50527782-MA21	4/8/2021	AC50527782, 3/4-4/5	12.34	
				MdFB-MdMA	3/17/2021	MID FEBRUARY-MID MARCH	41,135.70	
				50642002-MA21	4/8/2021	AC50642002, 3/5-4/5	107.53	
				50642141-MA21	4/8/2021	AC50642141, 3/5-4/5	39.10	
				50705542-MA21	4/8/2021	AC50705542, 3/5-4/5, PERMIT	669.43	
				50705544-MA21	4/8/2021	AC50705544, 3/5-4/5, PERMIT	126.96	
				50733502-MA21	4/8/2021	AC50733502, 3/4-4/5	29.50	
				50734422-MA21	4/8/2021	AC50734422, 3/4-4/5	54.27	
				50387122-MA21	4/9/2021	AC50387122, 3/5-4/5, SEWER	29,433.62	
				50404153-MA21	4/8/2021	AC50404153, 3/4-4/5	68.25	
				50404154-MA21	4/8/2021	AC50404154, 3/4-4/5	13.32	
				50404155-MA21	4/8/2021	AC50404155, 3/4-4/5	86.87	
				50416425-MA21	4/8/2021	AC50416425, 3/4-4/5	164.71	91,263.23

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Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110664	5/12/2021	45108	IMPERIAL SPRINKLER SUPPL	4601229-00	4/8/2021	CHEM ROUNDUP PRO MAX	137.00	
				4599744-00	4/7/2021	1" MALE ADAPTER PVC SCH4	270.56	
				4572351-00	3/18/2021	47" SHOVEL, ORCHARD LOPI	123.62	
				4572491-00	3/18/2021	INSERT COUPLING, INSERT I	199.41	
				4572491-01	3/25/2021	PEST VALENT INSECTICIDE \	508.70	
				4572824-00	3/18/2021	STAPLE 11 GAUGE 6" JUTE	10.37	
				4573090-00	3/18/2021	DRIPNETA TCHLN CV9 GPH 1	156.93	
				4573861-00	3/19/2021	1" SLIP FIX, WIRE STRIPPER/	40.25	
				4574138-00	3/19/2021	RAINBIRD 6" POP-UP BODY, I	53.41	
				4580375-00	3/24/2021	LOW VOC PVC CEMENT, PVC	36.24	
				4580682-00	3/25/2021	1" PVC BALL VALVE	7.13	
				4581292-00	3/25/2021	CHEM ROUNDUP PRO MAX	137.00	
				4581430-00	3/25/2021	NITRILE GRIPPER GLOVE	62.50	
				4603727-00	4/9/2021	CHEM ROUNDUP PRO MAX	137.00	
				4581835-00	3/25/2021	BLUE MARKING FLAGS, 34" M	86.09	
				4582956-00	3/26/2021	CHEM ROUNDUP PRO MAX, I	159.03	
				4584416-00	3/29/2021	RAINBIRD 4" POP-UP BODY, I	122.00	
				4587379-00	3/30/2021	RAINBIRD 2" PLASTIC INLINE	265.63	
				4587624-00	3/30/2021	RAINBIRD 8' FLAT NOZZLE, E	103.45	
				4590053-00	3/31/2021	3/4" CONDUIT PIPE, ETC	21.85	
				4602255-00	4/8/2021	CHEM RANGER PRO MONSA	56.55	
				4609509-00	4/14/2021	RAINBIRD 1" PLASTIC INLINE	70.24	
				4608642-00	4/14/2021	2" PVC BALL VALVE, SLIP FIX,	30.40	
				4604723-00	4/12/2021	RAINBIRD 6" POP-UP BODY 8	230.30	
				4612581-00	4/15/2021	RAINBIRD ROTOR POP-UP	600.46	
				4525047-00	4/15/2021	INSTLL'D PRESSURE RELIEF	1,262.50	
				4609670-00	4/14/2021	RAINBIRD 1" PLASTIC INLINE	75.41	
				4612440-00	4/15/2021	WHITE MARKING PAINT, ETC	116.76	5,080.79
110665	5/12/2021	01948	KIMBALL MIDWEST	8821470	4/21/2021	JCASE LOW PROFILE, ATO C	191.42	
				8820612	4/21/2021	SCRATCH BRUSH-SHOE, SUI	190.25	381.67
110666	5/12/2021	47328	KONICA MINOLTA	37510014	4/2/2021	ACC 061-0042081-000, APR20	67.43	67.43
110667	5/12/2021	53152	KPST-FM	570876-1	2/28/2021	2/8-15 AD SPOT: VALENTINES	1,500.00	
				572950-1	2/28/2021	2/25-26 AD SPOT: CLEAN UP	1,020.00	2,520.00
110668	5/12/2021	45051	LAMAR OF PALM SPRINGS	112387980	4/5/2021	4/5 ADVERTISING: COVID-19	1,095.00	
				112401239	4/12/2021	4/12-5/9 ADVERTISING: COVII	2,500.00	3,595.00

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Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110669	5/12/2021	54158	LIZARRAGA, ANA	Turf Rbt	4/12/2021	TURF REMOVAL REBATE- PR	1,620.00	1,620.00
110670	5/12/2021	52799	LTAS TECHNOLOGIES INC.	263-004	4/23/2021	APR2021/22 STR 24/7 HOTLIN	3,500.00	3,500.00
110671	5/12/2021	47431	MASTER METER INC.	216106	3/17/2020	MY2020/21 HARMONY MOBIL	2,000.00	
				231106	3/17/2021	MY2021/22 HARMONY MOBIL	2,000.00	4,000.00
110672	5/12/2021	25900	MEREDITH & SIMPSON CONS	210365	3/29/2021	INSTLL'D SECURITY LIGHTS,	1,696.51	
				210410	4/5/2021	INSTLL'D SECURITY LIGHTS/	1,115.84	
				210418	4/13/2021	CK'D UPS CABINET ELECTRI	321.00	3,133.35
110673	5/12/2021	54159	MIRANDA JR, ADOLFO	Turf Rbt	4/20/2021	TURF REMOVAL REBATE- PR	4,743.00	4,743.00
110674	5/12/2021	45197	MSA CONSULTING, INC.	2405.001-17	2/28/2021	PE2/28 CASTRO'S WTR SYST	2,750.00	
				2625.001-07	3/31/2021	PE4/3 HOUSING RE-ZONING	3,410.00	
				2406.001-20	3/31/2021	3/27 PLNCK FEE- SHADY LN \	1,235.00	7,395.00
110675	5/12/2021	54160	N CONSTRUCTION INC.	1006	4/27/2021	INSTLL'D 20' IRON GATE @ R	2,283.00	2,283.00
110676	5/12/2021	01882	NORTHERN TOOL & EQUIPME	47729771	4/27/2021	4"X15' GREEN PVC	194.84	
				47615713	4/13/2021	HONDA 340CC TRASH PUM, E	5,309.13	5,503.97
110677	5/12/2021	42112	NRO ENGINEERING	01-21-007	12/31/2020	PE12/31 PLNCK, SHADY LN:#	1,328.25	
				04-21-021	3/31/2021	PE3/31 PLNCK, ST-123 PJCT:;	2,811.50	
				04-21-022	3/31/2021	PE3/31 PLNCK, STORMWATE	1,181.25	
				04-21-027	3/31/2021	PE3/31 PLNCK, CVWD CAMPI	3,213.00	
				04-21-028	3/31/2021	PE3/31 PLNCK, BORREGO ME	787.50	
				04-21-020	3/31/2021	PE3/31 PLNCK, PUEBLO VIEJ	214.20	
				04-21-024	3/31/2021	PE3/31 PLNCK, TAMALE FEST	752.50	
				04-21-025	3/31/2021	PE3/31 PLNCK, MARIO LAZCA	1,600.00	
				04-21-026	3/31/2021	PE3/31 PLNCK, 86740 INDUST	1,181.25	
				04-21-029	3/31/2021	PE3/31 PLNCK, TM 31978:#13	716.80	13,786.25
110678	5/12/2021	43970	ORAWAY ENGINEERING INC.	1042	2/3/2021	RMV'D/INSTLL'D SCREW PUM	1,950.00	1,950.00
110679	5/12/2021	49989	PAUL ASSOCIATES	85222	3/29/2021	NOTICE OF CORRECTION AD	246.14	
				85248	4/8/2021	CODE ENFORCEMENT ENVE	349.66	595.80
110680	5/12/2021	02028	PETE'S ROAD SERVICE, INC.	488827-00	4/8/2021	MOUNT/BALANCE NEW TIRE	246.39	
				488845-00	4/12/2021	FLAT REPAIR	27.11	
				489677-00	4/21/2021	FLAT REPAIR ON TRACTOR	272.66	
				491744-00	4/20/2021	FLAT REPAIR	31.61	
				493576-00	4/28/2021	FLAT REPAIR	29.11	
				483912-00	3/18/2021	FLAT REPAIR	29.11	635.99
110681	5/12/2021	42759	PROPER SOLUTIONS, INC.	11860	4/16/2021	WE 4/16: S. LORENZANA	420.00	
				11877	4/23/2021	WE 4/23: S. LORENZANA	420.00	840.00

Bank : wfb WELLS FARGO BANK (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110682	5/12/2021	52082	PROWEST PCM, INC.	15 PC	3/31/2021	PE3/31 FIRE STATION REHAB	12,106.96	12,106.96
110683	5/12/2021	52306	QUINN COMPANY	17280501	3/26/2021	3/22-24 CAT 924 YD LOADER	2,541.33	2,541.33
110684	5/12/2021	53736	RG2 MANAGEMENT LLC	2604	4/28/2021	WE 4/18: R. VALENCIA	768.00	
				2603	4/28/2021	WE 4/18: L. VALENZUELA	918.00	
				2605	4/28/2021	WE 4/25: R. VALENCIA	576.00	
				2608	4/29/2021	WE 4/11: R. VALENCIA	720.00	2,982.00
110685	5/12/2021	01571	RIVERSIDE COUNTY FLOOD (	FC018706	4/8/2021	FY20/21 WHITEWATER NPDE	44,381.26	44,381.26
110686	5/12/2021	51785	RMC WATER AND ENVIRONM	27792	1/11/2021	PE12/25 MESQUITE & AMEZC	6,631.75	6,631.75
110687	5/12/2021	53592	RODRIGUEZ, EFRAIN	Edu Reimb	4/29/2021	FY20/21 EDUCATION REIMBU	3,270.75	3,270.75
110688	5/12/2021	51285	RS INSTRUMENTS & SERVICE	22897	3/7/2021	SETUP MULTI-CHANNEL CHA	1,122.50	1,122.50
110689	5/12/2021	45190	RUDY'S TERMITE & PEST CO	1285383	4/6/2021	4/6 RMV'D BEES @ ADOBE/A	250.00	
				1285382	4/12/2021	4/12 RMV'D BEES @ RLF PAR	250.00	500.00
110690	5/12/2021	52991	S & D CAR WASH MANAGEME	ARB119296	3/31/2021	MAR2021 CAR WASH SERVIC	391.44	391.44
110691	5/12/2021	35450	SOCALGAS	87075Av54-MA2	3/29/2021	AC 123 573 5834 5, 2/24-3/25	52.67	
				1515 6th-MA21	3/29/2021	AC 031 523 3700 6, 2/24-3/25	153.01	
				1517 6th-MA21	3/29/2021	AC 010 594 4824 9, 2/24-3/25	45.30	
				1540 7th-MA21	3/29/2021	AC 008 423 3900 4, 2/24-3/25	200.24	
				84626Bag-MA21	3/29/2021	AC 153 323 6215 9, 2/24-3/25	110.22	
				BagPool-MA21	3/29/2021	AC 069 323 6500 7, 2/24-3/25	14.30	
				1377 6th-MA21	3/29/2021	AC 012 623 3701 5, 2/24-3/25	77.76	653.50
110692	5/12/2021	52595	STAPLES BUSINESS CREDIT	7320120497-0-1	12/14/2020	HP 63 COLOR, HP 63 BLACK,	151.87	
				7322452388-0-1	1/13/2021	HP 63 COLOR & BLACK INK C	103.27	
				7323020397-0-1	1/21/2021	HP 63 COLOR & BLACK INK C	103.27	
				7324081156-0-1	2/4/2021	RECYCLED GW WHT #20 CS,	135.69	
				7324930358-0-1	2/18/2021	FIRST AID KIT & MONO CORF	57.94	
				7325971694-0-1	3/4/2021	CATALOG ENV P&S WHT, ET(	210.87	762.91
110693	5/12/2021	00582	STATE WATER RESOURCES (	Gr 1 Rnwl-CZ	4/27/2021	GR 1 CERT RNWL: C. ZENDE.	150.00	150.00
110694	5/12/2021	42538	STEVEN ENTERPRISES, INC.	0440924-IN	3/29/2021	STD BOND #20 ROLL	197.25	197.25
110695	5/12/2021	53743	SUSTAITA, JR., PEDRO	8/11 Wbnr	4/19/2021	8/11 LAB ANALYST CERT PRE	38.00	38.00
110696	5/12/2021	36300	SWRCB FEES	WD-0177985	11/24/2020	#7SSO10520, FY20/21 WDR F	2,848.00	
				SW-0213211	4/6/2021	#7 33I023161, 4/1-3/31/22: 850	1,474.00	4,322.00
110697	5/12/2021	51918	THE GREATER COACHELLA V	30993	4/1/2021	JAN-MAR2021 QTRLY DISBUF	8,675.00	8,675.00
110698	5/12/2021	48152	TKE ENGINEERING, INC.	2021-100	3/4/2021	JAN2021 ENGINEERING SVC:	607.50	
				2021-101	3/4/2021	NV-JA2021 AIRPORT BUSINE:	845.00	1,452.50

Bank : wfb WELLS FARGO BANK (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110699	5/12/2021	38250	TOPS N BARRICADES	1087451	4/12/2021	BEACON HEAD ASSEMBLY, L	572.13	
				1087099	3/23/2021	18" ORANGE CONE	494.81	
				1087100	3/23/2021	TRAFFIC BEACON SOLAR/LE	1,395.26	
				1087220	3/30/2021	TRAFFIC BEACON SOLAR/LE	1,469.21	
				1087221	3/30/2021	TRAFFIC BEACON SOLAR/LE	1,469.21	
				1087222	3/30/2021	TRAFFIC BEACON SOLAR/LE	1,781.00	
				1087223	3/30/2021	BEACON LED BULD 12V RED	1,119.47	
				1087224	3/30/2021	ROLOTAPE MEASURING WHI	51.06	
				1087226	3/30/2021	2/23-3/22 CHNGBLE MSG SIG	4,800.00	
				1087227	3/30/2021	2/28-3/28 CHNGBLE MSG SIG	2,400.00	
				1087228	3/30/2021	2/16-3/15 CHNGBLE MSG SIG	2,940.00	
				1087376	4/7/2021	CLAMP LG POST ADJ & BOX I	578.12	
				1087384	4/7/2021	SAFETY GLASSES, MESH CL/	128.92	
				1087502	4/15/2021	3/29-4/14 CHNGBLE MSG SIG	2,490.00	
				1087553	4/16/2021	LED BULB	570.94	
				1087386	4/7/2021	TRAFFIC BEACON SOLAR/LE	1,469.21	
				1087387	4/7/2021	TRAFFIC BEACON SOLAR/LE	1,469.21	
				1087388	4/7/2021	TRAFFIC BEACON SOLAR/LE	1,469.21	
				1087389	4/7/2021	TRAFFIC BEACON SOLAR/LE	1,469.21	
				1087412	4/8/2021	PAINT WHITE RDRY	496.55	
				1087596	4/20/2021	30" W1-4 LEFT Y/B HI-1160	169.65	28,803.17
110700	5/12/2021	44978	TRI-STATE MATERIALS, INC.	95113	3/22/2021	PALM SPRINGS GOLD DG	140.70	140.70
110701	5/12/2021	38800	UNDERGROUND SERVICE AL	dsb20201338	4/1/2021	CA STATE FEE FOR REGULAT	55.23	
				320210112	4/1/2021	MAR2021- 72 NEW TICKETS+	128.80	184.03
110702	5/12/2021	45925	USA SHADE & FABRIC STRUC	1325409	4/9/2021	INSTLL'D SHADE STRUCTUR	1,278.75	1,278.75
110703	5/12/2021	39640	VALLEY LOCK & SAFE	166535	4/26/2021	RPLC'D DEADBOLTS @ DIST	573.84	573.84
110704	5/12/2021	53173	VERIZON CONNECT NWF, INC	OSV000002404	4/1/2021	MAR2021 GPS MONITORING	1,262.82	1,262.82
110705	5/12/2021	44966	VERIZON WIRELESS	9876642504	4/1/2021	AC371867190-00001, 3/2-4/1	5,213.60	
				9876642505	4/1/2021	AC371867190-00002, 3/2-4/1	284.01	5,497.61

Bank : wfb WELLS FARGO BANK (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110706	5/12/2021	50629	VINTAGE ASSOCIATES, INC	220296	4/7/2021	RMV'D TREES/BRANCHES @	1,060.00	
				220082	3/23/2021	INSTLL'D PLANTS/TREES @	778.00	
				220141	3/30/2021	INSTLL'D PLANTS @ BGDMA	780.00	
				220142	3/30/2021	INSTLL'D FLOWERS @ 1515 E	1,916.00	
				220208	4/15/2021	APR2021 LNDSCPE MAINT @	10,845.40	
				220361	4/15/2021	INSTLL'D PLANTS @ POST O	260.00	
				220362	4/15/2021	INSTLL'D TREES @ VETERAN	1,750.00	
				220209	4/15/2021	APR2021 LNDSCPE MAINT @	8,832.00	
				220210	4/15/2021	APR2021 LNDSCPE MAINT @	4,950.00	
				220216	4/15/2021	APR2021 LNDSCPE MAINT @	3,850.80	
				220295	4/7/2021	RMV'D TREES/BRANCHES @	1,500.00	36,522.20
110707	5/12/2021	44775	VISTA PAINT CORPORATION	2021-953131-00	4/21/2021	BUCKET PLASTIC 5G NO LID,	23.14	
				2021-953843-00	4/22/2021	BUCKET WHITE PLASTIC 5G	11.18	
				2021-955306-00	4/22/2021	PROTEC ALKYD EMULSION S	554.70	
				2021-940924-00	4/14/2021	ACRIGLO SEMIGLOSS P BAS	323.21	
				2021-943042-00	4/15/2021	FILTER	26.51	
				2021-944404-00	4/15/2021	MESH GUN FILTER	18.75	
				2021-952112-00	4/21/2021	COVERALL EXT FLAT WHITE,	2,699.02	3,656.51
110708	5/12/2021	44203	WEST COAST SAND & GRAVE	362681	4/15/2021	3/4" GRAVEL	398.13	
				360266	4/7/2021	WASHED CONCRETE SAND	1,201.71	1,599.84
110709	5/12/2021	00384	WILLDAN FINANCIAL SERVICE	002-24343	4/6/2021	MAR2021 BLDG & SAFETY SV	11,580.00	11,580.00
110710	5/12/2021	53596	XTREME HEATING AND AIR	2098	4/10/2021	SVC'D A/C UNITS @ CORP YA	1,984.50	
				2099	4/10/2021	A/C REPAIRS @ CORP YARD	810.00	
				2101	4/24/2021	SVC'D A/C UNITS @ PERMIT	1,440.00	
				2065	4/6/2021	RPLC'D CONDENSOR FAN M(	475.00	4,709.50
110711	5/12/2021	53174	ZAMBELLI FIREWORKS	517438	5/3/2021	DEPOSIT- 4TH OF JULY FIRE'	17,000.00	17,000.00

Bank : wfb WELLS FARGO BANK (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110712	5/12/2021	42100	ZUMAR INDUSTRIES INC	92569	4/16/2021	SIGNALERT 24X30 FLASHR R	1,129.04	
				92595	4/19/2021	SIGNALERT 24X30 FLASHR R	1,129.04	
				92596	4/19/2021	SOLAR CONTROLLER W/ SCI	1,780.24	
				92638	4/21/2021	36" FLAT TOP BLK CAP DELIN	1,680.85	
				92639	4/21/2021	36" FLAT TOP BLK CAP DELIN	1,842.51	
				92454	4/7/2021	EZE-OUT SIGN POST	1,302.29	
				92455	4/7/2021	EZE-OUT SIGN POST	1,280.54	
				92488	4/9/2021	30" HD ANCHOR, ETC	2,026.06	
				92453	4/7/2021	EZE-OUT SIGN POST	1,769.92	
				92505	4/12/2021	BIKE LANE W/ SYM & STOP S	2,350.05	
				92506	4/12/2021	END SIGN	1,637.13	
				92507	4/12/2021	SIGNAL AHEAD SYMBOL	1,471.25	
				92508	4/12/2021	KEEP RIGHT SYMBOL	928.11	
				92404	4/2/2021	SOLAR CONTROLLER W/ SCI	1,730.54	
				92426	4/5/2021	SOLAR CONTROLLER W/ SCI	1,780.24	
				92439	4/5/2021	3/8" STEEL DRIVE RIVET, ETC	780.53	
				92452	4/7/2021	EZE-OUT SIGN POST	2,179.70	26,798.04
						Sub total for WELLS FARGO BANK:		552,234.73

108 checks in this report.

Grand Total All Checks: 1,102,554.10

Date: **May 12, 2021**

City Manager: William B. Pattison Jr.

Finance Director: Nathan Statham

Bank : ewfb EFT FOR WELLS FARGO BANK -

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
197	5/18/2021	51066	ALLIANT INSURANCE SERVIC	1632146	5/4/2021	PLCY #LHQ426910, FY21/22 D	165,591.88	165,591.88
						T FOR WELLS FARGO BANK -SEPARATE CHECK:		165,591.88

1 checks in this report.

Grand Total All Checks: 165,591.88

Date: **May 18, 2021**

City Manager: William B. Pattison Jr.

Finance Director: Nathan Statham

Bank : wfb WELLS FARGO BANK

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110713	5/18/2021	54196	6TH AND CESAR CHAVEZ CIC	Ref000218871	5/17/2021	MAY 2021- BUILDING PERMIT	53,300.29	53,300.29
						Sub total for WELLS FARGO BANK:		53,300.29

1 checks in this report.

Grand Total All Checks: 53,300.29

Date: **May 18, 2021**

City Manager: William B. Pattison Jr.

Finance Director: Nathan Statham

Bank : wfb WELLS FARGO BANK

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110714	5/26/2021	54174	ARCE, JUAN G.	Ref000218802	5/17/2021	UB Refund Cst #00002398	14.79	14.79
110715	5/26/2021	54180	CONTRERAS, JERONIMO	Ref000218808	5/17/2021	UB Refund Cst #00051532	56.38	56.38
110716	5/26/2021	54176	DELGADO, MARIA	Ref000218804	5/17/2021	UB Refund Cst #00040006	447.37	447.37
110717	5/26/2021	54181	DR HORTON INC	Ref000218809	5/17/2021	UB Refund Cst #00051935	63.76	63.76
110718	5/26/2021	54186	DR HORTON INC	Ref000218815	5/17/2021	UB Refund Cst #00052571	89.22	89.22
110719	5/26/2021	54187	DR HORTON INC	Ref000218816	5/17/2021	UB Refund Cst #00052845	69.80	69.80
110720	5/26/2021	54188	DR HORTON INC	Ref000218817	5/17/2021	UB Refund Cst #00053054	82.74	82.74
110721	5/26/2021	54189	DR HORTON INC	Ref000218818	5/17/2021	UB Refund Cst #00053056	71.95	71.95
110722	5/26/2021	54190	DR HORTON INC	Ref000218819	5/17/2021	UB Refund Cst #00053062	71.95	71.95
110723	5/26/2021	54191	DR HORTON INC	Ref000218820	5/17/2021	UB Refund Cst #00053063	89.22	89.22
110724	5/26/2021	54192	DR HORTON INC	Ref000218821	5/17/2021	UB Refund Cst #00053066	87.05	87.05
110725	5/26/2021	54193	DR HORTON INC	Ref000218822	5/17/2021	UB Refund Cst #00053067	75.83	75.83
110726	5/26/2021	54185	FOOTHILL PACKING, INC	Ref000218814	5/17/2021	UB Refund Cst #00052547	871.80	871.80
110727	5/26/2021	54178	GARCIA, SERGIO	Ref000218806	5/17/2021	UB Refund Cst #00048826	97.58	97.58
110728	5/26/2021	54179	HERNANDEZ, HILDA	Ref000218807	5/17/2021	UB Refund Cst #00049499	21.33	21.33
110729	5/26/2021	54175	MENDEZ, DELIA	Ref000218803	5/17/2021	UB Refund Cst #00034098	43.67	43.67
110730	5/26/2021	54182	OROZCO, RICARDO	Ref000218810	5/17/2021	UB Refund Cst #00052081	40.70	40.70
110731	5/26/2021	54149	PULTE GROUP INC	Ref000218813	5/17/2021	UB Refund Cst #00052442	69.90	69.90
110732	5/26/2021	54183	PULTE GROUP INC	Ref000218811	5/17/2021	UB Refund Cst #00052364	37.74	37.74
110733	5/26/2021	54184	PULTE GROUP INC	Ref000218812	5/17/2021	UB Refund Cst #00052370	96.55	96.55
110734	5/26/2021	54177	QUINTANAR BUSTAMANTE, C	Ref000218805	5/17/2021	UB Refund Cst #00046187	18.32	18.32
						Sub total for WELLS FARGO BANK:	2,517.65	

21 checks in this report.

Grand Total All Checks: 2,517.65

Date: **May 26, 2021**

City Manager: William B. Pattison Jr.

Finance Director: Nathan Statham

Bank : ewfb EFT FOR WELLS FARGO BANK -

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
210	5/18/2021	54197	MUFG UNION BANK, N.A.	051721-COA16	5/5/2021	COACHELLA LEASE BONDS 1	446,063.55	446,063.55
						T FOR WELLS FARGO BANK -SEPARATE CHECK:		446,063.55

1 checks in this report.

Grand Total All Checks: 446,063.55

Date: **May 18, 2021**

City Manager: William B. Pattison Jr.

Finance Director: Nathan Statham

Bank : ewfb EFT FOR WELLS FARGO BANK -

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
198	5/26/2021	53291	ANGENIOUS ENGINEERING	19-03-023	3/31/2021	PE3/31 DILLON RD BRIDGE	31,281.36	31,281.36
199	5/26/2021	53958	ATLAS TECHNICAL	682564	1/29/2021	PE1/29 GRAPEFRUIT BLVD UI	929.50	
				683097	4/2/2021	PE4/2 GRAPEFRUIT BLVD UR	3,652.00	4,581.50
200	5/26/2021	45929	BECK OIL, INC.	44354CL	4/30/2021	PE4/30 GRAFFITI DEPT FUEL	158.35	158.35
201	5/26/2021	54194	BOTEC ANALYSIS LLC	2	5/14/2021	PE5/14 CANNABIS SOCIAL EC	14,178.60	
				1	4/13/2021	PE4/13 CANNABIS SOCIAL EC	13,347.50	27,526.10
202	5/26/2021	53391	BSK ASSOCIATES	RE00398	4/1/2021	MAR-APR2021 WASTEWATEF	4,393.50	
				RE00399	4/1/2021	MAR-APR2021 WATER SAMPI	636.00	
				RE00227	3/29/2021	JAN-FEB2021 WASTEWATER	2,591.00	
				RE00284	3/26/2021	JAN-FEB2021 WATER SAMPL	1,288.00	
				RE00312	3/1/2021	FEB-MAR2021 WATER SAMPI	624.00	9,532.50
203	5/26/2021	49100	GOLDMAN, RONALD A.	Mar2021	3/31/2021	MAR2021 SVCS: COACHELLA	4,202.00	
				Apr2021	4/30/2021	APR2021 SVCS: COACHELLA	3,650.00	7,852.00
204	5/26/2021	00207	GRAINGER INC	9898207403	5/11/2021	ASSORTED FREEZER POP	92.22	
				9896036978	5/10/2021	DISPOSABLE GLOVES	223.07	
				9893749854	5/7/2021	WEB SLING	65.25	
				9893315367	5/6/2021	WEB SLING & DRIVERS GLO\	130.21	
				9884598633	4/28/2021	PARKING LOT LIGHT FIXTURI	1,364.90	1,875.65
205	5/26/2021	24600	LOPES HARDWARE	009859	4/7/2021	BRUSH & BOTTLE	20.62	20.62
206	5/26/2021	49479	POLYDYNE INC.	1539312	4/29/2021	CLARIFLOC WE-1238	3,236.12	3,236.12
207	5/26/2021	52784	THE PUN GROUP LLP	112885	3/31/2021	FY19/20 AUDIT SVCS	8,060.00	8,060.00
208	5/26/2021	48436	UNIVAR SOLUTIONS USA INC.	49129437	5/3/2021	SODIUM HYPOCHLORITE	5,854.41	
				99159438	4/28/2021	RLI & PARTS/FITTINGS FOR S	462.19	6,316.60
209	5/26/2021	51697	WESTERN WATER WORKS SI	1401667-00	3/24/2021	ADAPTER FIPXQJ 110 COMP	27.51	
				1401673-00	3/24/2021	ADAPTER MIPXINSTA-TITE PI	63.73	
				1401742-00	3/31/2021	8 FLG SPOOL, RING NA GSKT	342.02	
				1401743-00	4/16/2021	SOLID RUBBER MTR GSKT E	870.00	
				1401799-00	4/8/2021	SOLID 1PC MTR BOX CONC (	296.89	
				1401870-00	4/15/2021	DI TAP BLIND FLG, BRZ BALL	220.00	1,820.15

Γ FOR WELLS FARGO BANK -SEPARATE CHECK: 102,260.95

Bank : wfb WELLS FARGO BANK

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110735	5/26/2021	46835	AIR AND HOSE SOURCE, INC.	420405	5/3/2021	J400--C400-E400X17'	319.24	319.24
110736	5/26/2021	44502	ALDCO AIR CONDITIONING &	16282	5/3/2021	SVC'D/RPR'D A/C UNITS @ S/	1,325.00	1,325.00
110737	5/26/2021	52366	ALTA LANGUAGE SERVICES, II	S527759	4/30/2021	APR SVCS: SPANISH LISTENI	55.00	55.00
110738	5/26/2021	01436	AMERICAN FORENSIC NURSE	74532	4/15/2021	MAR2021 BLOOD DRAW	55.00	
				74459	3/15/2021	MAR2021 BLOOD DRAWS+DF	360.00	
				74526	4/15/2021	MAR-APR2021 BLOOD DRAW	385.00	800.00
110739	5/26/2021	42837	ARAMARK UNIFORM SERVICE	23346883	3/27/2021	POLY PRFMNCE SS POLO W/	126.14	126.14
110740	5/26/2021	53039	AT&T	384055	4/13/2021	4/12 LEA TRACKING (CASE #'	125.00	
				384056	4/13/2021	4/12 LEA TRACKING (CASE #'	125.00	
				386886	5/6/2021	4/26-5/5 LEA TRACKING (CAS	250.00	500.00
110741	5/26/2021	03650	BARBARA SINATRA CHILDREN	Apr 2021	5/4/2021	4/7 SVCS: LAW ENFORCEMEI	231.00	231.00
110742	5/26/2021	00836	BIO-TOX LABORATORIES	41062	4/16/2021	LAB SERVICES: 3/5+19	236.00	
				41063	4/16/2021	LAB SERVICES: 3/19	442.00	
				41110	4/16/2021	LAB SERVICES: 3/22+29	92.00	770.00
110743	5/26/2021	43862	BRENNTAG PACIFIC, INC	BPI141973	5/4/2021	SODIUM HYPOCHLORITE	3,243.95	3,243.95
110744	5/26/2021	44494	BURRTEC WASTE & RECYCLI	BD 3/31/21	3/31/2021	MAR2021 SWEEPER BOXES,	3,260.19	3,260.19
110745	5/26/2021	53627	CANNON PARKIN, INC.	213392	4/12/2021	PE3/31 FIRE STATION REHAB	45,997.00	45,997.00
110746	5/26/2021	53423	CBE OFFICE SOLUTIONS	IN2374130	4/20/2021	ACC #CC3502, COLOR COPIE	929.59	929.59
110747	5/26/2021	02048	CDW GOVERNMENT, INC.	C115607	4/22/2021	SW CONTENT FLTR PREM SC	122.36	122.36
110748	5/26/2021	07950	CITY OF COACHELLA	Mar 2021-LLD's	3/31/2021	MAR2021 WATER- LLD'S	10,001.27	
				Mar 2021	3/31/2021	MAR2021 WATER- ST, PARKS	18,630.85	28,632.12
110749	5/26/2021	53945	CLINICAS DE SALUD DEL PUE	2	12/17/2020	CORONAVIRUS RELIEF FUNI	26,560.15	
				3	2/22/2021	CORONAVIRUS RELIEF FUNI	13,704.24	40,264.39
110750	5/26/2021	53220	COACHELLA ACE HARDWARE	1813/1	4/8/2021	PENETRATING OIL ACE	3.91	
				1829/1	4/13/2021	PRIVACY LEVER BALBOA SN	27.17	
				1878/1	4/27/2021	BLANK WALLPLATE 1G WHIT	3.44	
				1892/1	5/1/2021	PARACORD 550 YLW	14.12	
				1897/1	5/4/2021	SPRAYR HOUSEHOLD & CLE/	13.90	
				1919/1	5/11/2021	MARKING PAINT, HOSE NOZ/	121.67	
				1906/1	5/6/2021	CEMENT PVC, PRIMER PVC,	60.90	
				1907/1	5/6/2021	MISC FASTENERS	12.99	258.10
110751	5/26/2021	09550	COACHELLA VALLEY COLLEC	066015	4/30/2021	APR2021 UB COLLECTION SE	17.50	17.50
110752	5/26/2021	44959	COMPUTER CONSULTANTS, I	32751	5/1/2021	APR2021 SVC CALLS	840.00	840.00

Bank : wfb WELLS FARGO BANK (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110753	5/26/2021	52375	CORE & MAIN LP	O127770	4/27/2021	SOFT K COPPER TUBE 100'	954.83	
				O135794	4/28/2021	LG HYD METER LOCK	629.53	
				O127902	4/29/2021	3 FH14 CF HYDRANT MTR ST	2,247.53	3,831.89
110754	5/26/2021	00749	COUNTY OF RIVERSIDE	SH0000038811	5/4/2021	3/11-4/7 LAW ENFORCEMENT	665,749.13	665,749.13
110755	5/26/2021	09950	CVWD	Mar 2021	4/1/2021	CN 332543, MAR2021 WELL R	43,830.60	43,830.60
110756	5/26/2021	44036	DE LAGE LANDEN PUBLIC	72192660	4/12/2021	ACC #1338330, COLOR COPI	216.41	216.41
110757	5/26/2021	01089	DESERT ELECTRIC SUPPLY	S2855999.001	4/29/2021	SPLCNG TAPE, YEL VC TAPE,	136.98	136.98
110758	5/26/2021	47952	DESERT LIVE SCAN	6811	4/27/2021	APR2021 EMPLOYEE FINGER	25.00	25.00
110759	5/26/2021	53007	DESERT PROMOTIONAL &	77786	3/29/2021	LONG/SHORT SLEEVE POLO	1,171.24	1,171.24
110760	5/26/2021	13700	DEWEY PEST CONTROL INC.	14193096	4/1/2021	AC1452292, APR-JUNE2021,	150.00	
				14193097	4/1/2021	AC1450610, APR2021, DE OR	160.00	
				14199147	4/1/2021	AC1318239, APR-JUNE2021,	90.00	
				14199148	4/1/2021	AC1318244, APR-JUNE2021,	90.00	
				14199149	4/1/2021	AC1318235, APR-JUNE2021,	90.00	
				14199151	4/1/2021	AC1318236, APR-JUNE2021,	123.00	
				14199166	4/1/2021	AC1281215, APR2021, SIERR	301.00	
				14199167	4/1/2021	AC1281218, APR2021, 51251	900.00	
				14207090	4/1/2021	AC1161434, APR-JUNE2021,	195.00	
				14207086	4/1/2021	AC1178382, APR-JUNE2021,	126.00	
				AC1315475-AP/	4/1/2021	AC1315475, APR-JUNE2021,	810.00	
				AC1434611-AP/	4/1/2021	AC1434611, APR-JUNE2021,	480.00	3,515.00
110761	5/26/2021	42442	DIRECTV	076184020X210	4/3/2021	APR2021 BUSINESS XTRA PK	272.66	272.66
110762	5/26/2021	52568	EGAN CIVIL, INC.	21076	4/8/2021	PE3/31 PUEBLO VIEJO TRAN	22,486.00	22,486.00
110763	5/26/2021	49635	EISENHOWER MEDICAL CEN	Mar 2021	4/12/2021	AC #700000133, MAR2021 SV	2,400.00	2,400.00
110764	5/26/2021	36050	EMPLOYMENT DEVELOPMEN	L0258895888	5/10/2021	AC 944-0806-9, JAN-MAR2021	3,803.65	3,803.65
110765	5/26/2021	15750	FEDEX	7-357-29525	4/30/2021	APR2021 FEDEX SVCS	16.94	
				7-363-74116	5/7/2021	APR2021 FEDEX SVCS	7.17	24.11
110766	5/26/2021	42599	FEDEX FREIGHT WEST, INC.	6418629840	2/20/2021	1/25 SHIPMENT (ELECTRIC M	157.00	157.00
110767	5/26/2021	44088	FERGUSON ENTERPRISES, IN	9902172	3/18/2021	GPF ROYAL 111 HET CLST FV	205.54	205.54
110768	5/26/2021	51604	FRONTIER	BD 4/16/21	4/16/2021	ACC 209-188-4039-091192-5,	168.57	
				3982369-AP21	4/25/2021	760/398-2369, 4/25/21	62.62	231.19
110769	5/26/2021	43672	FULTON DISTRIBUTING COM	534836	4/29/2021	DISP FOAM SOAP, DISPENSE	2,084.01	2,084.01
110770	5/26/2021	51494	GARDA CL WEST, INC.	20480805	4/30/2021	APR2021 EXCESS LIABILITY	196.80	
				10634471	5/1/2021	MAY2021 ARMORED TRANSP	632.29	
				10634481	5/1/2021	MAY2021 CASHLINK MAINTEI	828.35	1,657.44

Bank : wfb WELLS FARGO BANK (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110771	5/26/2021	00996	HOME DEPOT	2014775	4/20/2021	BALL WRENCH	23.86	
				4124709	4/28/2021	INT PAINT	23.63	
				2063716	5/10/2021	5-SHELF I-BEAM WELDED BL	672.02	719.51
110772	5/26/2021	20150	HYDRO AG SYSTEMS	260625	4/23/2021	3/4" TEFLON TAPE, PVC PIPE	103.52	103.52
110773	5/26/2021	20450	IMPERIAL IRRIGATION DISTRI	MdMA-MdAP	4/16/2021	MID MARCH-MID APRIL 2021 I	48,642.25	48,642.25
110774	5/26/2021	45108	IMPERIAL SPRINKLER SUPPL	4618087-00	4/20/2021	SLIP FIX & COUPLING SCH40	6.81	6.81
110775	5/26/2021	51600	IRC, INC.	2021040049	5/1/2021	APR2021 PRE-EMPLOYMENT	344.80	344.80
110776	5/26/2021	47328	KONICA MINOLTA	37632650	4/25/2021	BIZHUB C454E, 1515 6TH ST,	212.07	212.07
110777	5/26/2021	44047	KONICA MINOLTA BUSINESS	9007677059	4/13/2021	BIZHUB C454E, 1515 6TH ST,	28.98	
				9007700341	4/22/2021	BIZHUB 282, FIRE DEPT, 3/23	0.80	29.78
110778	5/26/2021	45051	LAMAR OF PALM SPRINGS	112423724	4/19/2021	4/19-5/16 ADVERTISING: COV	1,200.00	1,200.00
110779	5/26/2021	52037	LILBURN CORPORATION	21-0467	4/29/2021	3/29-4/25 SVCS: KPC COACHI	2,520.00	2,520.00
110780	5/26/2021	54123	LISA WISE CONSULTING, INC.	3884	4/22/2021	MAR2021 HOUSING ELEMEN	21,812.50	21,812.50
110781	5/26/2021	51579	METLIFE- GROUP BENEFITS	May2021	4/15/2021	MAY2021 DENTAL/VISION/LIF	13,072.40	13,072.40
110782	5/26/2021	49482	NAPA AUTO PARTS	190712	5/11/2021	BUTT CONNECTOR & HAND I	22.05	
				189345	4/30/2021	25GAL OIL DRAIN	665.54	
				190158	5/6/2021	GASKET MATERIAL & GREY F	38.31	725.90
110783	5/26/2021	43970	ORAWAY ENGINEERING INC.	1043	2/3/2021	RPR'D/INSTLL'D 75HP MOTOI	3,460.00	3,460.00
110784	5/26/2021	53427	PASTION INDUSTRIES, INC.	034512	3/29/2021	AP-JN2021 FIRE ALARM/RADI	195.00	195.00
110785	5/26/2021	49989	PAUL ASSOCIATES	85209	3/17/2021	#10 REGULAR ENVELOPES	184.57	
				85244	4/6/2021	#10 REGULAR ENVELOPES	205.23	
				85276	4/28/2021	ADMINISTRATIVE CITATIONS	2,058.47	2,448.27
110786	5/26/2021	42759	PROPER SOLUTIONS, INC.	11902	4/30/2021	WE 4/30: S. LORENZANA	420.00	
				11924	5/7/2021	WE 5/7: S. LORENZANA	420.00	840.00
110787	5/26/2021	52344	QUADIENT FINANCE USA, INC	CD 5/12/21	5/12/2021	APR-MAY2021 POSTAGE BY F	2,102.69	2,102.69
110788	5/26/2021	53552	QUENCH USA, INC.	INV02716165	10/23/2020	AC D347652, NOV2020 RNTL,	32.63	
				INV02995383	3/23/2021	AC D347652, APR2021 RNTL,	32.63	
				INV03055766	4/23/2021	AC D347652, MAY2021 RNTL,	32.63	97.89
110789	5/26/2021	53736	RG2 MANAGEMENT LLC	2606	4/28/2021	WE 4/25: L. VALENZUELA	870.75	
				2607	4/29/2021	WE 4/11: L. VALENZUELA	648.00	
				2609	4/29/2021	WE 4/11: S. GOMEZ	310.50	
				2614	5/3/2021	WE 5/3: R. BURNS	384.00	
				2617	5/11/2021	WE 5/9: BURNS+SILVA	768.00	2,981.25
110790	5/26/2021	51785	RMC WATER AND ENVIRONM	27849	4/26/2021	PE3/26 MESQUITE SRF SUPP	1,409.75	1,409.75
110791	5/26/2021	47658	RUIZVA L. PEST CONTROL	108	4/26/2021	APR2021 SVCS @ FIRE STAT	65.00	65.00

Bank : wfb WELLS FARGO BANK (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110792	5/26/2021	01830	SAM'S FENCE INC.	18919	5/10/2021	4" INDUSTRIAL HINGE PRESS	97.41	97.41
110793	5/26/2021	51849	SANTA ROSA DEL VALLE	32530	4/21/2021	MAR2021 SVCS: D. CARRILLC	125.00	125.00
110794	5/26/2021	35450	SOCALGAS	1500 6th-MA21	3/29/2021	AC 020 678 1257 4, 2/24-3/25	118.84	118.84
110795	5/26/2021	48602	SOMERS, MARIEL	010	4/29/2021	4/8+14+28 INTERP/TRNSLTN	514.80	
				011	4/29/2021	MA-JN2020 TRANSLATION SV	1,048.32	1,563.12
110796	5/26/2021	35430	SOUTH COAST A.Q.M.D.	3804577	4/16/2021	ID 178962, REF #G34903, ELE	421.02	
				3807207	4/16/2021	ID 178961, FY20/21, EMISSIOI	136.40	
				3804576	4/16/2021	ID 178961, REF #G34904, ELE	421.02	
				3807208	4/16/2021	ID 178962, FY20/21, EMISSIOI	136.40	1,114.84
110797	5/26/2021	35430	SOUTH COAST A.Q.M.D.	3807846	4/16/2021	ID 7531, FY20/21 AQMD FEE-	137.63	
				3809265	4/16/2021	ID 98112, FY20/21 AQMD FEE-	137.63	275.26
110798	5/26/2021	51139	SOUTHERN COMPUTER WARI	IN-000687463	4/9/2021	PANASONIC TOUGHBOOK FZ	3,311.07	3,311.07
110799	5/26/2021	47319	SPARKLETTS	9467308 032421	3/24/2021	MAR2021 WATER @ SANITAR	161.05	
				9467308 042421	4/24/2021	APR2021 WATER @ SANITAR	186.66	347.71
110800	5/26/2021	52595	STAPLES BUSINESS CREDIT	7326215893-0-1	3/8/2021	1IN WHITE BASIC BINDER, H	84.71	
				7326215893-0-2	3/9/2021	NOTEBOOKS	18.69	
				7327674170-0-2	3/30/2021	ALCOHOL WIPES, 24CT WATI	44.95	
				7327674474-0-1	3/30/2021	PURELL HD SNTZR & ALCOH	12.04	
				7328767042-0-1	4/15/2021	HP 63 BLK INK CARTRIDGE, E	55.34	
				7328845602-0-1	4/15/2021	HP 62 BLK INK	36.05	251.78
110801	5/26/2021	36000	STATE CONTROLLER'S OFFIC	FAUD-00002634	5/10/2021	FY20/21 ANNUAL STREET RE	3,300.00	3,300.00
110802	5/26/2021	54173	SWANA	2022-1732048	2/1/2021	MAY2021/22 MBRSHP RNWL:	253.00	253.00
110803	5/26/2021	43837	TERRA NOVA PLANNING & RE	TN042101	5/1/2021	APR2021 GPA EIR ADDENDUI	7,457.50	7,457.50
110804	5/26/2021	37600	THE DESERT SUN PUBLISHIN	0003720703	2/28/2021	FEB2021 PUBLISHED ADS	2,021.80	2,021.80
110805	5/26/2021	42289	TIME WARNER CABLE	0037022042821	4/28/2021	1515 6TH ST-AH, MAY2021	2,221.21	2,221.21
110806	5/26/2021	52204	TPX COMMUNICATIONS	142475492-0	4/16/2021	AC33325, 4/16-5/15	3,983.12	3,983.12
110807	5/26/2021	45665	TRIMAX SYSTEMS, INC.	0030503-IN	2/8/2021	1/28 TRBLSHT AV48 RSVR & E	1,543.00	1,543.00
110808	5/26/2021	38800	UNDERGROUND SERVICE AL	dsb20201910	5/1/2021	CA STATE FEE FOR REGULAT	55.23	
				420210112	5/1/2021	APR2021- 64 NEW TICKERS+	115.60	170.83
110809	5/26/2021	47102	URBAN FUTURES, INC.	CD20211014	5/12/2021	FY19/20 DISCLOSURE/DISSEI	6,600.00	
				CD20211015	5/12/2021	FY19/20 DISCLOSURE/DISSEI	5,700.00	12,300.00
110810	5/26/2021	49255	VEOLIA ES TECHNICAL SOLU	EW1601929	3/16/2021	4FT FLUORESCENT LAMP RE	283.90	283.90
110811	5/26/2021	44966	VERIZON WIRELESS	9878778465	5/1/2021	AC371867190-00001, 4/2-5/1	7,228.15	7,228.15

Bank : wfb WELLS FARGO BANK (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
110812	5/26/2021	44775	VISTA PAINT CORPORATION	2021-932583-00	4/8/2021	EXT FLAT DEEP BASE	186.11	
				2021-956082-00	4/23/2021	RAC X SWITCH TIP LATEX & I	48.42	
				2021-962855-00	4/28/2021	FILTER	-8.19	226.34
110813	5/26/2021	53200	WEST CALI PLUMBING	001044	1/27/2021	INSTLL'D DRAIN SYSTEM @ F	1,250.00	1,250.00
110814	5/26/2021	00384	WILLDAN FINANCIAL SERVICI	002-24344	4/6/2021	MAR2021 BLDG & SAFETY SV	910.00	910.00
						Sub total for WELLS FARGO BANK:		1,032,832.70

92 checks in this report.

Grand Total All Checks: 1,135,093.65

Date: **May 26, 2021**

City Manager: William B. Pattison Jr.

Finance Director: Nathan Statham

STAFF REPORT
5/26/2021

TO: Honorable Mayor and City Council Members

FROM: Luis Lopez, Development Services Director

SUBJECT: Ordinance No. 1178 approving Change of Zone No. 20-04 to add the R-C (Retail Cannabis) Overlay Zone to the existing C-G (General Commercial) Zone on property located at 46-156 Dillon Road. Coachella Can, LLC (Armen Paronyan), Applicant. *(2nd Reading)*.

STAFF RECOMMENDATION:

Staff recommends that the City Council adopt Ordinance No. 1178 approving Change of Zone No. 20-04 to add the RC (Retail Cannabis) Overlay Zone to the existing C-G (General Commercial) zone on property located at 46-156 Dillon Road.

BACKGROUND:

On April 28, 20219 the City Council introduced for first reading, by title only, Ordinance No. 1178 as part of the Coachella Canna Club retail cannabis business and Chick Next Door business proposed for the existing building located at 46-156 Dillon Road. The Planning Commission reviewed the project and recommended to City Council approval of the zone change request on March 3, 2021.

DISCUSSION/ANALYSIS:

The City Council approved the Coachella Canna Club cannabis dispensary and indoor cannabis consumption lounge project on April 28, 2021. The applicant intends to license the existing one-story commercial building tenant space for a retail cannabis business to include a 7,170 square foot retail cannabis business and consumption lounge and a commercial kitchen with take-out restaurant (Chick Next Door) along with indoor and outdoor seating.

ALTERNATIVES:

1) Adopt Ordinance No. 1178 approving Change of Zone No. 20-04.
2) Deny Ordinance No. 1178 with findings.
3) Continue this matter and provide staff with direction.

FISCAL IMPACT:

There are no fiscal impacts associated with this action in that it merely creates the proper zoning to allow the operation of a retail cannabis dispensary on the subject site, subject to the conditions of approval previously imposed on the business through Conditional Use Permit No. 330.

RECOMMENDED ALTERNATIVE(S):

Staff recommends Alternative #1 above.

Attachment: Ordinance No. 1178 - 2nd Reading

ORDINANCE NO. 1178

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COACHELLA APPROVING CHANGE OF ZONE 20-04 TO ADD THE R-C (RETAIL CANNABIS OVERLAY) ZONE TO THE EXISTING C-G (GENERAL COMMERCIAL) ZONE ON PROPERTY LOCATED AT 46-156 DILLON ROAD, COACHELLA CAN LLC (ARMEN PARONYAN), APPLICANT.

WHEREAS, Armen Paronyan (on behalf of Coachella Can LLC) filed an application for Change of Zone 20-04 on property located at 46-156 Dillon Road, and attendant applications Conditional Use Permit 330 and 331 (Property known as Assessor's Parcel No.603-102-024) ("Project"); and

WHEREAS, the Planning Commission conducted a duly noticed public hearing on Change of Zone 20-04 and CUP 330 and CUP 331 on March 3, 2021 at the Coachella Permit Center, 53-990 Enterprise Way, Coachella, California and recommended that the City Council approve Change of Zone 20-04 and CUP 330 and CUP 331; and

WHEREAS, at the Planning Commission hearing the Applicant and members of the public were present and were afforded an opportunity to testify regarding the Project; and

WHEREAS, the Project is permitted pursuant to Chapter 17.47 of the Coachella Municipal Code, and the attendant application for a Conditional Use Permit to allow the Project; and

WHEREAS, the proposed use is necessary or desirable for the development of the community, is consistent with the objectives of the City's General Plan, and is not detrimental to the existing uses or the uses specifically permitted in the zone in which the proposed use is to be located; and

WHEREAS, the proposed site is adequate in size and shape to accommodate the proposed development; and

WHEREAS, the site for proposed use relates properly to streets which are designed to carry the type and quantity of traffic to be generated by the proposed use; and

WHEREAS, the Project is exempt from the provisions of the California Environmental Quality Act, as amended; and

WHEREAS the City Council conducted a duly noticed public hearing on Change of Zone 20-04 and CUP 330 and CUP 331 on April 28, 2021 at the Coachella City Hall, 1515 6th Street, Coachella, California and the applicant and the public were afforded an opportunity to testify regarding the Project; and

WHEREAS, the conditions as stipulated by the City are necessary to protect the public health, safety and welfare of the community.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COACHLLA CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. That the City of Coachella Official Zoning Map be amended as shown on the attached Change of Zone 20-04 map marked "Exhibit A" from C-G (General Commercial to CG-RC (General Commercial-Retail Cannabis Overlay Zone) on property located at 46-156 Dillon Road, with the findings listed below:

Findings for Change of Zone 20-08:

1. The Project is consistent with the goals, objectives, policies, and implementation measures of the Coachella General Plan 2035. The site has a Regional Retail District land use designation that allows for the proposed development. The proposed change of zone is in keeping with the policies of the Regional Retail District land use classification and the Project is internally consistent with other General Plan policies for this type of development.

2. The Project is in compliance with the applicable land use regulations and development standards of the City's Zoning Code. The site plan proposes a retail cannabis business, consumption lounge, commercial kitchen and take out window including indoor and outdoor seating areas. The Project complies with applicable C-G (General Commercial) and Section 17.47.020 property development standards as proposed.

3. Every use, development of land and application of architectural guidelines and development standards shall be considered on the basis of the suitability of the site for a particular use or development intended, and the total development, including the prescribed development standards, shall be so arranged as to avoid traffic congestion, ensure the protection of public health, safety and general welfare, prevent adverse effects on neighboring property and shall be in accord with all elements of the general plan. The proposed change of zone is compatible with existing surrounding land uses that include commercial land uses.

4. The Project will be compatible with neighboring properties with respect to land development patterns and application of architectural treatments. The plans submitted for this Project propose a cannabis business with a consumption lounge and a fast food restaurant with an indoor and outside seating areas that are permitted in the C-G (General Commercial) zone pursuant approved Conditional Use Permits. Surrounding properties to the project site include commercial and vacant land uses. As such, the Project will be in keeping with the scale, massing, and aesthetic appeal of the existing area and future development

5. The Project is exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Section 15303 (C) that exempts the conversion of existing small structures from one use to another where only minor modifications are made to the interior and exterior of the structure.

Section 2. SEVERABILITY. The City Council declares that, should any provision, section, paragraph, sentence or word of this ordinance be rendered or declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive legislation the remaining provisions, sections, paragraphs, sentences or words of this ordinance as hereby adopted shall remain in full force and effect.

Section 3. EFFECTIVE DATE. This ordinance shall take effect thirty (30) days after it's second reading by the City Council.

Section 4. CERTIFICATION. The City Clerk shall certify to the adoption of this Ordinance and shall cause it to be published and circulated in the City.

PASSED, APPROVED and **ADOPTED** this 26th day of May 2021.

_____
Steven A. Hernandez
Mayor

ATTEST:

_____
Angela M. Zepeda
City Clerk

APPROVED AS TO FORM:

_____
Carlos Campos
City Attorney

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF COACHELLA)

I HEREBY CERTIFY that the foregoing Amendment to Ordinance No 1178 was duly and regularly introduced at a meeting of the City Council on the 28th day of April 2021, and that thereafter the said ordinance amendment was duly passed and adopted on the 26th day of May 2021.

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Andrea J. Carranza, MMC
Deputy City Clerk

Exhibit A
Change of Zone 20-04

STAFF REPORT
5/26/2021

TO: Honorable Mayor and City Council Members

FROM: Maritza Martinez, Public Works Director

SUBJECT: Adopt Resolution No. 2021-31, setting a July 28, 2021 public hearing date for Municipal Solid Waste Rates for fiscal year 2021/2022.

STAFF RECOMMENDATION:

Adopt resolution to setting a July 28, 2021 public hearing date for Municipal Solid Waste Rates for fiscal year 2021/2022.

BACKGROUND:

The City of Coachella entered into a franchise agreement with Burrtec Waste and Recycling Services (Burrtec) in May 2006. Since 2006, Burrtec has been the provider for all solid waste disposal services for Coachella residents and businesses. City Council approved a first amendment to this agreement on May 27, 2009, which established the solid waste charges for residential customers would be collected through the county tax roll; commercial customers continue to be billed directly by Burrtec. City Council approved a second amendment on June 19, 2013 extending the term of the agreement through May 30, 2023 and third amendment was approved on January 17, 2018.

DISCUSSION/ANALYSIS:

The agreement allows for rate increases based on two components of the rate 1) service component and 2) disposal component. The proposed rate increase is based on the following increases to those two components and includes a second monthly street sweeping service cost:

1) 10.8% ($1.06 per month) increase to the service component
    a. (based on increased published Consumer Price Index and includes the additional second monthly street sweeping service)
2) 17.7% ($2.09) increase to the disposal component

The current monthly residential rate is $24.59. The proposed increase to the 2021/22 residential rate total $3.58; the new proposed residential rate is $28.17. As approved by voters on June 8, 2010, this rate is subject to a 5% Utilities Users Tax, which will bring the monthly charged rate to $29.58.

The most common commercial service is a three-yard cubic bin, with one pick up per week. Currently, the commercial rate for this service is $137.16. Based on the same factors noted above, the increase for fiscal year 2021/2022 totals $14.16; the new proposed rate for fiscal year 2021/2022 is $151.29. As noted above, a 5% Utility Users Tax will be applied to this monthly service, which will bring the rate for a standard three cubic yard bin, with one pickup per week, to $158.85.

Staff is recommending approval of the attached resolution setting a public hearing date for Municipal Solid Waste Rates proposed for fiscal year 2021/2022 on Wednesday, July 28, 2021 (6pm) at City Hall.

FISCAL IMPACT:

Setting the public hearing for this item will not have a financial impact.

Attachment:
Resolution

RESOLUTION NO. 2021-31

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COACHELLA, CALIFORNIA DECLARING ITS INTENTION TO SET A PUBLIC HEARING FOR MUNICIPAL SOLID WASTE AND DISPOSAL SERVICE RATES FOR FISCAL YEAR 2021/2022.

WHEREAS, California Health and Safety Code Sections 5473 et seq., authorizes the City of Coachella to adopt an ordinance by two-thirds of the City Council to collect solid waste rates on the tax roll, in the same manner and at the same time as the general taxes;

WHEREAS, on May 30, 2006, the City Council has entered into a service agreement with Burrtec Waste and Recycling Services, LLC for the collection and disposal of residential and commercial waste within the City of Coachella;

WHEREAS, the City Council approved an amendment to the franchise agreement with Burrtec Waste and Recycling Services, LLC on May 27, 2009 authorizing to bill the residential customers for solid waste services through the County Tax Roll instead of monthly billing;

WHEREAS, July 8, 2009, the City Council of the City of Coachella, pursuant to California Health and Safety Code Sections 5473 *et seq.*, adopted an ordinance by two-thirds vote of the City Council revising its Municipal Code to allow for the collection of such solid waste charges on the tax roll, in the same manner and at the same time as general taxes;

WHEREAS, annual rates are adjusted to include any increases in the local CPI and disposal rates as set by the Riverside County Waste Management Department;

WHEREAS, the service rates for fiscal year 2021/2022 have been included as Exhibit A to this Resolution.

NOW, THEREFORE, BE IT RESOLVED, BY THE CITY COUNCIL OF THE CITY OF COACHELLA, CALIFORNIA, AS FOLLOWS:

1. The above recitals are true and correct.
2. Intention: The City Council herby declares its intention to provide solid waste collection services to all property owners within the City, described in Section 3 of this resolution, for Fiscal Year 2021/2022 at the rates attached to this Resolution.
3. Description of Services: The improvements include but are not limited to: trash collection, trash disposal, yard waste collection and processing, recycle collection and processing, street sweeping and disposal, bulky item collection.
4. Public Hearing: The City Council hereby declares its intention to conduct a Public Hearing concerning the fiscal year 2021/2022 solid waste collection rates.
5. Public Notice: The City shall also give newspaper notice by publishing this resolution in the local newspapers not less than ten (10) days before the public hearing, and by posting a copy of this resolution on the official bulletin board customarily used by the Council for posting of notices.

6. Public Hearing Date: Notice is hereby given that a Public Hearing on these matters will be held by the City Council on July 14, 2021 at 6:00 p.m., or as soon thereafter as feasible in the Council Chambers at City Hall, 1515 Sixth Street, Coachella, CA.
7. City Clerk: The City Clerk is hereby authorized and directed to give notice of such hearing as provided by law.
8. Passage: That the City Clerk shall certify to the passage and adoption of this Resolution; shall enter the same in the book of original Resolution of said City; and shall make a minute of passage and adoption thereof in the records of the proceedings of the City Council of said City, in the minutes of the meeting at which Resolution is passed and adopted.

PASSED APPROVED and ADOPTED this 26th day of May 2021.

_____
Stephen A. Hernandez, Mayor

ATTEST:

_____
Angela M. Zepeda
City Clerk

APPROVED AS TO FORM:

_____
Carlos Campos
City Attorney

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF COACHELLA)

I HEREBY CERTIFY that the foregoing Resolution No. 2021-31 was duly adopted by the City Council of the City of Coachella at a regular meeting thereof, held on this 26th day of May 2021 by the following vote of the City Council:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Andrea J. Carranza, MMC
Deputy City Clerk

City of Coachella

Residential Rates

Effective 7/1/2021

Rates Effective 7/1/2021

Service	Service	2nd St Sweep	Disposal	Green Waste	Franchise Fee	Monthly Rate	Monthly Rate Incl UUT
Curbside- Standard Rate	$ 10.07	$ 0.84	$ 9.77	$ 4.11	$ 3.38	$ 28.17	$ 29.58
Yard Service	$ 8.08	$ 0.31			$ 1.14	$ 9.53	$ 10.01
Additional cart	$ 6.84	$ 0.26			$ 0.97	$ 8.07	$ 8.47
Horse and Poultry Manure	$ 42.84	$ 1.63			$ 6.06	$ 50.53	$ 53.06
Bulky Item	$ 67.50	$ 2.58			$ 9.56	$ 79.64	$ 83.62

Note: Residential rate include 1-96 gallon refuse cart, 1-96 gallon recycling cart and 1-96 gallon green waste cart

City of Coachella

Commercial Trash Rates

Effective 7/1/2021

		Rates Effective 7/1/2021					
		1 x per week	2 x per week	3 x per week	4 x per week	5 x per week	6 x per week
2nd Street Sweep	2 yd Bin	$ 3.34	$ 6.25	$ 9.16	$ 12.05	$ 14.89	$ 17.91
	3 yd Bin	$ 4.85	$ 9.39	$ 13.75	$ 18.06	$ 22.34	$ 26.87
	4 yd Bin	$ 6.68	$ 12.50	$ 18.32	$ 24.10	$ 29.77	$ 35.82
	6 yd Bin	$ 10.03	$ 18.72	$ 27.50	$ 36.04	$ 44.68	$ 54.03
Service _ 2nd Street Sweep	2 yd Bin	$ 60.85	$ 109.87	$ 158.89	$ 207.41	$ 254.54	$ 306.73
	3 yd Bin	$ 86.92	$ 165.31	$ 238.62	$ 310.81	$ 382.06	$ 460.21
	4 yd Bin	$ 121.65	$ 219.71	$ 317.76	$ 414.84	$ 509.05	$ 613.44
	6 yd Bin	$ 182.63	$ 328.63	$ 477.27	$ 619.36	$ 764.07	$ 928.28
Disposal	2 yd Bin	$ 35.01	$ 70.02	$ 105.03	$ 140.04	$ 175.05	$ 210.06
	3 yd Bin	$ 52.52	$ 105.04	$ 157.56	$ 210.08	$ 262.60	$ 315.12
	4 yd Bin	$ 70.03	$ 140.06	$ 210.09	$ 280.12	$ 350.15	$ 420.18
	6 yd Bin	$ 105.04	$ 210.08	$ 315.12	$ 420.16	$ 525.20	$ 630.24
FranchiseFee	2 yd Bin	$ 8.30	$ 14.98	$ 21.67	$ 28.28	$ 34.71	$ 41.83
	3 yd Bin	$ 11.85	$ 22.54	$ 32.54	$ 42.38	$ 52.10	$ 62.76
	4 yd Bin	$ 16.59	$ 29.96	$ 43.33	$ 56.57	$ 69.42	$ 83.65
	6 yd Bin	$ 24.90	$ 44.81	$ 65.08	$ 84.46	$ 104.19	$ 126.58
Sub-Total Rate before UUT	2 yd Bin	$ 104.16	$ 194.87	$ 285.59	$ 375.73	$ 464.30	$ 558.62
	3 yd Bin	$ 151.29	$ 292.89	$ 428.72	$ 563.27	$ 696.76	$ 838.09
	4 yd Bin	$ 208.27	$ 389.73	$ 571.18	$ 751.53	$ 928.62	$ 1,117.27
	6 yd Bin	$ 312.57	$ 583.52	$ 857.47	$ 1,123.98	$ 1,393.46	$ 1,685.10
UUT	2 yd Bin	$ 5.21	$ 9.74	$ 14.28	$ 18.79	$ 23.21	$ 27.93
	3 yd Bin	$ 7.56	$ 14.64	$ 21.44	$ 28.16	$ 34.84	$ 41.90
	4 yd Bin	$ 10.41	$ 19.49	$ 28.56	$ 37.58	$ 46.43	$ 55.86
	6 yd Bin	$ 15.63	$ 29.18	$ 42.87	$ 56.20	$ 69.67	$ 84.26
Total Rate Incl UUT	2 yd Bin	$ 109.37	$ 204.61	$ 299.87	$ 394.52	$ 487.51	$ 586.55
	3 yd Bin	$ 158.85	$ 307.53	$ 450.16	$ 591.43	$ 731.60	$ 879.99
	4 yd Bin	$ 218.68	$ 409.22	$ 599.74	$ 789.11	$ 975.05	$ 1,173.13
	6 yd Bin	$ 328.20	$ 612.70	$ 900.34	$ 1,180.18	$ 1,463.13	$ 1,769.36

Note: Compactors will be charged 3x the trash and recycle rates

City of Coachella
Additional Commercial Services

Effective July 1, 2021

Description	Service	Disposal	2nd St SW	Fran. Fee	UUT	Total Rate
2yd Extra Empty - Trash	$ 42.93	$ 8.04	$ 1.90	$ 6.11	$ 2.95	$ 61.93
3yd Extra Empty - Trash	$ 57.50	$ 12.05	$ 2.59	$ 8.19	$ 4.02	$ 84.35
4yd Extra Empty - Trash	$ 85.86	$ 16.07	$ 3.80	$ 12.23	$ 5.90	$ 123.86
6yd Extra Empty - Trash	$ 103.44	$ 24.09	$ 4.74	$ 14.75	$ 7.35	$ 154.37
3yd Construction Bin/lift	$ 140.72	$ 12.05	$ 5.76	$ 19.98	$ 8.93	$ 187.44
4yd Construction Bin/lift	$ 170.51	$ 16.07	$ 7.03	$ 24.21	$ 10.89	$ 228.71
Bin replacement	$ 40.47	$ -	$ 1.54	$ 5.73	$ 2.39	$ 50.13
Horse/Poultry Manure (Per Pickup)	$ 132.39	$ 24.09	$ 5.84	$ 18.85	$ 9.06	$ 190.23
Bin Cleaning	$ 52.02	$ -	$ 1.99	$ 7.36	$ 3.07	$ 64.44
Delivery charge	$ 22.67	$ -	$ 0.86	$ 3.21	$ 1.34	$ 28.08
New Start	$ 13.44	$ -	$ 0.51	$ 1.90	$ 0.79	$ 16.64
Re Start	$ 13.44	$ -	$ 0.51	$ 1.90	$ 0.79	$ 16.64
Pull Out 20ft	$ 37.06	$ -	$ 1.41	$ 5.25	$ 2.19	$ 45.91
Locking Container	$ 61.16	$ -	$ 2.33	$ 8.66	$ 3.61	$ 75.76
Replace locking bar	$ 40.79	$ -	$ 1.56	$ 5.77	$ 2.41	$ 50.53
Saturday Service/Month	$ 38.84	$ -	$ -	$ 5.30	$ 2.21	$ 46.35

City of Coachella
Commercial Recycle Rates
Exhibit A
Effective 7/1/2021

		Rates Effective 7/1/2021					
		1 x per week	2 x per week	3 x per week	4 x per week	5 x per week	6 x per week
2nd Street Sweep	2 yd Bin	$ 2.07	$ 3.85	$ 5.63	$ 7.40	$ 9.13	$ 10.99
	3 yd Bin	$ 3.00	$ 5.79	$ 8.45	$ 11.09	$ 13.71	$ 16.49
	4 yd Bin	$ 4.14	$ 7.70	$ 11.26	$ 14.80	$ 18.27	$ 21.99
	6 yd Bin	$ 6.21	$ 11.53	$ 16.91	$ 22.13	$ 27.42	$ 33.18
Service _ 2nd Street Sweep	2 yd Bin	$ 63.73	$ 118.53	$ 173.36	$ 227.80	$ 281.18	$ 338.40
	3 yd Bin	$ 92.32	$ 178.23	$ 260.26	$ 341.49	$ 421.97	$ 507.69
	4 yd Bin	$ 127.42	$ 237.08	$ 346.69	$ 455.60	$ 562.36	$ 676.79
	6 yd Bin	$ 191.23	$ 354.90	$ 520.54	$ 681.24	$ 843.91	$ 1,021.28
UUT	2 yd Bin	$ 3.19	$ 5.93	$ 8.67	$ 11.39	$ 14.06	$ 16.92
	3 yd Bin	$ 4.62	$ 8.91	$ 13.01	$ 17.07	$ 21.10	$ 25.38
	4 yd Bin	$ 6.37	$ 11.85	$ 17.33	$ 22.78	$ 28.12	$ 33.84
	6 yd Bin	$ 9.56	$ 17.74	$ 26.03	$ 34.06	$ 42.20	$ 51.06
	2 yd Bin	$ 66.92	$ 124.46	$ 182.03	$ 239.19	$ 295.24	$ 355.32
Total Rate Incl UUT	3 yd Bin	$ 96.94	$ 187.14	$ 273.27	$ 358.56	$ 443.07	$ 533.07
	4 yd Bin	$ 133.79	$ 248.93	$ 364.02	$ 478.38	$ 590.48	$ 710.63
	6 yd Bin	$ 200.79	$ 372.64	$ 546.57	$ 715.30	$ 886.11	$ 1,072.34

City of Coachella
Additional Commercial Recycle Services
Exhibit A

Description	St Sweep	Service	Disposal	Fran. Fee	UUT	Total Rate
2yd Extra Empty	$1.23	$33.52	-	4.57	$ 1.90	$ 39.99
3yd Extra Empty	$1.67	$45.54	-	6.21	$ 2.59	$ 54.34
4yd Extra Empty	$2.47	$67.08	-	9.15	$ 3.81	$ 80.04
6yd Extra Empty	$3.05	$83.06	-	11.33	$ 4.72	$ 99.11
Bin replacement	$1.54	$42.01	-	5.73	$ 2.39	$ 50.13
Bin Cleaning	$1.99	$54.01	-	7.36	$ 3.07	$ 64.44
Delivery charge	$0.86	$23.53	-	3.21	$ 1.34	$ 28.08
New Start	$0.51	$13.95	-	1.90	$ 0.79	$ 16.64
Re Start	$0.51	$13.95	-	1.90	$ 0.79	$ 16.64
Pull Out 20ft	$1.41	$38.47	-	5.25	$ 2.19	$ 45.91
Locking Container	$2.33	$63.49	-	8.66	$ 3.61	76
Replace locking bar	$1.56	$42.35	-	5.77	$ 2.41	53
Saturday Service/Month	$1.43	$38.84	-	5.30	$ 2.21	35

City of Coachella
Roll-off Rates
Effective 7/1/2021

Permanent Roll-Off Rates

	Rates Effective 7/1/2021			
Container Size (yds)	Total Service Rate Per Pull	2nd Street Sweep	UUT	Total Service Rate Per Pull
20	$285.31	$9.27	$14.27	$299.58
30	$285.31	$9.27	$14.27	$299.58
40	$285.31	$9.27	$14.27	$299.58

Plus actual Disposal fee
Compactor rates are three times (3X) the pull rate

Other Permanent Roll-off Fees:

	Total Service Rate	2nd Street Sweep	UUT	Total Service Rate
Delivery Charge	N/A			N/A
Relocate Charge	$65.28	$2.12	$3.26	$68.54
Extra Trip	$65.28	$2.12	$3.26	$68.54
New Start	$16.24	$0.53	$0.81	$17.05
Re-Start	$16.24	$0.53	$0.81	$17.05

Temporary Roll-Off Rates

Container Size (yds)	Total Service Rate Per Pull	2nd Street Sweep	UUT	Total Service Rate Per Pull
20	$285.31	$9.27	$14.27	$299.58
30	$285.31	$9.27	$14.27	$299.58
40	$285.31	$9.27	$14.27	$299.58

Plus actual Disposal fee
Compactor rates are three times (3X) the pull rate

Other Temporary Roll-off Rates

	Total Service Rate	2nd Street Sweep	UUT	Total Service Rate
Delivery Charge	N/A			
Per Diem Over 7 Days	$39.48	$1.25	$1.97	$41.45
Relocate Charge	$68.49	$2.17	$3.42	$71.91
Extra Trip	$68.49	$2.17	$3.42	$71.91
Concrete Washout - Load (+dump)	$191.20	$6.05	$9.56	$200
Concrete Washout - Pump	$135.81	$4.30	$6.79	$142

CITY OF Coachella
Commercial Foodwaste Rates
Effective 7/1/2021

Rates Effective 7/1/2021

# Pick-Ups Per week	2nd St Sw	Service	Processing	Franchise Fee	Sub-Total B/F UUT	Utility Users Tax	Total Monthly Rate
1-64 Gallon Cart							
1	$ 2.46	$ 39.76	$ 32.50	$ 5.42	$ 77.68	$ 3.88	$ 81.56
2	$ 4.93	$ 79.52	$ 64.95	$ 10.84	$ 155.31	$ 7.77	$ 163.08
3	$ 7.39	$ 119.26	$ 97.43	$ 16.26	$ 232.95	$ 11.65	$ 244.60
4	$ 9.85	$ 159.01	$ 129.90	$ 21.68	$ 310.59	$ 15.53	$ 326.12
5	$ 12.32	$ 198.79	$ 162.38	$ 27.11	$ 388.28	$ 19.41	$ 407.69
	$ -	$ -					
2-64 Gallon Cart	$ -	$ -					
1	$ 4.38	$ 64.71	$ 64.95	$ 8.82	$ 138.48	$ 6.92	$ 145.40
2	$ 8.77	$ 129.40	$ 129.90	$ 17.64	$ 276.94	$ 13.85	$ 290.79
3	$ 13.15	$ 194.13	$ 194.84	$ 26.47	$ 415.44	$ 20.77	$ 436.21
4	$ 17.53	$ 258.81	$ 259.78	$ 35.29	$ 553.88	$ 27.69	$ 581.57
5	$ 21.91	$ 323.52	$ 324.73	$ 44.12	$ 692.37	$ 34.62	$ 726.99
	$ -	$ -					
3-64 Gallon Cart	$ -	$ -					
1	$ 6.17	$ 85.95	$ 97.43	$ 11.72	$ 195.10	$ 9.75	$ 204.85
2	$ 12.74	$ 183.02	$ 194.84	$ 24.96	$ 402.82	$ 20.14	$ 422.96
3	$ 18.50	$ 257.85	$ 292.28	$ 35.16	$ 585.29	$ 29.26	$ 614.55
4	$ 24.66	$ 343.79	$ 389.68	$ 46.88	$ 780.35	$ 39.02	$ 819.37
5	$ 30.83	$ 429.75	$ 487.12	$ 58.60	$ 975.47	$ 48.77	$ 1,024.24
	$ -	$ -					
4-64 Gallon Cart	$ -	$ -					
1	$ 7.68	$ 99.79	$ 129.90	$ 13.61	$ 243.30	$ 12.16	$ 255.46
2	$ 15.35	$ 199.57	$ 259.78	$ 27.21	$ 486.56	$ 24.33	$ 510.89
3	$ 23.03	$ 299.37	$ 389.68	$ 40.82	$ 729.87	$ 36.49	$ 766.36
4	$ 30.71	$ 399.16	$ 519.58	$ 54.43	$ 973.17	$ 48.66	$ 1,021.83
5	$ 38.39	$ 498.95	$ 649.47	$ 68.04	$ 1,216.46	$ 60.82	$ 1,277.28
	$ -	$ -					
Additional Cart after 4	$ -	$ -					
1	$ 1.86	$ 23.26	$ 32.50	$ 3.17	$ 58.93	$ 2.95	$ 61.88
2	$ 3.71	$ 46.46	$ 64.95	$ 6.34	$ 117.75	$ 5.89	$ 123.64
3	$ 5.57	$ 69.82	$ 97.43	$ 9.52	$ 176.77	$ 8.84	$ 185.61
4	$ 7.43	$ 93.10	$ 129.90	$ 12.70	$ 235.70	$ 11.79	$ 247.49
5	$ 9.29	$ 116.35	$ 162.38	$ 15.87	$ 294.60	$ 14.73	$ 309.33
	$ -	$ -					
Extra Pickup	$ -	$ -					
1	$ 0.72	$ 13.40	$ 7.50	$ 1.83	$ 22.73	$ 1.14	$ 23.87
2	$ 1.35	$ 24.21	$ 15.00	$ 3.30	$ 42.51	$ 2.13	$ 44.64
3	$ 1.82	$ 30.60	$ 22.50	$ 4.17	$ 57.27	$ 2.86	$ 60.13
4	$ 2.43	$ 40.80	$ 30.00	$ 5.56	$ 76.36	$ 3.82	$ 80.18
5	$ 3.03	$ 51.02	$ 37.50	$ 6.96	$ 95.48	$ 4.77	$ 100.25

STAFF REPORT
5/26/2021

TO: Honorable Mayor and City Council Members

FROM: Andrew Simmons, P.E., City Engineer

SUBJECT: Adopt Resolution No. 2021-32, A Resolution of the City Council of the City of Coachella to adopt a list of Projects for Fiscal Year 2020/21, Funded by SB 1: Road Repair and Accountability Act.

STAFF RECOMMENDATION:

Authorize the City Manager to adopt Resolution No. 2021-32, A Resolution of the City Council of the City of Coachella to adopt a list of Projects for Fiscal Year 2021/22, Funded by SB 1: Road Repair and Accountability Act.

BACKGROUND:

On April 28, 2017, the Governor signed Senate Bill 1 (SB 1) (Beall, Chapter 5, Statutes 2017), which is known as the Road Repair and Accountability Act of 2017. The purpose and intention of the Act is to address basic road maintenance, rehabilitation, and critical safety needs on both the state highway and local streets and road systems, as well as provide transit assistance.

Prior to the passage of SB 1, cities and counties were delaying or canceling projects and preparing to lay off staff. Due to lack of funding, basic maintenance of the local streets and road system, repair and replacement of bridges, safety improvements and multi-modal enhancements were all at risk.

The new transportation bill will provide cities and counties an opportunity to catch up on years of unfunded maintenance needs that have plagued our roadways for years. Maintenance and rehabilitation projects will extend the service life of our local streets, roads and bridges. Cities and Counties will also use SB 1 funds for complete streets projects, increasing mobility options for residents, and will employ, to the extent possible green technologies, materials and methods to reduce impacts to the environment from transportation projects.

DISCUSSION/ANALYSIS:

SB 1 includes historic accountability and transparency measures. Cities and counties will adopt project lists at the start of every Fiscal Year and also provide year end reporting on completed projects.

The City of Coachella is proposing the following projects as follows:

Proposed Project 1: Street Pavement Rehabilitation Phase 17
Project Description: Improve the street pavement and resurfacing within the Escondida Pointe and Valencia Neighborhoods.
Location: Escondida Pointe and Valencia Neighborhoods
Estimated Project Schedule: 03/2022-06/2022
Estimated Cost: $562,000
Estimated Project Useful Life: Twenty years with proper maintenance

Proposed Project 2: Avenue 48 Widening Project
Project Description: Widening of Avenue 48 from 2 lanes to 5 lanes from Dillon to Van Buren Street including street lighting, drainage improvements, electrical undergrounding, sidewalk and bicycle lanes and landscaping.
Location: Avenue 48 from Dillon to Van Buren St
Estimated Project Schedule: 08/2021-06/2022
Estimated Cost: $2,046,000
Estimated Project Useful Life: Twenty years with proper maintenance

Proposed Project 3: Frederick Street Connectivity Project
Project Description: Complete Frederick Street and improve pedestrian safety including sidewalk, bicycle lanes, ADA ramps and crosswalk rehabilitation.
Location: Frederick St from Avenue 53 to Avenue 54
Estimated Project Schedule: 03/2022-06/2022
Estimated Cost: $570,000
Estimated Project Useful Life: Twenty years with proper maintenance

Proposed Project 4: 2021 Citywide Pedestrian Safety Improvement Project
Project Description: Improve pedestrian safety in critical areas including sidewalk and crosswalk repair, street lighting, ADA ramp repair, and striping.
Location: Various locations on major and minor corridors throughout the City including, but not limited to, Avenue 52 and Avenue 53.
Estimated Project Schedule: 09/2021-12/2021
Estimated Cost: $500,000
Estimated Project Useful Life: Twenty years with proper maintenance

The City of Coachella is carrying over the following projects from Fiscal Year 2020/21 as follows:

Proposed Project 1: Street Rehabilitation Avenue 52
Project Description: Pavement rehabilitation on Avenue 52 from Calhoun to City Limits.
Location: Avenue 52 from Calhoun to City Limits
Estimated Project Schedule: 09/2021-12/2021
Estimated Cost: $660,000
Estimated Project Useful Life: Twenty years with proper maintenance

FISCAL IMPACT:

The SB 1 Anticipated revenues are for an amount of $905,916 for the Fiscal Year 2021-22. Adopting Resolution 2021-32, a Resolution adopting a list of Projects for Fiscal Year 2021-22, Funded by SB 1: Road Repair and Accountability Act, will benefit the City of Coachella by maintaining City eligibility to continue receiving SB1 funding.

Attachments:

Resolution 2021-32

RESOLUTION NO. 2021-32

RESOLUTION ADOPTING A LIST OF PROJECTS FOR FISCAL YEAR 2021-22 FUNDED BY SB 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and Signed into law by the Governor in April 2017 to address the significant multi-modal transportation funding shortfalls statewide; and

WHEREAS, SB 1 includes accountability and transparency provisions that will ensure the residents of our City are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and

WHEREAS, the City must adopt by resolution a list of projects proposed to receive fiscal year funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement; and

WHEREAS, the City, will receive an estimated $905,916 in RMRA funding in Fiscal Year 2021-22 from SB 1; and

WHEREAS, this is the fifth year in which the City is receiving SB 1 funding and will enable the City to continue essential road maintenance and rehabilitation projects, safety improvements, repairing and replacing aging bridges, and increasing access and mobility options for the traveling public that would not have otherwise been possible without SB 1; and

WHEREAS, the City has undergone a robust public process to ensure public input into our community's transportation priorities/the project list; and

WHEREAS, the City used a Pavement Management System to develop the SB 1 project list to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the communities priorities for transportation investment; and

WHEREAS, the funding from SB 1 will help the City maintain and rehabilitate 20 streets, add safety and active transportation infrastructure throughout the City this year and other similar projects into the future; and

WHEREAS, the 2018 California Statewide Local Streets and Roads Needs Assessment found that the City's streets and roads are in a very good condition and this revenue will help us increase the overall quality of our road system and over the next decade will bring our streets and roads into an excellent condition; and

WHEREAS, the SB 1 project list and overall investment in our local streets and roads infrastructure with a focus on basic maintenance and safety, investing in complete streets infrastructure, and using cutting-edge technology, materials and practices, will have significant positive co-benefits statewide.

NOW, THEREFORE IT IS HEREBY RESOLVED, ORDERED AND FOUND by the City Council of the Coachella, State of California, as follows:

1. The foregoing recitals are true and correct.

2. The following list of newly proposed projects will be funded in-part or solely with Fiscal Year 2021-22 Road Maintenance and Rehabilitation Account revenues:

   Proposed Project 1: Street Pavement Rehabilitation Phase 17
   Project Description: Improve the street pavement and resurfacing within the Escondida Pointe and Valencia Neighborhoods.
   Location: Escondida Pointe and Valencia Neighborhoods
   Estimated Project Schedule: 03/2022-06/2022
   Estimated Cost: $562,000
   Estimated Project Useful Life: Twenty years with proper maintenance

   Proposed Project 2: Avenue 48 Widening Project
   Project Description: Widening of Avenue 48 from 2 lanes to 5 lanes from Dillon to Van Buren Street including street lighting, drainage improvements, electrical undergrounding, sidewalk and bicycle lanes and landscaping.
   Location: Avenue 48 from Dillon to Van Buren St
   Estimated Project Schedule: 08/2021-06/2022
   Estimated Cost: $2,046,000
   Estimated Project Useful Life: Twenty years with proper maintenance

   Proposed Project 3: Frederick Street Connectivity Project
   Project Description: Complete Frederick Street and improve pedestrian safety including sidewalk, bicycle lanes, ADA ramps and crosswalk rehabilitation.
   Location: Frederick St from Avenue 53 to Avenue 54
   Estimated Project Schedule: 03/2022-06/2022
   Estimated Cost: $570,000
   Estimated Project Useful Life: Twenty years with proper maintenance

   Proposed Project 4: 2021 Citywide Pedestrian Safety Improvement Project
   Project Description: Improve pedestrian safety in critical areas including sidewalk and crosswalk repair, street lighting, ADA ramp repair, and striping.
   Location: Various locations on major and minor corridors throughout the City including, but not limited to, Avenue 52 and Avenue 53.
   Estimated Project Schedule: 09/2021-12/2021
   Estimated Cost: $500,000
   Estimated Project Useful Life: Twenty years with proper maintenance

3. The following previously proposed and adopted projects may also utilize Fiscal Year 2021-22 Road Maintenance and Rehabilitation Account revenues in their delivery. With the relisting of these projects in the adopted fiscal year resolution, the City is reaffirming to the public and the State our intent to fund these projects with Road Maintenance and Rehabilitation Account revenues:

Proposed Project 1: Street Rehabilitation Avenue 52
Project Description: Pavement rehabilitation on Avenue 52 from Calhoun to City Limits.
Location: Avenue 52 from Calhoun to City Limits
Estimated Project Schedule: 09/2021-12/2021
Estimated Cost: $660,000
Estimated Project Useful Life: Twenty years with proper maintenance

PASSED, APPROVED and ADOPTED this 26th day of May, 2021.

_____
Steven A. Hernandez
Mayor

ATTEST:

_____
Angela M. Zepeda
City Clerk

APPROVED AS TO FORM:

_____
Carlos Campos
City Attorney

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF COACHELLA)

I HEREBY CERTIFY that the foregoing Resolution No. 2021-32 was duly adopted by the City Council of the City of Coachella at a regular meeting thereof, held on the 26th day of May, 2021 by the following vote of Council:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Andrea J. Carranza, MMC
Deputy City Clerk

STAFF REPORT
5/26/2021

TO: Honorable Mayor and City Council Members

FROM: William B. Pattison, City Manager

SUBJECT: Approve Addendum No. 2 to the Third Amendment and Restatement of the Coachella Valley Association of Governments ("CVAG") Joint Powers Agreement, which establishes the Twenty-Nine Palms Band of Mission Indians as a formal member.

STAFF RECOMMENDATION:

Approve Addendum No. 2 to the Third Amendment and Restatement of the CVAG Joint Powers Agreement, which establishes the Twenty-Nine Palms Band of Mission Indians as a formal member.

BACKGROUND:

CVAG was formed in November 1973 with the approval of the first Joint Powers Agreement (JPA). In 1989 – after voters passed Measure A – CVAG amended and restated the JPA to specify its role as the regional transportation authority. In 1998, the JPA was amended again to include the City of Blythe as a member. CVAG's members have since authorized separate JPA agreements for the Coachella Valley Conservation Commission and for Desert Community Energy.

In April 2018, the Executive Committee approved the Third Amendment to the Joint Powers Authority, which better reflected CVAG's mission and organizational structure and included the Agua Caliente Band of Cahuilla Indians and the Cabazon Band of Mission Indians. Most recently, in December 2019, the Torres Martinez Desert Cahuilla Indians re-joined CVAG through an addendum approved by each CVAG jurisdiction.

As mentioned at the February 23, 2021 Executive Committee meeting, CVAG staff was approached by the Chairman of the Twenty-Nine Palms Band of Mission Indians, and the tribe is requesting to join CVAG. The letter is attached for Council's information. CVAG Legal Counsel has reviewed Addendum No. 2 to the JPA to add this membership and the item was approved by the CVAG Executive Committee on April 19, 2021.

Given the addition of two member jurisdictions, CVAG's By-Laws will need to be updated to include both the Torres Martinez Desert Cahuilla Indians and the Twenty-Nine Palms Band of Mission Indians in the officer rotation, which has a specified rotation order. CVAG staff will present the updated By-Laws at a future Executive Committee agenda for their approval.

FISCAL IMPACT:

None.

Attachments: Letter from Twenty-Nine Palms Band of Mission Indians
Addendum to the CVAG JPA

TWENTY-NINE PALMS BAND OF MISSION INDIANS
46-200 Harrison Place . Coachella, California . 92236 . Ph. 760.863.2444 . Fax: 760.863.2449

RECEIVED
FEB 17 2021
CVAG / CVCC
PALM DESERT, CA

February 10, 2021

Coachella Valley Association of Governments
Attn: Glenn Miller, Chairman of the Executive Committee
73710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

Re: Formal Request to Join the Coachella Valley Association of Governments – Twenty-Nine Palms Band of Mission Indians

Dear Chairman Miller:

The Twenty-Nine Palms Band of Mission Indians ("Tribe") is formally requesting to become a member of the Coachella Valley Association of Governments Joint Powers Agency. The Tribe would like to become a full participant in evaluating regional/sub regional single/multi-modal transportation projects that improve access and commerce across the Coachella Valley. We look forward to working with our neighboring municipalities and tribal governments in improving transportation infrastructure for all communities, including the East Valley. Please contact Mr. George Nicholas, Jr., Tribal Chief Administrative Officer at gnicholas@29palmsbomi-nsn.gov if you have any questions or concerns in regards to our request.

Sincerely,

Darrell Mike, Tribal Chairman
Twenty-Nine Palms Band of Mission Indians

cc: Tom Kirk, CVAG Executive Director
George Nicholas, Jr., Tribal Chief Administrative Officer
Anthony Madrigal, Jr., Tribal Administrator

ADDENDUM NO. 2 TO THIRD AMENDMENT AND RESTATEMENT OF THE JOINT POWERS AGREEMENT OF THE COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS ADMITTING THE TWENTY-NINE PALMS BAND OF MISSION INDIANS TRIBE AS A MEMBER OF THE COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

This Addendum to the Third Amendment and Restatement of the Joint Powers Agreement of the Coachella Valley Association of Governments ("Addendum") is entered into as of the date of the last signature appended to this Addendum, by and between the Twenty-Nine Palms Tribe ("Admittee"), on the one hand, and the County of Riverside, City of Coachella, City of Indio, City of La Quinta, City if Indian Wells, City of Palm Desert, City of Rancho Mirage, City of Cathedral City, City of Palm Springs, City of Desert Hot Springs, City of Blythe, Agua Caliente Band of Cahuilla Indians, Cabazon Band of Mission Indians, and the Torres Martinez Desert Cahuilla Indians ("Current Parties"), on the other hand.

RECITALS

A. Current Parties constitute the total membership of the Coachella Valley Association of Governments ("CVAG") and are parties to the Third Amendment and Restatement of the Joint Powers Agreement of the Coachella Valley Association of Governments ("Third Restatement").

B. Admittee is a federally recognized tribe and public agency, as that term is defined in Government Code section 6500, and formerly a member of CVAG.

C. Admittee desires to join CVAG as a member and Current Parties are willing to admit Admittee as a member under the terms and conditions set forth in this Addendum.

D. Section 6.1 of the Third Restatement allows for the admission of additional public agencies to membership in CVAG subject to consent of two-thirds of the Current Parties and execution of an addendum to the Third Restatement signed by all Current Parties and Admittee.

NOW, THEREFORE, in consideration of the foregoing and of the mutual promises and covenants herein contained, Current Parties and Admittee agree as follows:

Admission of Admittee

Admittee is hereby admitted as a member of CVAG, subject to all of the rights, obligations and responsibilities set forth in the Third Restatement. Execution of this

Addendum by Admittee shall be the legal equivalent of Admittee's execution of the Third Restatement as a party thereto.

The parties to this Addendum have caused it to be executed on their behalf as of the date specified below, respectively, as follows:

City of Blythe

By: _____

Date: _____

City of Cathedral City

By: _____

Date: _____

City of Coachella

By: _____

Date: _____

City of Desert Hot Springs

By: _____

Date: _____

City of Indian Wells

By: _____

Date: _____

City of Indio

By: _____

Date: _____

City of La Quinta

By: _____

Date: _____

City of Palm Desert

By: _____

Date: _____

City of Palm Springs

By: _____

Date: _____

City of Rancho Mirage

By: _____

Date: _____

County of Riverside

By: _____

Date: _____

Agua Caliente Band of Cahuilla Indians

By: _____

Date: _____

Cabazon Band of Mission Indians

By: _____

Date: _____

Torres Martinez Desert Cahuilla Indians

By: _____

Date: _____

Twenty-Nine Palms Band of Mission Indians

By: _____

Date: _____

STAFF REPORT
5/26/2021

TO: Honorable Mayor and City Council Members

FROM: Nathan Statham, Finance Director

SUBJECT: Investment Report – March 2021

STAFF RECOMMENDATION:

Staff recommends that the City Council receive and file the investment report for March of 2021

EXECUTIVE SUMMARY:

On May 13, 2020, the City of Coachella along with its component units (Sanitary District, Educational & Governmental Access Cable Corporation, Fire Protection District and Water Authority) approved and adopted the current "Statement of Investment Policy".

Pursuant to Section 16 of that policy, the City Treasurer shall provide to the City Council a monthly investment report which provides a clear picture of the status of the current investment portfolio. This report shall include, at a minimum, the following information for each type of investment held in the City's investment portfolio: the issuer; amount of investment; current market value; yield on investment; income generated from investments; dollar amount invested on all securities, investments and moneys held by the local agency; and shall additionally include a description of any of the local agency's funds, investments, or programs; and a description of unusual investment activity or developments during the month for which the report is prepared. This information shall be provided for all City and component unit pooled investments, as well as for bond accounts, which are managed by outside Fiscal Agents.

The interest rates presented are the most current rates available as of the date of these reports. The market values presented for pooled City investments are based on closing prices for the related investments as of the date of these reports. This information was obtained from the Wall Street Journal or other reliable sources of market prices.

The Market values presented for investments managed by fiscal agents are based on amounts reported by the fiscal agent on their investment statements. The purchase date and type of investment are not included for funds held by fiscal agents.

Attached is the Treasurer's Report of Investments which includes an overview on investments which provides information on investment activity, withdrawals and deposits, interest earned,

payment of interest and payment of principal as of the months ended March 31, 2021. In addition, this report includes detailed information and current activity on individual investments.

All City investments are in compliance with the guidelines established for Authorized Investments as specified in the Investment Policy, Section 8.

There was no unusual investment activity to report.

The City and Districts have sufficient moneys to meet their expenditure requirements for the next six months.

FISCAL IMPACT:

None, this report is receive and file only.

CITY OF COACHELLA
TREASURER'S REPORT - INVESTMENT REPORT
As of March 31, 2021
Fiscal Year 2020-2021

DESCRIPTION	CURRENT YIELD	BALANCE AS OF 2/28/2021	NET: DEPOSITS/ (WITHDRAWALS)	INTEREST EARNED / CHANGE IN VALUE	PAYMENT OF INTEREST	PAYMENT OF PRINCIPAL	BALANCE AS OF 3/31/2021	
CASH ON HAND								
Wells Fargo-General Checking	N/A	16,106,908.41	(1,678,866.06)	-	-	-	14,428,042.35	①
Wells Fargo-Road Maintenance SB1	N/A	1,623,635.07	63,221.99	-	-	-	1,686,857.06	②
Mechanics Bank - Payroll Acct	N/A	18,049.11	284,830.82	-	-	-	302,879.93	③
Mechanics Bank - AG Summit Acct	N/A	13,562.96	-	-	-	-	13,562.96	④
Mechanics Bank - Special Gas Tax Acct	N/A	648,219.55	(261,124.75)	-	-	-	387,094.80	⑤
Petty Cash	N/A	3,500.00	-	-	-	-	3,500.00	⑥
Total Cash on Hand		**18,413,875.10**	**(1,591,938.00)**	**-**	**-**	**-**	**16,821,937.10**	
INVESTMENTS								
State of California - LAIF	0.36%	4,785,812.70	-	-	-	-	4,785,812.70	⑦
Investment Management Acct	1.53%	20,570,627.01	(132,925.56)	-	-	-	20,437,701.45	⑧
Savings Account	0.00%	5,080.09	-	-	-	-	5,080.09	⑨
County of Riverside-Investment Pool	0.36%	165,713.35	149.75	-	-	-	165,863.10	⑩
Total Investments		**25,527,233.15**	**(132,925.56)**	**-**	**-**	**-**	**25,394,457.34**	
CASH WITH FISCAL AGENT								
Union Bank of California	varies	25,442.89	238,490.38	-	-	-	263,933.27	⑪
Wells Fargo Bank, N.A.	5.83%	2.46	-	-	-	-	2.46	⑫
Wilmington Trust, N. A.	0.03%	8,297.92	(3,500.08)	0.15	-	-	4,797.99	⑬
Total Cash with Fiscal Agent		**33,743.27**	**234,990.30**	**0.15**	**-**	**-**	**268,733.72**	⑭
Grand Total		**43,974,851.52**	**(1,489,873.26)**	**0.15**	**-**	**-**	**42,485,128.16**	

Completed By: ***Lynn Germain***

Reviewed By: ***Nathan Statham-Finance Director***

CITY OF COACHELLA
TREASURER'S REPORT - INVESTMENT REPORT
As of March 31, 2021
Fiscal Year 2020-2021

DESCRIPTION	CURRENT YIELD	BALANCE AS OF 2/28/2021	NET: DEPOSITS/ (WITHDRAWALS)	INTEREST EARNED / CHANGE IN VALUE	PAYMENT OF INTEREST	PAYMENT OF PRINCIPAL	BALANCE AS OF 3/31/2021	
INVESTMENTS								
STATE OF CALIFORNIA LOCAL AGENCY INVESTMENT FUND (LAIF)								
Successor Agency (#004) 65-33-004	0.36%	2,493.60	-	-	-	-	2,493.60	
City General Account (#171) 98-33-171	0.36%	2,889,014.52	-	-	-	-	2,889,014.52	
Coachella Sanitary District 70-33-001	0.36%	1,894,179.94	-	-	-	-	1,894,179.94	
Redevelopment Bonds 11-33-001	0.36%	124.64	-	-	-	-	124.64	
TOTAL LAIF ACCOUNTS		**4,785,812.70**	**-**	**-**	**-**	**-**	**4,785,812.70**	⑦
INVESTMENT MANAGEMENT ACC								
PFM Funds	1.53%	20,570,627.01	(132,925.56)	-	-	-	20,437,701.45	
TOTAL INVESTMENT MANAGEMENT ACCT		**20,570,627.01**	**(132,925.56)**	**-**	**-**	**-**	**20,437,701.45**	⑧
SAVINGS ACCOUNT								
Police Evidence Acct - Wells Fargo	0.0%	5,080.09	-	-	-	-	5,080.09	
TOTAL SAVINGS ACCOUNT		**5,080.09**	**-**	**-**	**-**	**-**	**5,080.09**	⑨
COUNTY INVESTMENT POOL								
County Of Riverside - Fire	0.34%	165,705.84	149.74	-	-	-	165,855.58	
County Of Riverside - Sanitary	0.34%	7.51	0.01	-	-	-	7.52	
TOTAL COUNTY INVESTMENT POOL		**165,713.35**	**149.75**	**-**	**-**	**-**	**165,863.10**	⑩
TOTAL INVESTMENTS		**25,527,233.15**	**(132,775.81)**	**-**	**-**	**-**	**25,394,457.34**	

CITY OF COACHELLA
TREASURER'S REPORT - INVESTMENT REPORT
As of March 31, 2021
Fiscal Year 2020-2021

DESCRIPTION	CURRENT YIELD	BALANCE AS OF 2/28/2021	NET: DEPOSITS/ (WITHDRAWALS)	INTEREST EARNED / CHANGE IN VALUE	PAYMENT OF INTEREST	PAYMENT OF PRINCIPAL	BALANCE AS OF 3/31/2021
CASH WITH FISCAL AGENT							
UNION BANK OF CALIFORNIA							
COACHELLA WATER AUTHORITY							
CITY OF COACHELLA WATER: WATER REFUNDING BONDS 2012 SERIES							
A/C #: 6712016201 Bond Fund	0.00%	1.50	-	-	-	-	1.50
A/C #: 6712016202 Interest Account	0.03%	-	-	-	-	-	-
A/C #: 6712016203 Principal Account	0.00%	-	-	-	-	-	-
A/C #: 6712016204 Reserve Fund	0.00%	1.00	-	-	-	-	1.00
COACHELLA FINANCING AUTHORITY							
Successor Agency to the Coachella Redevelopments Agency 2014 Series							
A/C #: 6712104701 Debt Service Fund	0.00%	1.00	0.66	-	-	-	1.66
A/C #: 6712104702 Interest Account	0.00%	-	-	-	-	-	-
A/C #: 6712104703 Principal Account	0.00%	-	-	-	-	-	-
A/C #: 6712104704 Reserve Account	0.00%	1.00	-	-	-	-	1.00
COACHELLA SANITARY DISTRICT							
WASTEWATER SERIES 2015A							
A/C #: 6712148601 Bond Fund	0.00%	1.21	(0.21)	-	-	-	1.00
A/C #: 6712148602 Interest Account	0.00%	-	68,487.51	-	-	-	68,487.51
A/C #: 6712148603 Principal Account	0.00%	-	170,000.00	-	-	-	170,000.00
A/C #: 6712148604 Reserve Account	0.00%	1.00	-	-	-	-	1.00
A/C #: 6712148605 Redemption Fund	0.00%	-	-	-	-	-	-
COACHELLA SANITARY DISTRICT: PROJECT FUND 2011							
A/C #: 6711963500 Project Fund 2011	0.03%	25,267.69	0.56	-	-	-	25,268.25

CITY OF COACHELLA
TREASURER'S REPORT - INVESTMENT REPORT
As of March 31, 2021
Fiscal Year 2020-2021

DESCRIPTION	CURRENT YIELD	BALANCE AS OF 2/28/2021	NET: DEPOSITS/ (WITHDRAWALS)	INTEREST EARNED / CHANGE IN VALUE	PAYMENT OF INTEREST	PAYMENT OF PRINCIPAL	BALANCE AS OF 3/31/2021	
COACHELLA SUCCESSOR AGENCY								
MERGED PROJECT AREAS BONDS 98 & 99: BONDS 2013								
A/C #: 6712071401 Interest Account	0.00%	1.00	0.24	-	-	-	1.24	
A/C #: 6712071402 Interest Account	0.00%	-	-	-	-	-	-	
A/C #: 6712071403 Principal Account	0.00%	-	-	-	-	-	-	
A/C #: 6712071404 Reserve Account	0.00%	1.00	-	-	-	-	1.00	
SA TO COACHELLA RDA REFUNDING BONDS SERIES 2016A & 2016B								
A/C #: 6712160601 Debt Service	0.00%	1.00	1.62	-	-	-	2.62	
A/C #: 6712160602 Interest Account	0.00%	-	-	-	-	-	-	
A/C #: 6712160604 Principal Account	0.00%	-	-	-	-	-	-	
A/C #: 6712160604 Reserve Account	0.00%	1.00	-	-	-	-	1.00	
COACHELLA LEASE BONDS 2016								
A/C #: 6712179801 Interest Account	0.00%	3.08	-	-	-	-	3.08	
A/C #: 6712179802 Interest Account	0.00%	-				-	-	
A/C #: 6712179803 Principal Account	0.00%	-	-	-	-	-	-	
A/C #: 6712179804 Reserve Account	0.00%	1.00	-	-	-	-	1.00	
A/C #: 6712179805 Project Fund	0.04%	160.41	-	-	-	-	160.41	
TOTAL UNION BANK OF CALIFORNIA		**25,442.89**	**238,490.38**	**-**	**-**	**-**	**263,933.27**	⑪
WELLS FARGO BANK, N.A.								
GAS TAX BONDS SERIES 2019								
A/C #: 83925300 Debt Service Fund	0.00%	2.18	-	-	-	-	2.18	
A/C #: 83925301 Interest Account	0.00%	0.02	-	-	-	-	0.02	
A/C #: 83925302 Principal Account	0.00%	0.26	-	-	-	-	0.26	
A/C #: 83925304 Reserve Fund	0.00%	-	-	-	-	-	-	
A/C #: 83925305 Cost of Issuance Fund	0.00%	-	-	-	-	-	-	
TOTAL WELLS FARGO BANK, N.A.		**2.46**	**-**	**-**	**-**	**-**	**2.46**	⑫

CITY OF COACHELLA
TREASURER'S REPORT - INVESTMENT REPORT
As of March 31, 2021
Fiscal Year 2020-2021

DESCRIPTION	CURRENT YIELD	BALANCE AS OF 2/28/2021	NET: DEPOSITS/ (WITHDRAWALS)	INTEREST EARNED / CHANGE IN VALUE	PAYMENT OF INTEREST	PAYMENT OF PRINCIPAL	BALANCE AS OF 3/31/2021	
WILMINGTON TRUST, N. A.								
CITY OF COACHELLA TAXABLE PENSION OBLIGATION BONDS								
A/C #: 144613-001 Interest Account	0.00%	-	-	-	-	-	-	
A/C #: 144613-002 Principal Account	0.00%	-	-	-	-	-	-	
A/C #: 144613-003 Cost of Issuance	0.03%	8,297.92	(3,500.08)	0.15	-	-	4,797.99	
A/C #: 144613-004 Unfunded Liability	0.00%	-	-	-	-	-	-	
TOTAL WILMINGTGON TRUST BANK, N.A.		**8,297.92**	**(3,500.08)**	**0.15**	**-**	**-**	**4,797.99**	⑬
TOTAL CASH WITH FISCAL AGENT		**33,743.27**	**234,990.30**	**0.15**	**-**	**-**	**268,733.72**	⑭

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Managed Account Detail of Securities Held

For the Month Ending **March 31, 2021**

CITY OF COACHELLA - OPERATING PORTFOLIO - 995343 - (14201484)

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note											
US TREASURY NOTES DTD 02/01/2016 1.750% 01/31/2023	912828P38	25,000.00	AA+	Aaa	10/02/18	10/04/18	23,806.64	2.93	72.51	24,493.95	25,726.56
US TREASURY NOTES DTD 02/29/2016 1.500% 02/28/2023	912828P79	520,000.00	AA+	Aaa	07/02/18	07/05/18	491,968.75	2.74	678.26	508,483.92	533,243.78
US TREASURY NOTES DTD 03/31/2016 1.500% 03/31/2023	912828Q29	185,000.00	AA+	Aaa	02/08/19	02/12/19	178,185.35	2.44	7.58	181,705.65	189,914.06
US TREASURY NOTES DTD 08/01/2016 1.250% 07/31/2023	912828S92	140,000.00	AA+	Aaa	04/02/19	04/04/19	134,071.88	2.28	290.06	136,805.05	143,368.75
US TREASURY NOTES DTD 11/15/2013 2.750% 11/15/2023	912828WE6	355,000.00	AA+	Aaa	03/06/19	03/08/19	358,591.60	2.52	3,694.65	357,008.61	378,075.00
US TREASURY NOTES DTD 11/30/2016 2.125% 11/30/2023	912828U57	460,000.00	AA+	Aaa	01/07/19	01/09/19	451,770.31	2.52	3,276.24	455,516.52	482,712.50
US TREASURY NOTES DTD 12/31/2018 2.625% 12/31/2023	9128285U0	70,000.00	AA+	Aaa	01/30/19	01/31/19	70,207.81	2.56	461.91	70,116.23	74,462.50
US TREASURY NOTES DTD 05/01/2017 2.000% 04/30/2024	912828X70	655,000.00	AA+	Aaa	06/03/19	06/05/19	657,967.97	1.90	5,500.55	656,864.30	687,545.31
US TREASURY NOTES DTD 07/31/2017 2.125% 07/31/2024	9128282N9	125,000.00	AA+	Aaa	08/01/19	08/05/19	126,933.59	1.80	440.26	126,291.54	131,933.60
US TREASURY NOTES DTD 08/31/2017 1.875% 08/31/2024	9128282U3	450,000.00	AA+	Aaa	09/03/19	09/05/19	461,724.61	1.33	733.70	458,030.91	471,304.71
US TREASURY NOTES DTD 10/02/2017 2.125% 09/30/2024	9128282Y5	295,000.00	AA+	Aaa	10/01/19	10/03/19	303,815.43	1.50	17.13	301,176.60	311,639.83
US TREASURY NOTES DTD 10/31/2019 1.500% 10/31/2024	912828YM6	250,000.00	AA+	Aaa	01/11/21	01/12/21	261,064.45	0.33	1,574.59	260,434.70	258,515.63
US TREASURY NOTES DTD 11/30/2017 2.125% 11/30/2024	9128283J7	425,000.00	AA+	Aaa	01/03/20	01/07/20	434,844.73	1.63	3,026.96	432,368.41	449,171.88
US TREASURY NOTES DTD 11/30/2017 2.125% 11/30/2024	9128283J7	580,000.00	AA+	Aaa	12/02/19	12/04/19	591,917.19	1.69	4,130.90	588,753.22	612,987.50

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For the Month Ending **March 31, 2021**

CITY OF COACHELLA - OPERATING PORTFOLIO - 995343 - (14201484)

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note											
US TREASURY NOTES DTD 02/17/2015 2.000% 02/15/2025	912828J27	130,000.00	AA+	Aaa	03/02/20	03/04/20	137,205.86	0.85	323.20	135,640.41	136,906.25
US TREASURY NOTES DTD 12/31/2020 0.375% 12/31/2025	91282CBC4	350,000.00	AA+	Aaa	01/11/21	01/12/21	347,867.19	0.50	329.94	347,960.07	341,796.88
US TREASURY NOTES DTD 01/31/2019 2.625% 01/31/2026	9128286A3	255,000.00	AA+	Aaa	02/04/21	02/08/21	282,063.87	0.47	1,109.46	281,289.77	275,997.67
US TREASURY NOTES DTD 01/31/2021 0.375% 01/31/2026	91282CBH3	270,000.00	AA+	Aaa	02/26/21	02/26/21	264,410.16	0.80	167.82	264,515.75	263,292.17
US TREASURY NOTES DTD 02/28/2021 0.500% 02/28/2026	91282CBQ3	310,000.00	AA+	Aaa	03/05/21	03/09/21	305,676.95	0.79	134.78	305,731.67	303,896.88
Security Type Sub-Total		**5,850,000.00**					**5,884,094.34**	**1.65**	**25,970.50**	**5,893,187.28**	**6,072,491.46**
Supra-National Agency Bond / Note											
INTL BK RECON & DEVELOP CORPORATE NOTES DTD 11/24/2020 0.250% 11/24/2023	459058JM6	150,000.00	AAA	Aaa	11/17/20	11/24/20	149,677.50	0.32	132.29	149,715.20	149,621.10
Security Type Sub-Total		**150,000.00**					**149,677.50**	**0.32**	**132.29**	**149,715.20**	**149,621.10**
Municipal Bond / Note											
CA ST TXBL GO BONDS DTD 10/24/2019 2.400% 10/01/2023	13063DRJ9	190,000.00	AA-	Aa2	10/16/19	10/24/19	193,801.90	1.87	2,280.00	192,413.86	200,138.40
MS ST TXBL GO BONDS DTD 08/06/2020 0.565% 11/01/2024	605581MZ7	200,000.00	AA	Aa2	07/24/20	08/06/20	200,000.00	0.57	470.83	200,000.00	199,752.00
OR ST DEPT TRANS TXBL REV BONDS DTD 09/17/2020 0.566% 11/15/2024	68607DVA0	135,000.00	AAA	Aa1	09/11/20	09/17/20	135,000.00	0.57	288.66	135,000.00	134,547.75
FL ST BOARD OF ADMIN TXBL REV BONDS DTD 09/16/2020 1.258% 07/01/2025	341271AD6	40,000.00	AA	Aa3	09/03/20	09/16/20	40,282.80	1.11	125.80	40,250.95	40,312.40
FL ST BOARD OF ADMIN TXBL REV BONDS DTD 09/16/2020 1.258% 07/01/2025	341271AD6	110,000.00	AA	Aa3	09/03/20	09/16/20	110,000.00	1.26	345.95	110,000.00	110,859.10

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For the Month Ending **March 31, 2021**

CITY OF COACHELLA - OPERATING PORTFOLIO - 995343 - (14201484)

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Municipal Bond / Note											
LOS ANGELES CCD, CA TXBL GO BONDS DTD 11/10/2020 0.773% 08/01/2025	54438CYK2	80,000.00	AA+	Aaa	10/30/20	11/10/20	80,000.00	0.77	103.07	80,000.00	79,068.80
NJ TURNPIKE AUTHORITY TXBL REV BONDS DTD 02/04/2021 1.047% 01/01/2026	646140DP5	40,000.00	A+	A2	01/22/21	02/04/21	40,000.00	1.05	66.31	40,000.00	39,605.60
Security Type Sub-Total		**795,000.00**					**799,084.70**	**1.06**	**3,680.62**	**797,664.81**	**804,284.05**
Federal Agency Collateralized Mortgage Obligation											
FNA 2018-M5 A2 DTD 04/01/2018 3.560% 09/01/2021	3136B1XP4	15,909.19	AA+	Aaa	04/11/18	04/30/18	16,225.64	2.93	47.20	15,948.88	15,909.19
FHLMC MULTIFAMILY STRUCTURED P DTD 05/01/2015 2.791% 01/01/2022	3137BHXY8	168,217.62	AA+	Aaa	05/16/19	05/21/19	169,268.98	2.54	391.25	168,520.05	170,435.62
FHLMC MULTIFAMILY STRUCTURED P DTD 11/01/2015 2.716% 06/01/2022	3137BLUR7	100,000.00	AA+	Aaa	04/02/19	04/05/19	100,250.00	2.63	226.33	100,092.37	101,881.11
FHLMC SERIES K721 A2 DTD 12/01/2015 3.090% 08/01/2022	3137BM6P6	99,423.70	AA+	Aaa	04/04/18	04/09/18	100,270.35	2.88	256.02	99,685.49	102,089.96
FHLMC MULTIFAMILY STRUCTURED P DTD 12/01/2012 2.307% 08/01/2022	3137AWOH1	100,000.00	AA+	Aaa	09/04/19	09/09/19	101,476.56	1.78	192.25	100,680.31	101,974.66
FANNIEMAE-ACES DTD 04/01/2014 3.346% 03/01/2024	3136AJB54	119,875.66	AA+	Aaa	12/13/19	12/18/19	125,700.87	2.14	334.25	123,917.26	128,393.90
FHMS K043 A2 DTD 03/01/2015 3.062% 12/01/2024	3137BGK24	110,000.00	AA+	Aaa	03/19/20	03/25/20	115,448.44	1.95	280.68	114,264.55	118,328.07
Security Type Sub-Total		**713,426.17**					**728,640.84**	**2.34**	**1,727.98**	**723,108.91**	**739,012.51**
Federal Agency Bond / Note											
FANNIE MAE NOTES DTD 04/10/2017 1.875% 04/05/2022	3135G0T45	465,000.00	AA+	Aaa	06/27/17	06/29/17	464,930.25	1.88	4,262.50	464,985.22	473,309.09
FREDDIE MAC NOTES (CALLABLE) DTD 08/06/2020 0.300% 02/06/2023	3134GWLD6	465,000.00	AA+	Aaa	08/03/20	08/06/20	465,000.00	0.30	213.13	465,000.00	465,324.57

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CITY OF COACHELLA - OPERATING PORTFOLIO - 995343 - (14201484)

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Federal Agency Bond / Note											
FANNIE MAE NOTES DTD 05/22/2020 0.250% 05/22/2023	3135G04Q3	305,000.00	AA+	Aaa	05/20/20	05/22/20	304,081.95	0.35	273.23	304,345.21	305,349.53
FREDDIE MAC NOTES DTD 06/11/2018 2.750% 06/19/2023	3137EAEN5	500,000.00	AA+	Aaa	01/07/19	01/09/19	503,510.00	2.58	3,895.83	501,750.67	528,112.50
FREDDIE MAC NOTES DTD 06/26/2020 0.250% 06/26/2023	3137EAES4	275,000.00	AA+	Aaa	06/24/20	06/26/20	274,197.00	0.35	181.42	274,401.60	275,267.58
FANNIE MAE NOTES DTD 07/10/2020 0.250% 07/10/2023	3135G05G4	390,000.00	AA+	Aaa	07/08/20	07/10/20	389,161.50	0.32	219.38	389,364.42	390,084.24
FREDDIE MAC NOTES DTD 08/21/2020 0.250% 08/24/2023	3137EAEV7	185,000.00	AA+	Aaa	08/19/20	08/21/20	184,811.30	0.28	47.53	184,849.62	184,997.97
FANNIE MAE NOTES DTD 09/14/2018 2.875% 09/12/2023	3135G0U43	330,000.00	AA+	Aaa	12/03/18	12/06/18	329,333.40	2.92	500.73	329,657.70	350,950.05
FEDERAL FARM CREDIT BANK (CALLABLE) DTD 09/21/2020 0.250% 09/21/2023	3133EMAM4	250,000.00	AA+	Aaa	10/07/20	10/09/20	249,575.00	0.31	17.36	249,643.66	249,579.50
FREDDIE MAC NOTES DTD 12/04/2020 0.250% 12/04/2023	3137EAFA2	170,000.00	AA+	Aaa	12/02/20	12/04/20	169,831.70	0.28	138.13	169,849.84	169,816.91
FEDERAL HOME LOAN BANKS NOTES DTD 12/09/2013 3.375% 12/08/2023	3130A0F70	190,000.00	AA+	Aaa	01/30/19	01/31/19	195,600.04	2.72	2,012.81	193,100.25	205,562.71
FEDERAL HOME LOAN BANK NOTES DTD 04/16/2020 0.500% 04/14/2025	3130AJHU6	200,000.00	AA+	Aaa	04/15/20	04/16/20	199,008.00	0.60	463.89	199,198.35	198,572.20
FANNIE MAE NOTES DTD 04/24/2020 0.625% 04/22/2025	3135G03U5	260,000.00	AA+	Aaa	04/22/20	04/24/20	259,464.40	0.67	717.71	259,564.83	259,536.42
FANNIE MAE NOTES DTD 04/24/2020 0.625% 04/22/2025	3135G03U5	360,000.00	AA+	Aaa	06/03/20	06/05/20	361,843.20	0.52	993.75	361,532.90	359,358.12
FREDDIE MAC NOTES (CALLABLE) DTD 05/29/2020 0.750% 05/28/2025	3134GVB31	200,000.00	AA+	Aaa	06/05/20	06/09/20	199,400.00	0.81	512.50	199,497.91	199,107.60
FANNIE MAE NOTES DTD 06/19/2020 0.500% 06/17/2025	3135G04Z3	175,000.00	AA+	Aaa	07/02/20	07/07/20	175,201.25	0.48	252.78	175,171.39	173,264.53

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For the Month Ending **March 31, 2021**

CITY OF COACHELLA - OPERATING PORTFOLIO - 995343 - (14201484)

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Federal Agency Bond / Note											
FANNIE MAE NOTES DTD 06/19/2020 0.500% 06/17/2025	3135G04Z3	225,000.00	AA+	Aaa	10/01/20	10/05/20	226,055.25	0.40	325.00	225,945.79	222,768.67
FANNIE MAE NOTES DTD 06/19/2020 0.500% 06/17/2025	3135G04Z3	305,000.00	AA+	Aaa	06/17/20	06/19/20	304,368.65	0.54	440.55	304,467.64	301,975.32
FREDDIE MAC NOTES DTD 07/23/2020 0.375% 07/21/2025	3137EAEU9	185,000.00	AA+	Aaa	07/21/20	07/23/20	184,078.70	0.48	134.90	184,205.98	181,836.69
FANNIE MAE NOTES DTD 08/27/2020 0.375% 08/25/2025	3135G05X7	195,000.00	AA+	Aaa	08/25/20	08/27/20	194,087.40	0.47	73.13	194,195.97	191,677.20
FANNIE MAE NOTES DTD 08/27/2020 0.375% 08/25/2025	3135G05X7	420,000.00	AA+	Aaa	10/21/20	10/22/20	417,727.80	0.49	157.50	417,934.71	412,843.20
FREDDIE MAC NOTES DTD 09/25/2020 0.375% 09/23/2025	3137EAEX3	285,000.00	AA+	Aaa	09/23/20	09/25/20	284,142.15	0.44	23.75	284,230.57	279,935.27
FANNIE MAE NOTES DTD 11/12/2020 0.500% 11/07/2025	3135G06G3	185,000.00	AA+	Aaa	11/09/20	11/12/20	184,337.70	0.57	357.15	184,388.62	182,005.59
Security Type Sub-Total		**6,520,000.00**					**6,519,746.64**	**0.92**	**16,214.66**	**6,517,282.85**	**6,561,235.46**
Corporate Note											
BANK OF AMERICA CORP NOTE DTD 04/19/2016 2.625% 04/19/2021	06051GFW4	30,000.00	A-	A2	11/01/17	11/03/17	30,224.70	2.40	354.38	30,003.20	30,029.22
CITIGROUP INC CORP (CALLABLE) NOTE DTD 12/08/2016 2.900% 12/08/2021	172967LC3	180,000.00	BBB+	A3	11/20/17	11/22/17	181,229.40	2.72	1,638.50	180,187.77	182,925.36
IBM CORP BONDS DTD 01/27/2017 2.500% 01/27/2022	459200JO5	400,000.00	A	A2	02/01/17	02/03/17	400,840.00	2.45	1,777.78	400,139.00	407,415.60
APPLE INC CORP NOTES DTD 02/09/2017 2.500% 02/09/2022	037833CM0	440,000.00	AA+	Aa1	01/07/19	01/09/19	433,470.40	3.01	1,588.89	438,180.75	447,645.88
BB&T CORP (CALLABLE) NOTES DTD 03/21/2017 2.750% 04/01/2022	05531FAX1	185,000.00	A-	A3	04/03/18	04/05/18	181,564.55	3.25	2,543.75	184,139.37	189,171.57
UNITED PARCEL SERVICE CORP NOTES DTD 09/27/2012 2.450% 10/01/2022	911312AO9	275,000.00	A-	A2	03/01/18	03/05/18	268,545.75	3.00	3,368.75	272,883.35	283,584.13

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For the Month Ending **March 31, 2021**

CITY OF COACHELLA - OPERATING PORTFOLIO - 995343 - (14201484)

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Corporate Note											
ADOBE INC CORP NOTE DTD 02/03/2020 1.700% 02/01/2023	00724PAA7	100,000.00	A	A2	01/22/20	02/03/20	99,863.00	1.75	283.33	99,915.97	102,547.70
PFIZER INC CORP NOTES DTD 03/11/2019 2.950% 03/15/2024	717081ES8	260,000.00	A+	A2	04/02/19	04/04/19	263,146.00	2.69	340.89	261,857.87	279,080.88
WALMART INC CORPORATE NOTES DTD 04/23/2019 2.850% 07/08/2024	931142EL3	360,000.00	AA	Aa2	07/10/19	07/12/19	371,235.60	2.19	2,365.50	366,088.34	386,128.80
JPMORGAN CHASE & CO CORPORATE NOTES DTD 09/16/2020 0.653% 09/16/2024	46647PBS4	115,000.00	A-	A2	09/09/20	09/16/20	115,000.00	0.65	31.29	115,000.00	115,067.16
BANK OF AMERICA CORP CORPORATE NOTES DTD 10/21/2020 0.810% 10/24/2024	06051GJH3	150,000.00	A-	A2	10/16/20	10/21/20	150,000.00	0.81	540.01	150,000.00	149,949.45
MICROSOFT CORP (CALLABLE) NOTES DTD 02/12/2015 2.700% 02/12/2025	594918BB9	190,000.00	AAA	Aaa	03/15/21	03/17/21	202,921.90	0.92	698.25	202,776.82	202,908.79
TOYOTA MOTOR CREDIT CORP CORP NOTES DTD 02/13/2020 1.800% 02/13/2025	89236TGT6	60,000.00	A+	A1	05/20/20	05/26/20	60,586.20	1.58	144.00	60,480.79	61,511.16
TOYOTA MOTOR CREDIT CORP CORP NOTES DTD 02/13/2020 1.800% 02/13/2025	89236TGT6	90,000.00	A+	A1	05/20/20	05/26/20	90,879.30	1.58	216.00	90,721.19	92,266.74
NOVARTIS CAPITAL CORP DTD 02/14/2020 1.750% 02/14/2025	66989HAP3	295,000.00	AA-	A1	05/06/20	05/08/20	305,504.95	0.98	673.99	303,492.32	303,225.19
GOLDMAN SACHS GROUP INC CORPORATE NOTES DTD 05/22/2015 3.750% 05/22/2025	38148LAE6	135,000.00	BBB+	A2	02/12/21	02/17/21	150,819.30	0.94	1,814.06	150,355.30	147,064.95
BRISTOL-MYERS SQUIBB CO CORPORATE NOTES DTD 07/15/2020 3.875% 08/15/2025	110122DC9	64,000.00	A+	A2	10/01/20	10/05/20	73,070.08	0.89	316.89	72,110.80	70,848.64
Security Type Sub-Total		**3,329,000.00**					**3,378,901.13**	**2.11**	**18,696.26**	**3,378,332.84**	**3,451,371.22**

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CITY OF COACHELLA - OPERATING PORTFOLIO - 995343 - (14201484)

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Certificate of Deposit											
CREDIT AGRICOLE CIB NY CERT DEPOS DTD 04/04/2019 2.830% 04/02/2021	22535CDU2	250,000.00	A-1	P-1	04/03/19	04/04/19	250,000.00	2.83	7,075.00	250,000.00	250,038.00
SOCIETE GENERALE NY CERT DEPOS DTD 02/19/2020 1.800% 02/14/2022	83369XDL9	190,000.00	A-1	P-1	02/14/20	02/19/20	190,000.00	1.80	446.50	190,000.00	192,224.90
SUMITOMO MITSUI BANK NY CERT DEPOS DTD 07/14/2020 0.700% 07/08/2022	86565CKU2	155,000.00	A	A1	07/10/20	07/14/20	155,000.00	0.70	250.15	155,000.00	155,864.44
NORDEA BANK ABP NEW YORK CERT DEPOS DTD 08/29/2019 1.850% 08/26/2022	65558TLL7	280,000.00	AA-	Aa3	08/27/19	08/29/19	280,000.00	1.84	489.22	280,000.00	286,492.36
SKANDINAV ENSKILDA BANK LT CD DTD 09/03/2019 1.860% 08/26/2022	83050PDR7	295,000.00	A+	Aa2	08/29/19	09/03/19	295,000.00	1.85	518.22	295,000.00	301,881.47
DNB BANK ASA/NY LT CD DTD 12/06/2019 2.040% 12/02/2022	23341VZT1	145,000.00	AA-	Aa2	12/05/19	12/06/19	145,000.00	2.03	986.00	145,000.00	149,343.77
CREDIT SUISSE NEW YORK CERT DEPOS DTD 03/23/2021 0.590% 03/17/2023	22552G3C2	155,000.00	A+	Aa3	03/19/21	03/23/21	155,000.00	0.59	22.86	155,000.00	154,975.05
Security Type Sub-Total		**1,470,000.00**					**1,470,000.00**	**1.77**	**9,787.95**	**1,470,000.00**	**1,490,819.99**
Asset-Backed Security											
HAROT 2019-1 A3 DTD 02/27/2019 2.830% 03/20/2023	43814WAC9	73,910.36	AAA	NR	02/19/19	02/27/19	73,908.38	2.83	75.53	73,909.40	74,944.54
HYUNDAI AUTO RECEIVABLES TRUST DTD 04/10/2019 2.660% 06/15/2023	44932NAD2	60,362.32	AAA	NR	04/03/19	04/10/19	60,354.37	2.66	71.36	60,358.13	61,126.19
HAROT 2019-2 A3 DTD 05/29/2019 2.520% 06/21/2023	43815MAC0	90,323.66	NR	Aaa	05/21/19	05/29/19	90,320.29	2.52	63.23	90,321.82	91,668.54
TAOT 2019-A A3 DTD 02/13/2019 2.910% 07/15/2023	89239AAD5	111,810.85	AAA	Aaa	02/05/19	02/13/19	111,790.48	2.91	144.61	111,800.31	113,578.60
ALLYA 2019-1 A3 DTD 02/13/2019 2.910% 09/15/2023	02004WAC5	43,138.31	NR	Aaa	02/05/19	02/13/19	43,133.10	2.91	55.79	43,135.52	43,750.67
NAROT 2019-A A3 DTD 02/13/2019 2.900% 10/15/2023	65479KAD2	90,891.26	NR	Aaa	02/05/19	02/13/19	90,877.49	2.90	117.15	90,883.77	92,350.55

pfm FUNDS

Managed Account Detail of Securities Held

For the Month Ending **March 31, 2021**

CITY OF COACHELLA - OPERATING PORTFOLIO - 995343 - (14201484)

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Asset-Backed Security											
COPAR 2019-1 A3 DTD 05/30/2019 2.510% 11/15/2023	14042WAC4	84,331.15	AAA	Aaa	05/21/19	05/30/19	84,314.07	2.51	94.08	84,321.11	85,505.73
NAROT 2019-B A3 DTD 05/28/2019 2.500% 11/15/2023	65479HAC1	97,123.47	NR	Aaa	05/21/19	05/28/19	97,101.51	2.51	107.91	97,110.58	98,633.59
HAROT 2020-1 A3 DTD 02/26/2020 1.610% 04/22/2024	43813RAC1	105,000.00	NR	Aaa	02/19/20	02/26/20	104,979.42	1.61	46.96	104,984.85	106,815.66
TAOT 2020-A A3 DTD 02/12/2020 1.660% 05/15/2024	89232HAC9	140,000.00	AAA	Aaa	02/04/20	02/12/20	139,989.89	1.66	103.29	139,992.58	142,392.94
CARMX 2020-1 A3 DTD 01/22/2020 1.890% 12/16/2024	14315XAC2	100,000.00	AAA	NR	01/14/20	01/22/20	99,980.38	1.89	84.00	99,985.15	102,248.41
HAROT 2021-1 A3 DTD 02/24/2021 0.270% 04/21/2025	43813GAC5	55,000.00	NR	Aaa	02/17/21	02/24/21	54,998.99	0.27	4.13	54,999.01	54,894.02
CARMX 2021-1 A3 DTD 01/27/2021 0.340% 12/15/2025	14316NAC3	30,000.00	AAA	NR	01/20/21	01/27/21	29,994.07	0.34	4.53	29,994.28	29,894.02
Security Type Sub-Total		**1,081,891.38**					**1,081,742.44**	**2.21**	**972.57**	**1,081,796.51**	**1,097,803.46**
Managed Account Sub-Total		**19,909,317.55**					**20,011,887.59**	**1.53**	**77,182.83**	**20,011,088.40**	**20,366,639.25**
Money Market Mutual Fund											
PFM Funds - Govt Select, Instl Cl		71,062.20	AAAm	NR			71,062.20		0.00	71,062.20	71,062.20
Money Market Sub-Total		**71,062.20**					**71,062.20**		**0.00**	**71,062.20**	**71,062.20**
Securities Sub-Total		**$19,980,379.75**					**$20,082,949.79**	**1.53%**	**$77,182.83**	**$20,082,150.60**	**$20,437,701.45**
Accrued Interest											**$77,182.83**
Total Investments											**$20,514,884.28**

pfm FUNDS

Managed Account Security Transactions & Interest

For the Month Ending **March 31, 2021**

CITY OF COACHELLA - OPERATING PORTFOLIO - 995343 - (14201484)

Transaction Type					Principal	Accrued		Realized G/L	Realized G/L	Sale
Trade	Settle	Security Description	CUSIP	Par	Proceeds	Interest	Total	Cost	Amort Cost	Method
BUY										
03/05/21	03/09/21	US TREASURY NOTES DTD 02/28/2021 0.500% 02/28/2026	91282CBQ3	310,000.00	(305,676.95)	(37.91)	(305,714.86)			
03/15/21	03/17/21	MICROSOFT CORP (CALLABLE) NOTES DTD 02/12/2015 2.700% 02/12/2025	594918BB9	190,000.00	(202,921.90)	(498.75)	(203,420.65)			
03/19/21	03/23/21	CREDIT SUISSE NEW YORK CERT DEPOS DTD 03/23/2021 0.590% 03/17/2023	22552G3C2	155,000.00	(155,000.00)	0.00	(155,000.00)			
Transaction Type Sub-Total				**655,000.00**	**(663,598.85)**	**(536.66)**	**(664,135.51)**			
INTEREST										
03/01/21	03/25/21	FHLMC MULTIFAMILY STRUCTURED P DTD 05/01/2015 2.791% 01/01/2022	3137BHXY8	168,554.45	0.00	392.03	392.03			
03/01/21	03/25/21	FHLMC MULTIFAMILY STRUCTURED P DTD 12/01/2012 2.307% 08/01/2022	3137AWQH1	100,000.00	0.00	192.25	192.25			
03/01/21	03/25/21	FHLMC MULTIFAMILY STRUCTURED P DTD 11/01/2015 2.716% 06/01/2022	3137BLUR7	100,000.00	0.00	226.33	226.33			
03/01/21	03/25/21	FANNIEMAE-ACES DTD 04/01/2014 3.346% 03/01/2024	3136AJB54	121,124.22	0.00	362.76	362.76			
03/01/21	03/25/21	FHMS K043 A2 DTD 03/01/2015 3.062% 12/01/2024	3137BGK24	110,000.00	0.00	280.68	280.68			
03/01/21	03/25/21	FNA 2018-M5 A2 DTD 04/01/2018 3.560% 09/01/2021	3136B1XP4	16,488.79	0.00	48.92	48.92			
03/01/21	03/25/21	FHLMC SERIES K721 A2 DTD 12/01/2015 3.090% 08/01/2022	3137BM6P6	99,608.08	0.00	256.49	256.49			
03/12/21	03/12/21	FANNIE MAE NOTES DTD 09/14/2018 2.875% 09/12/2023	3135G0U43	330,000.00	0.00	4,743.75	4,743.75			
03/15/21	03/15/21	ALLYA 2019-1 A3 DTD 02/13/2019 2.910% 09/15/2023	02004WAC5	46,551.90	0.00	112.89	112.89			
03/15/21	03/15/21	PFIZER INC CORP NOTES DTD 03/11/2019 2.950% 03/15/2024	717081ES8	260,000.00	0.00	3,835.00	3,835.00			
03/15/21	03/15/21	NAROT 2019-B A3 DTD 05/28/2019 2.500% 11/15/2023	65479HAC1	103,036.29	0.00	214.66	214.66			
03/15/21	03/15/21	COPAR 2019-1 A3 DTD 05/30/2019 2.510% 11/15/2023	14042WAC4	90,480.91	0.00	189.26	189.26			

pfm FUNDS

Managed Account Security Transactions & Interest

For the Month Ending **March 31, 2021**

CITY OF COACHELLA - OPERATING PORTFOLIO - 995343 - (14201484)

Transaction Type										
Trade	**Settle**	**Security Description**	**CUSIP**	**Par**	**Principal Proceeds**	**Accrued Interest**	**Total**	**Realized G/L Cost**	**Realized G/L Amort Cost**	**Sale Method**
INTEREST										
03/15/21	03/15/21	CARMX 2021-1 A3 DTD 01/27/2021 0.340% 12/15/2025	14316NAC3	30,000.00	0.00	8.50	8.50			
03/15/21	03/15/21	NAROT 2019-A A3 DTD 02/13/2019 2.900% 10/15/2023	65479KAD2	97,487.85	0.00	235.60	235.60			
03/15/21	03/15/21	TAOT 2020-A A3 DTD 02/12/2020 1.660% 05/15/2024	89232HAC9	140,000.00	0.00	193.67	193.67			
03/15/21	03/15/21	CARMX 2020-1 A3 DTD 01/22/2020 1.890% 12/16/2024	14315XAC2	100,000.00	0.00	157.50	157.50			
03/15/21	03/15/21	HYUNDAI AUTO RECEIVABLES TRUST DTD 04/10/2019 2.660% 06/15/2023	44932NAD2	65,326.02	0.00	144.81	144.81			
03/15/21	03/15/21	TAOT 2019-A A3 DTD 02/13/2019 2.910% 07/15/2023	89239AAD5	119,690.24	0.00	290.25	290.25			
03/16/21	03/16/21	JPMORGAN CHASE & CO CORPORATE NOTES DTD 09/16/2020 0.653% 09/16/2024	46647PBS4	115,000.00	0.00	375.48	375.48			
03/18/21	03/18/21	HAROT 2019-1 A3 DTD 02/27/2019 2.830% 03/20/2023	43814WAC9	80,395.45	0.00	189.60	189.60			
03/21/21	03/21/21	HAROT 2019-2 A3 DTD 05/29/2019 2.520% 06/21/2023	43815MAC0	96,897.49	0.00	203.48	203.48			
03/21/21	03/21/21	HAROT 2020-1 A3 DTD 02/26/2020 1.610% 04/22/2024	43813RAC1	105,000.00	0.00	140.88	140.88			
03/21/21	03/21/21	HAROT 2021-1 A3 DTD 02/24/2021 0.270% 04/21/2025	43813GAC5	55,000.00	0.00	11.14	11.14			
03/21/21	03/21/21	FEDERAL FARM CREDIT BANK (CALLABLE) DTD 09/21/2020 0.250% 09/21/2023	3133EMAM4	250,000.00	0.00	312.50	312.50			
03/23/21	03/23/21	FREDDIE MAC NOTES DTD 09/25/2020 0.375% 09/23/2025	3137EAEX3	285,000.00	0.00	528.44	528.44			
03/31/21	03/31/21	US TREASURY NOTES DTD 03/31/2016 1.500% 03/31/2023	912828O29	185,000.00	0.00	1,387.50	1,387.50			
03/31/21	03/31/21	US TREASURY NOTES DTD 10/02/2017 2.125% 09/30/2024	9128282Y5	295,000.00	0.00	3,134.38	3,134.38			
Transaction Type Sub-Total				**3,565,641.69**	**0.00**	**18,168.75**	**18,168.75**			

pfm FUNDS

Managed Account Security Transactions & Interest

For the Month Ending **March 31, 2021**

CITY OF COACHELLA - OPERATING PORTFOLIO - 995343 - (14201484)

Transaction Type										
Trade	Settle	Security Description	CUSIP	Par	Principal Proceeds	Accrued Interest	Total	Realized G/L Cost	Realized G/L Amort Cost	Sale Method
MATURITY										
03/15/21	03/15/21	BANK OF NEW YORK MELLON CORP(CALLED, OMD DTD 10/15/2020 2.500% 03/15/2021	06406FAA1	200,000.00	200,000.00	2,083.32	202,083.32	(3,460.00)	0.00	
Transaction Type Sub-Total				**200,000.00**	**200,000.00**	**2,083.32**	**202,083.32**	**(3,460.00)**	**0.00**	
PAYDOWNS										
03/01/21	03/25/21	FHLMC MULTIFAMILY STRUCTURED P DTD 05/01/2015 2.791% 01/01/2022	3137BHXY8	336.83	336.83	0.00	336.83	(2.11)	0.00	
03/01/21	03/25/21	FHLMC SERIES K721 A2 DTD 12/01/2015 3.090% 08/01/2022	3137BM6P6	184.38	184.38	0.00	184.38	(1.57)	0.00	
03/01/21	03/25/21	FANNIEMAE-ACES DTD 04/01/2014 3.346% 03/01/2024	3136AJB54	1,248.56	1,248.56	0.00	1,248.56	(60.67)	0.00	
03/01/21	03/25/21	FNA 2018-M5 A2 DTD 04/01/2018 3.560% 09/01/2021	3136B1XP4	579.60	579.60	0.00	579.60	(11.53)	0.00	
03/15/21	03/15/21	HYUNDAI AUTO RECEIVABLES TRUST DTD 04/10/2019 2.660% 06/15/2023	44932NAD2	4,963.70	4,963.70	0.00	4,963.70	0.65	0.00	
03/15/21	03/15/21	COPAR 2019-1 A3 DTD 05/30/2019 2.510% 11/15/2023	14042WAC4	6,149.76	6,149.76	0.00	6,149.76	1.25	0.00	
03/15/21	03/15/21	NAROT 2019-B A3 DTD 05/28/2019 2.500% 11/15/2023	65479HAC1	5,912.82	5,912.82	0.00	5,912.82	1.34	0.00	
03/15/21	03/15/21	NAROT 2019-A A3 DTD 02/13/2019 2.900% 10/15/2023	65479KAD2	6,596.59	6,596.59	0.00	6,596.59	1.00	0.00	
03/15/21	03/15/21	TAOT 2019-A A3 DTD 02/13/2019 2.910% 07/15/2023	89239AAD5	7,879.39	7,879.39	0.00	7,879.39	1.44	0.00	
03/15/21	03/15/21	ALLYA 2019-1 A3 DTD 02/13/2019 2.910% 09/15/2023	02004WAC5	3,413.59	3,413.59	0.00	3,413.59	0.41	0.00	
03/18/21	03/18/21	HAROT 2019-1 A3 DTD 02/27/2019 2.830% 03/20/2023	43814WAC9	6,485.09	6,485.09	0.00	6,485.09	0.17	0.00	
03/21/21	03/21/21	HAROT 2019-2 A3 DTD 05/29/2019 2.520% 06/21/2023	43815MAC0	6,573.83	6,573.83	0.00	6,573.83	0.24	0.00	
Transaction Type Sub-Total				**50,324.14**	**50,324.14**	**0.00**	**50,324.14**	**(69.38)**	**0.00**	
SELL										

pfm FUNDS

Managed Account Security Transactions & Interest

For the Month Ending **March 31, 2021**

CITY OF COACHELLA - OPERATING PORTFOLIO - 995343 - (14201484)

Transaction Type					Principal	Accrued		Realized G/L	Realized G/L	Sale
Trade	Settle	Security Description	CUSIP	Par	Proceeds	Interest	Total	Cost	Amort Cost	Method
SELL										
03/05/21	03/09/21	INTER-AMERICAN DEVELOPMENT BANK NOTE DTD 04/19/2018 2.625% 04/19/2021	4581X0DB1	225,000.00	225,612.00	2,296.88	227,908.88	1,107.00	630.52	FIFO
03/19/21	03/23/21	CREDIT SUISSE NEW YORK CERT DEPOS DTD 08/07/2020 0.520% 02/01/2022	22549L6F7	155,000.00	155,309.85	510.47	155,820.32	309.85	309.85	FIFO
Transaction Type Sub-Total				**380,000.00**	**380,921.85**	**2,807.35**	**383,729.20**	**1,416.85**	**940.37**	
Managed Account Sub-Total					**(32,352.86)**	**22,522.76**	**(9,830.10)**	**(2,112.53)**	**940.37**	
Total Security Transactions					**($32,352.86)**	**$22,522.76**	**($9,830.10)**	**($2,112.53)**	**$940.37**	

STAFF REPORT
5/26/2021

TO: Honorable Mayor and City Council Members

FROM: Andrew Simmons, P.E., City Engineer

SUBJECT: Award Professional Services Contract to Angenious Engineering Services for the Avenue 50 Bridge over Coachella Valley Storm Water Channel

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STAFF RECOMMENDATION:

Authorize the City Manager to Execute an Amendment to the Professional Services Agreement (PSA) with Angenious Engineering Services, Inc. (AES) in an amount of **$3,260,008.40** to provide Professional Engineering Services for the Avenue 50 Bridge over Coachella Valley Storm Water Channel (CVSC) Project (Project # 2015-ST-69).

EXECUTIVE SUMMARY:

The Avenue 50 Bridge projects at State Route 86 and the Coachella Valley Storm Water Channel (also known as the Whitewater river) are separated into 2 phases. Phase 1 of the overall project is the Avenue 50 Bridge over Coachella Valley Storm Water Channel (CVSC) Project (Project # 2015-ST-69) and Phase 2 is the Avenue 50 interchange and the SR-86/Avenue 50 New Interchange, Project # 2015-ST-81. Both phases of project in tandem hereto identified as the "Project". The current funding request is for completion of Professional Services and Engineering for Phase 1 only.

The City has secured federal funding for construction for Phase 1 only at this time and is ready to proceed to final design in preparation of Plans, Specifications and Estimates (PS&E) and acquiring right of way (ROW) for Phase 1 now. Phase 2 is to start shortly after the City successfully secures federal funding for phase 2 work.

The City has executed a Professional Services Agreement (PSA) with AES, which is attached to this Staff report for reference. The existing PSA included 6 tasks, including preliminary engineering services, environmental, and final design and preparation of plans specifications and Construction Engineering support services. AES has successfully completed 4 of the 6 tasks for the preliminary engineering and environmental phases of the project. This current Contract Amendment is for the completion of optional tasks 5 and 6 as outlined in the Scope of work in the attached PSA.

BACKGROUND:

AES has successfully PSA with the City after being the successful respondent to a competitive RFP for Engineering Services in March of 2015. AES has successfully assisted the City in completion of CEQA, NEPA, Preliminary Engineering and Right-of-Way acquisition mapping for the project.

AES has successfully worked with the City and Caltrans to have all preliminary Engineering documents approved by Caltrans and has worked with the City to secure federal and local funding for the projects. A list of funding sources acquired are listed below.

AES has also successfully obtained Advance Authorization to proceed with the PS&E phase of the project as shown on the attached FTIP and the executed agreement between the City and CVAG for PS&E funding. Based on these agreements, the Federal Highway Bridge Program will fund a total of 88.53% of the complete project including all phases when the project is complete. The City and CVAG will split the remaining 11.47 % of the local match obligation with a 75% / 25% cost share agreement. At this time, The City and CVAG will fund all PS&E costs through the Advance Authorization agreement with Caltrans, and the City and CVAG will be credited those funds during the construction portion of the project.

Coachella Valley Association of Governments (CVAG):

- The City executed a funding cooperative agreement with CVAG on October 28, 2013. CVAG's 75% share is $1,108,500 and the City's 25% share is $396,500, which equals to the total amount of $1,505,000.
- The City and CVAG executed a funding amendment agreement on September 21, 2020. This Amendment Number One authorized CVAG to provide additional funding for the Avenue 50 bridge over the Coachella Valley Stormwater Channel only. The existing reimbursement agreement splits cost under a 75% regional share/ 25% local share. CVAG will fund a total of $4,427,126 for the final plans, specifications and engineer's estimate (PS&E) documents and right-of-way acquisition for the above referenced project. The City's share would be $1,475,709 and will be expended over the course of 24-36 months funded by Street and Transportation Development Impact Fees (Fund 127). The Avenue 50/State Route 86 interchange is not part of this amendment.

Federal Funding:

- Phase 1 – Avenue 50 Bridge over CVSC, Project # 2015-ST-69
  This project is listed on RTIP/FTIP ID# RIV11082S secured Highway Bridge Program (HBP) fund of $52,366,000 at the reimbursed ratio of 88.53% for $46,360,000. The balance 11.47% local matching share of $6,006,000 to be apportioned between CVAG at 75% split (equate to $4,504,500) and the City at 25% split (equate to $1,501,500).
- Phase 2 – SR-86/Avenue 50 New Interchange, Project # 2015-ST-81
  This project is listed on RTIP/FTIP ID# RIV061159 secured the Federal SAFETEA-LU Demonstration Fund of $0.8 million.

FISCAL IMPACT:

On September 21, 2020, the City Council authorized an amended agreement with CVAG for the PS&E and right-of-way portions of Phase 1 and established a project budget. The fiscal impact for that agreement was to establish a project budget of **$5,902,835**, which included **$4,427,126** in CVAG spending and **$1,475,709** in City matching funds appropriated from Transportation Development Impact Fees (Fund 127), to be advanced from the General Fund (101) for applicable negative cash balances. The PS&E for Phase 1 of the project is estimated to cost **$3,260,008.40**. Of this total, the City will responsible to cover 25% of costs in the amount of **($815,002.10**) and CVAG will cover 75% of the costs in the amount of **($2,445,006.3**). The current request of $815,003.10 is a portion of the previously approved $1,475,709. The remaining project balance of $2,642,826.6 will remain as authorized funds to be spent on right-of-way acquisition costs, as needed. The remaining $2,642,826.6 will also be subject to the 75% / 25% cost share agreement between the City and CVAG.

Attachments:
ATT 1 Cost Proposal
ATT 2 CVAG Funding Agreement
ATT 3 Executed Professional Services Agreement
ATT 4 SCAG FTIP

CITY OF COACHELLA **COST PROPOSAL** Exhibit 10-H1 Page 1 o

Avenue 50 Bridge Over CVSC

☑ Prime Consultant ☐ Subconsultant ☐ 2nd Tier Sub

Consultant **AnGenious Engineering Services, Inc.**

Project No. Contract No. TBD Date 18-Apr-21

DIRECT LABOR

Classification/Title	Name	Hours	Hourly Rates	Total
Project Manager	Andy Cheah	981	$125.00	$122,625.00
Sr. Project Engineer	Ray Ong	1,223	$95.00	$116,185.00
Project Engineer II	Cran Manila	1,394	$85.00	$118,490.00
Project Engineer I	Nick Khoo	890	$70.00	$62,300.00
Engineer III	Nik Patel	1,060	$60.00	$63,600.00
Engineer II	Josh Sun	800	$52.00	$41,600.00
Engineer I	Darren Cheah	1,340	$41.00	$54,940.00
Admin Assistant		-	$38.50	$0.00
		7,688		**$579,740.00**

LABOR COSTS

a) Subtotal Direct Labor Costs $579,740.00

b) Anticipated Salary Increases (see page 2 for sample) $22,792.48

c) TOTAL DIRECT LABOR COSTS [(a) + (b)] $602,532.48

FRINGE BENEFITS

d) Fringe Benefits (Rate:)

e) Total Fringe Benefits [(c) x (d)] $0.00

INDIRECT COSTS

f) Overhead (Rate: 110.00%) g) Overhead [(c) x (f)] $662,785.73

h) General and Administrative (Rate:) i) Gen & Admin [(c) x (h)] $0.00

j) **Total Indirect Costs** [(e) + (g) + (i)] $662,785.73

FIXED FEE (Profit)

q) (Rate: 10.00%)

k) **TOTAL FIXED PROFIT** [(c) + (j)] x (q)] $126,531.82

l) OTHER DIRECT COSTS (ODC)

Description	Unit(s)		Unit Cost	Total
Copy/Reprographics	6000	Page	$3.00	$18,000.00
Mails	100	Each	$20.00	$2,000.00
Mileage	7320	Miles	$0.560	$4,099.20
Tolls	30	Trips	$15.00	$450.00
	l) TOTAL OTHER DIRECT COSTS			$24,549.20

m) Subconsultants:

Earth Mechanics, Inc.	$231,395.27	DBE
Michael Baker International	$398,378.12	
NV5, Inc	$246,444.30	
Paragon Partners Ltd	$99,837.09	
Transystems Corporation	$699,953.56	
10% Administrative	$167,600.83	
m) TOTAL SUBCONSULTANT'S COSTS	$1,843,609.18	

n) **Total Other Direct Costs Including Subconsultants** [(l) + (m)] $1,868,158.38

TOTAL COST [(c) + (j) + (k) + (n)] **$3,260,008.40**

CITY OF COACHELLA **COST PROPOSAL** Exhibit 10-H1 Pa

Avenue 50 Bridge Over CVSC

☐ Prime Consultant ☐ Subconsultant ☐ 2nd Tier Sub

Consultant **AnGenious Engineering Services, Inc.**

Project No. Contract No. TBD Date

1. Calculate Average Hourly Rate for 1st year of the contract (Direct Labor Subtotal divided by total

Direct Labor Subtotal per Cost Proposal		Total Hours per Cost Proposal		Avg Hourly Rate	2 Year Contract Duration
$579,740.00		7,688	=	$75.41	Year 1 Avg Hourly Rate

2. Calculate hourly rate for all years (Increase the Average Hourly Rate for a year by proposed escalation %)

	Avg Hourly Rate		Proposed Escalation			
Year 1	$75.41	+	3%	=	$77.67	Year 2 Avg Hourly Rate
Year 2	$77.67	+	3%	=	$80.00	Year 3 Avg Hourly Rate
Year 3	$80.00	+	3%	=	$82.40	Year 4 Avg Hourly Rate
Year 4	$82.40	+	3%	=	$84.87	Year 5 Avg Hourly Rate

3. Calculate estimated hours per year (Multiply estimate % each year by total hours)

	Estimated % Completed Each Year		Total Hours per Cost Proposal		Total Hours per Year	
Year 1	5.00%	*	7688.0	=	384.4	Estimated Hours Year 1
Year 2	60.00%	*	7688.0	=	4612.8	Estimated Hours Year 2
Year 3	35.00%	*	7688.0	=	2690.8	Estimated Hours Year 3
Year 4		*	7688.0	=	0.0	Estimated Hours Year 4
Year 5		*	7688.0	=	0.0	Estimated Hours Year 5
Total	100%		Total	=	7688.0	

4. Calculate Total Costs including Escalation (Multiply Average Hourly Rate by the number of hours)

	Avg Hourly Rate (calculated above)		Estimated hours (calculated above)		Cost per Year	
Year 1	$75.41	*	384	=	$28,987.00	Estimated Hours Year 1
Year 2	$77.67	*	4613	=	$358,279.32	Estimated Hours Year 2
Year 3	$80.00	*	2691	=	$215,266.16	Estimated Hours Year 3
Year 4	$82.40	*	0	=	$0.00	Estimated Hours Year 4
Year 5	$84.87	*		=	$0.00	Estimated Hours Year 5
	Total Direct Labor Cost with Escalation			=	$602,532.48	
	Direct Labor Subtotal before Escalation			=	$579,740.00	
	Estimated total of Direct Labor Salary Increase			=	**$22,792.48**	Transfer to Page 1

Certification of Direct Costs:

I, the undersigned, certify to the best of my knowledge and belief that all direct costs identified on the cost proposal(s) in this contract are actual, reasonable, allowable, and allocable to the contract in accordance with the contract terms and the following requirements:

1. Generally Accepted Accounting Principles (GAAP)
2. Terms and conditions of the contract
3. Title 23 United States Code Section 112 - Letting of Contracts
4. 48 Code of Federal Regulations Part 31 - Contract Cost Principles and Procedures
5. 23 Code of Federal Regulations Part 172 - Procurement, Management, and Administration of Engineering and Design Related Service
6. 48 Code of Federal Regulations Part 9904 - Cost Accounting Standards Board (when applicable)

All costs must be applied consistently and fairly to all contracts. All documentation of compliance must be retained in the project files and be in compliance with applicable federal and state requirements. Costs that are noncompliant with the federal and state requirements are not eligible for reimbursement. Local governments are responsible for applying only cognizant agency approved or Caltrans accepted Indirect Cost Rate(s).

Prime Consultant or Subconsultant Certifying:

Name: _____ Title *: _____

Signature : _____ Date of Certification (mm/dd/yyyy): _____

Email: _____ Phone Number: _____

Address: _____

List services the Subconsultants are providing under the proposed contract:

CITY OF COACHELLA
Avenue 50 Bridge Over CVSC

SCOPE OF WORK - ESTIMATED HOURS WORKSHEET

Fully Loaded Hourly Rate (Direct Labor, overhead, and profit)			$288.75	$219.45	$196.35	$161.70	$138.60	$120.12	$94.71	$88.94			
TASKS	Task No	Staff Name	Andy Cheah	Ray Ong	Cran Manila	Nick Khoo	Nik Patel	Josh Sun	Darren Cheah	0	TOTAL HOURS	TOTAL COST without Labor Escalation	TOTAL COST with Labor Escalation
		Staff Classification	Project Manager	Sr. Project Engineer	Project Engineer II	Project Engineer I	Engineer III	Engineer II	Engineer I	Admin Assistant			
1	**Project Management Services**												
	1.1	Administration	80								**80**	$23,100.00	**$24,008.18**
	1.2	Coordination and Meetings	120								**120**	$34,650.00	**$36,012.26**
	1.3	Quality Assurance and Quality Control	60								**60**	$17,325.00	**$18,006.13**
	1.4	Project Schedule	40								**40**	$11,550.00	**$12,004.09**
	1.5	Risk Management	40								**40**	$11,550.00	**$12,004.09**
	1.6	Project Budget, Cost Accounting and Reporting	32								**32**	$9,240.00	**$9,603.27**
	1.7	Prepare Funding Applications	40			40			80		**160**	$25,594.80	**$26,601.06**
2	**Draft Final Design Services (35% PS&E)**												
	2.1	Surveys and Mapping									**0**	$0.00	**$0.00**
	2.2	Prepare Draft Plans	8	20	40		80		80		**228**	$33,217.80	**$34,523.76**
	2.3	Prepare Draft Cost Estimates	8	8		40		40			**96**	$15,338.40	**$15,941.43**
	2.4	Drainage Report	8	16							**24**	$5,821.20	**$6,050.06**
	2.5	Structures Type Selection Report, GP, & Estimate	8	16							**24**	$5,821.20	**$6,050.06**
	2.6	Geotechnical Design Report	8	8							**16**	$4,065.60	**$4,225.44**
	2.7	Utility Coordination and Research	16	24	40			40			**120**	$22,545.60	**$23,431.98**
	2.8	Right-Of-Way Requirements and Engineering	8	20		40	40		80		**188**	$26,287.80	**$27,321.30**
		2.8.1. Prepare Right-of-way requirements			40			80			**120**	$17,463.60	**$18,150.18**
		2.8.2. Prepare Legal Descriptions and Plat Maps	8	16	24						**48**	$10,533.60	**$10,947.73**
3	**Right-Of-Way Acquisition Services**												
	3.1	Appraisal	20	32		40			40		**132**	$23,053.80	**$23,960.16**
	3.2	Acquisition Support Services	20	32		40			40		**132**	$23,053.80	**$23,960.16**
4	**Permits/Agreements**												
	4.1	Clean Water Act Section 401 Water Quality	8		20			40			**68**	$11,041.80	**$11,475.91**
	4.2	Clean Water Act Section 404 Standard Individual Permit	8		20			40			**68**	$11,041.80	**$11,475.91**
	4.3	California Fish and Game Code Section 1602 Streambed	8		20			40			**68**	$11,041.80	**$11,475.91**
	4.4	CVWD Encroachment Permit	8	20							**28**	$6,699.00	**$6,962.37**
5	**Draft Final Design Services – 65% PS&E Submittal**												
	5.1	Title Sheet	1	1		4			20		**26**	$3,049.20	**$3,169.08**
	5.2	Typical Cross Sections	2	16	24		80				**122**	$19,889.10	**$20,671.04**
	5.3	Plan and Profile Sheets	8	40	40			40	60		**188**	$29,429.40	**$30,586.42**
	5.4	Construction Details	8	16		40	40		40		**144**	$21,621.60	**$22,471.65**
	5.5	Grading Plans	8		40	120					**168**	$29,568.00	**$30,730.47**
	5.6	Drainage Report and Plans	4	16	20						**40**	$8,593.20	**$8,931.04**
	5.7	Irrigation Lateral and Tile Drain System	8	16							**24**	$5,821.20	**$6,050.06**
	5.8	Water Plans	8	20	40			40			**108**	$19,357.80	**$20,118.85**
	5.9	Utility Plans	24	32	40		40				**136**	$27,350.40	**$28,425.68**
	5.10	Summary of Quantities	4	8	8		40	40			**100**	$14,830.20	**$15,413.25**
	5.11	Stage Construction Plans	8	20	40			40			**108**	$19,357.80	**$20,118.85**
	5.12	Traffic Handling and Detour Plans	8	20	40		40				**108**	$20,097.00	**$20,887.11**
	5.13	Signing and Pavement Delineation Plans	8	8	8		40		60		**124**	$16,863.00	**$17,525.97**
	5.14	Traffic Signal and Street Lighting Plans	4	8	8						**20**	$4,481.40	**$4,657.59**
	5.15	Temporary Water Pollution and Erosion Control Plans	4	8	8						**20**	$4,481.40	**$4,657.59**
	5.16	Retaining Wall Plans	8	20	40		40		60		**168**	$25,779.60	**$26,793.12**

	5.17	Bridge Plans	4	8	8						**20**	$4,481.40	**$4,657.59**
	5.18	Bridge Independent Check	4	8	8						**20**	$4,481.40	**$4,657.59**
	5.19	Cost Estimates	8	16		40			40		**104**	$16,077.60	**$16,709.69**
	5.20	Specifications	8	32							**40**	$9,332.40	**$9,699.30**
6	**Draft Final Design Services – 95% PS&E Submittal**												
	6.1	Title Sheet	1	1		4			12		**18**	$2,291.52	**$2,381.61**
	6.2	Typical Cross Sections	2	20	40	40	80				**182**	$30,376.50	**$31,570.75**
	6.3	Plan and Profile Sheets	8	40	40			40	60		**188**	$29,429.40	**$30,586.42**
	6.4	Construction Details	8	16		40	40		40		**144**	$21,621.60	**$22,471.65**
	6.5	Grading Plans	8		40	80					**128**	$23,100.00	**$24,008.18**
	6.6	Drainage Plans	4	16	20						**40**	$8,593.20	**$8,931.04**
	6.7	Irrigation Lateral and Tile Drain System	8	16							**24**	$5,821.20	**$6,050.06**
	6.8	Water Plans	8	20	40			40			**108**	$19,357.80	**$20,118.85**
	6.9	Utility Plans	24	32	40		40				**136**	$27,350.40	**$28,425.68**
	6.10	Summary of Quantities	4	8	8		40	40			**100**	$14,830.20	**$15,413.25**
	6.11	Stage Construction Plans	8	20	40	80		40			**188**	$32,293.80	**$33,563.43**
	6.12	Traffic Handling and Detour Plans	8	20	40	80	40				**188**	$33,033.00	**$34,331.69**
	6.13	Signing and Pavement Delineation Plans	8	8	8		40		60		**124**	$16,863.00	**$17,525.97**
	6.14	Traffic Signal and Street Lighting Plans	4	8	8						**20**	$4,481.40	**$4,657.59**
	6.15	Temporary Water Pollution and Erosion Control Plans	4	8	8						**20**	$4,481.40	**$4,657.59**
	6.16	Retaining Wall Plans	8	20	40		40		60		**168**	$25,779.60	**$26,793.12**
	6.17	Bridge Plans	4	8	8						**20**	$4,481.40	**$4,657.59**
	6.18	Cost Estimates	8	16		40			40		**104**	$16,077.60	**$16,709.69**
	6.19	Specifications	8	32							**40**	$9,332.40	**$9,699.30**
7	**Final Design Services – 100% PS&E Submittal**												
	7.1	Title Sheet	1	1		2			8		**12**	$1,589.28	**$1,651.76**
	7.2	Typical Cross Sections	2	16	24		60				**102**	$17,117.10	**$17,790.06**
	7.3	Plan and Profile Sheets	8	24	24			40	60		**156**	$22,776.60	**$23,672.06**
	7.4	Construction Details	8	16		40	40		40		**144**	$21,621.60	**$22,471.65**
	7.5	Grading Plans	8		40	40					**88**	$16,632.00	**$17,285.89**
	7.6	Drainage Plans	4	16	20						**40**	$8,593.20	**$8,931.04**
	7.7	Irrigation Lateral and Tile Drain System	8	16							**24**	$5,821.20	**$6,050.06**
	7.8	Water Plans	8	20	40			40	80		**188**	$26,934.60	**$27,993.53**
	7.9	Utility Plans	24	32	40		40		40		**176**	$31,138.80	**$32,363.02**
	7.10	Summary of Quantities	4	8	8		40				**60**	$10,025.40	**$10,419.55**
	7.11	Stage Construction Plans	8	20	24			40	80		**172**	$23,793.00	**$24,728.42**
	7.12	Traffic Handling and Detour Plans	8	20	24		40				**92**	$16,955.40	**$17,622.00**
	7.13	Signing and Pavement Delineation Plans	8	8	8		40		60		**124**	$16,863.00	**$17,525.97**
	7.14	Traffic Signal and Street Lighting Plans	4	8	8						**20**	$4,481.40	**$4,657.59**
	7.15	Temporary Water Pollution and Erosion Control Plans	4	8	8						**20**	$4,481.40	**$4,657.59**
	7.16	Retaining Wall Plans	8	20	40		40		60		**168**	$25,779.60	**$26,793.12**
	7.17	Bridge Plans	4	8	8						**20**	$4,481.40	**$4,657.59**
	7.18	Cost Estimates	8	16		40			40		**104**	$16,077.60	**$16,709.69**
	7.19	Specifications	8	32							**40**	$9,332.40	**$9,699.30**
8	**Resident Engineer File and Supplemental Materials**												
	8.1	Resident Engineer's Pending File	8	60	80			40			**188**	$35,989.80	**$37,404.74**
	8.2	Supplemental PS&E Materials	8	40	40			40			**128**	$23,746.80	**$24,680.41**
9	**Contract Bid Documents (Ready-To-List)**												
	9.1	Assemble Bid Package			2						**2**	$392.70	**$408.14**
	TOTAL HOURS		**981**	**1,223**	**1,394**	**890**	**1,060**	**800**	**1,340**	**0**	**7,688**	$1,339,199.40	**$1,391,850.02**
											Total Escalations	$52,650.62	
											Grand Total	$1,391,850.02	

CITY OF COACHELLA **COST PROPOSAL** Exhibit 10-H1 Page 1 of 4

Avenue 50 Bridege Over CVSC

☐ Prime Consultant ☑ Subconsultant ☐ 2nd Tier Sub

Consultant Earth Mechanics, Inc.

Project No. Contract No. TBD Date 19-Apr-21

DIRECT LABOR

Classification/Title	Name	Hours	Hourly Rates	Total
Principal/PM	Alahesh Thurairajah	180	$73.00	$13,140.00
Senior Engineer	Mike Kapuskar	280	$65.50	$18,340.00
Sr. Project Geologist	Michael Hoshiyama	196	$51.50	$10,094.00
Senior Technician	Jianmin Fang	188	$43.00	$8,084.00
Senior Staff Engineer	Pratha Ragavan	200	$41.00	$8,200.00
		-		$0.00
		-		$0.00
		-		$0.00
		1,044		**$57,858.00**

LABOR COSTS

a) Subtotal Direct Labor Costs $57,858.00

b) Anticipated Salary Increases (see page 2 for sample) $1,740.95

c) TOTAL DIRECT LABOR COSTS [(a) + (b)] $59,598.95

FRINGE BENEFITS

d) Fringe Benefits (Rate: 79.45%) **e) Total Fringe Benefits** [(c) x (d)] $47,351.36

INDIRECT COSTS

f) Overhead (Rate: 106.01%) g) Overhead [(c) x (f)] $63,180.84

h) General and Administrative (Rate: 0.00%) i) Gen & Admin [(c) x (h)] $0.00

j) **Total Indirect Costs** [(e) + (g) + (i)] $110,532.21

FIXED FEE (Profit)

q) (Rate: 10.00%) k) **TOTAL FIXED PROFIT** [(c) + (j)] x (q)] $17,013.12

l) OTHER DIRECT COSTS (ODC)

Description	Unit(s)		Unit Cost	Total
Copy/Reprographics		Page		$0.00
Mails		Each		$0.00
Mileage	2600	Miles	$0.560	$1,456.00
				$0.00
		l) TOTAL OTHER DIRECT COSTS		$1,456.00

m) Subconsultants:

Drill Rig Rental	$33,440.00
Traffic Control	$1,550.00
Soil Cutting Contaminants Testing	$2,205.00
Soil Cuttings (drums) disposal	$5,600.00
m) TOTAL SUBCONSULTANT'S COSTS	$42,795.00

n) **Total Other Direct Costs Including Subconsultants** [(l) + (m)] $44,251.00

TOTAL COST [(c) + (j) + (k) + (n)] **$231,395.27**

CITY OF COACHELLA **COST PROPOSAL** Exhibit 10-H1 Pa

Avenue 50 Bridege Over CVSC

☐ Prime Consultant ☐ Subconsultant ☐ 2nd Tier Sub

Consultant **Earth Mechanics, Inc.**

Project No. Contract No. TBD Date

1. Calculate Average Hourly Rate for 1st year of the contract (Direct Labor Subtotal divided by total

Direct Labor Subtotal per Cost Proposal		Total Hours per Cost Proposal		Avg Hourly Rate	2 Year Contract Duration
$57,858.00		1,044	=	$55.42	Year 1 Avg Hourly Rate

2. Calculate hourly rate for all years (Increase the Average Hourly Rate for a year by proposed escalation %)

	Avg Hourly Rate		Proposed Escalation			
Year 1	$55.42	+	3%	=	$57.08	Year 2 Avg Hourly Rate
Year 2	$57.08	+	3%	=	$58.79	Year 3 Avg Hourly Rate
Year 3	$58.79	+	3%	=	$60.56	Year 4 Avg Hourly Rate
Year 4	$60.56	+	3%	=	$62.38	Year 5 Avg Hourly Rate

3. Calculate estimated hours per year (Multiply estimate % each year by total hours)

	Estimated % Completed Each Year		Total Hours per Cost Proposal		Total Hours per Year	
Year 1	10.00%	*	1044.0	=	104.4	Estimated Hours Year 1
Year 2	80.00%	*	1044.0	=	835.2	Estimated Hours Year 2
Year 3	10.00%	*	1044.0	=	104.4	Estimated Hours Year 3
Year 4		*	1044.0	=	0.0	Estimated Hours Year 4
Year 5		*	1044.0	=	0.0	Estimated Hours Year 5
Total	100%		Total	=	1044.0	

4. Calculate Total Costs including Escalation (Multiply Average Hourly Rate by the number of hours)

	Avg Hourly Rate (calculated above)		Estimated hours (calculated above)		Cost per Year	
Year 1	$55.42	*	104	=	$5,785.80	Estimated Hours Year 1
Year 2	$57.08	*	835	=	$47,674.99	Estimated Hours Year 2
Year 3	$58.79	*	104	=	$6,138.16	Estimated Hours Year 3
Year 4	$60.56	*	0	=	$0.00	Estimated Hours Year 4
Year 5	$62.38	*		=	$0.00	Estimated Hours Year 5
	Total Direct Labor Cost with Escalation			=	$59,598.95	
	Direct Labor Subtotal before Escalation			=	$57,858.00	
	Estimated total of Direct Labor Salary Increase			=	**$1,740.95**	Transfer to Page 1

Certification of Direct Costs:

I, the undersigned, certify to the best of my knowledge and belief that all direct costs identified on the cost proposal(s) in this contract are actual, reasonable, allowable, and allocable to the contract in accordance with the contract terms and the following requirements:

1. Generally Accepted Accounting Principles (GAAP)
2. Terms and conditions of the contract
3. Title 23 United States Code Section 112 - Letting of Contracts
4. 48 Code of Federal Regulations Part 31 - Contract Cost Principles and Procedures
5. 23 Code of Federal Regulations Part 172 - Procurement, Management, and Administration of Engineering and Design Related Service
6. 48 Code of Federal Regulations Part 9904 - Cost Accounting Standards Board (when applicable)

All costs must be applied consistently and fairly to all contracts. All documentation of compliance must be retained in the project files and be in compliance with applicable federal and state requirements. Costs that are noncompliant with the federal and state requirements are not eligible for reimbursement. Local governments are responsible for applying only cognizant agency approved or Caltrans accepted Indirect Cost Rate(s).

Prime Consultant or Subconsultant Certifying:

Name:	Alahesh Thurairajah, PE, GE	Title *:	Principal
Signature :		Date of Certification (mm/dd/yyyy):	04/19/21
Email:	A.Thurairajah@earthmech.com	Phone Number:	714-751-3826
Address:	17800 Newhope Street, Suite B, Fountain Valley, CA 92708		

List services the Subconsultants are providing under the proposed contract:
541330 - Geotechnical Engineering
541380 - Laboratory Testing

CITY OF COACHELLA
Avenue 50 Bridege Over CVSC

SCOPE OF WORK - ESTIMATED HOURS WORKSHEET

Fully Loaded Hourly Rate (Direct Labor, overhead, and profit)			$229.22	$205.67	$161.71	$135.02	$128.74			
TASKS	Task No	Staff Name	Alahesh Thurairajah	Mike Kapuskar	Michael Hoshiyama	Jianmin Fang	Pratha Ragavan	TOTAL HOURS	TOTAL COST without Labor Escalation	TOTAL COST with Labor Escalation
		Staff Classification	Principal/PM	Senior Engineer	Sr. Project Geologist	Senior Technician	Senior Staff Engineer			
1	**Project Management Services**									
	1.1	Administration						**0**	$0.00	**$0.00**
	1.2	Coordination and Meetings						**0**	$0.00	**$0.00**
	1.3	Quality Assurance and Quality Control						**0**	$0.00	**$0.00**
	1.4	Project Schedule						**0**	$0.00	**$0.00**
	1.5	Risk Management						**0**	$0.00	**$0.00**
	1.6	Project Budget, Cost Accounting and Reporting						**0**	$0.00	**$0.00**
	1.7	Prepare Funding Applications						**0**	$0.00	**$0.00**
2	**Draft Final Design Services (35% PS&E)**									
	2.6	Geotechnical Design Report	180	280	196	188	200	**1044**	$181,677.59	**$231,395.27**
	TOTAL HOURS		**180**	**280**	**196**	**188**	**200**	**1,044**	$181,677.59	**$231,395.27**

CITY OF COACHELLA

COST PROPOSAL

Exhibit 10-H1

Avenue 50 Bridge Over CVSC

☐ Prime Consultant ☑ Subconsultant ☐ 2nd Tier Sub

Consultant Michael Baker International, Inc.

Project No. TBD Contract No. TBD Date 4/19/2021

DIRECT LABOR

Classification/Title	Name	Hours	Hourly Rates	Total
Principal in Charge	Alan Ashimine	24	$95.40	$2,289.60
Project Manager	Brad Losey	117	$93.63	$10,954.71
Senior Engineer	Steve Giffen	220	$72.16	$15,875.20
Senior Engineer	Barb Vealey	284	$64.22	$18,238.48
Project Engineer	Dominic Stone	560	$51.69	$28,946.40
Project Engineer	Dan Price	364	$40.21	$14,636.44
Assistant Engineer	Samantha Carlson	868	$35.66	$30,952.88
Regulatory Specialist	Tim Tidwell	88	$55.90	$4,919.20
Senior Biologist	Tom Millington	8	$56.19	$449.52
		2715		**$135,855.87**

LABOR COSTS

a) Subtotal Direct Labor Costs $135,855.87

b) Anticipated Salary Increases (see page 2 for sample) $6,826.76

c) TOTAL DIRECT LABOR COSTS [(a) + (b)] $142,682.63

FRINGE BENEFITS

d) Fringe Benefits Rate: 45.14%

e) Total Fringe Benefits [(c) x (d)] $64,406.94

INDIRECT COSTS

f) Overhead Rate: 53.42% g) Overhead [(c) x (f)] $76,221.06

h) General and Administrative Rate: 50.23% i) Gen & Admin [(c) x (h)] $71,669.48

j) **Total Indirect Costs** [(e) + (g) + (i)] $212,297.48

FIXED FEE (Profit)

q) Rate: 10.00%

k) **TOTAL FIXED PROFIT** [(c) + (j)] x (q)] $35,498.01

l) OTHER DIRECT COSTS (ODC)

Description	Unit(s)		Unit Cost	Total
Copy/Reprographics	20000	LS	$0.25	$5,000.00
Mileage	2500	Miles	$0.56	$1,400.00
				$0.00
		l) TOTAL OTHER DIRECT COSTS		$7,900.00

m) Subconsultants:

n) **Total Other Direct Costs Including Subconsultants** [(l) + (m)] $7,900.00

TOTAL COST [(c) + (j) + (k) + (n)] **$398,378.12**

CITY OF COACHELLA **COST PROPOSAL** Exhibit 10-H1 Pa

Avenue 50 Bridge Over CVSC

☐ Prime Consultant ☑ Subconsultant ☐ 2nd Tier Sub

Consultant **Michael Baker International, Inc.**

Project No. TBD Contract No. TBD Date 4/19/2021

1. Calculate Average Hourly Rate for 1st year of the contract (Direct Labor Subtotal divided by total

Direct Labor Subtotal per Cost Proposal		Total Hours per Cost Proposal		Avg Hourly Rate	2 Year Contract Duration
$135,855.87		2,715	=	$50.04	Year 1 Avg Hourly Rate

2. Calculate hourly rate for all years (Increase the Average Hourly Rate for a year by proposed escalation %)

	Avg Hourly Rate		Proposed Escalation		
Year 1	$50.04	+	5%	=	$52.54 Year 2 Avg Hourly Rate

3. Calculate estimated hours per year (Multiply estimate % each year by total hours)

	Estimated % Completed Each Year		Total Hours per Cost Proposal		Total Hours per Year	
Year 1	10.00%	*	2715.0	=	271.5	Estimated Hours Year 1
Year 2	80.00%	*	2715.0	=	2172.0	Estimated Hours Year 2
Year 3	10.00%	*	2715.0	=	271.5	Estimated Hours Year 3
Year 4	0.00%	*	2715.0	=	0.0	Estimated Hours Year 4
Year 5	0.00%	*	2715.0	=	0.0	Estimated Hours Year 5
Total	100%		Total	=	2715.0	

4. Calculate Total Costs including Escalation (Multiply Average Hourly Rate by the number of hours)

	Avg Hourly Rate (calculated above)		Estimated hours (calculated above)		Cost per Year	
Year 1	$50.04	*	272	=	$13,585.59	Estimated Hours Year 1
Year 2	$52.54	*	2172	=	$114,118.93	Estimated Hours Year 2
Year 3	$55.17	*	272	=	$14,978.11	Estimated Hours Year 3
Year 4	$57.93	*	0	=	$0.00	Estimated Hours Year 4
Year 5	$60.82	*		=	$0.00	Estimated Hours Year 5
	Total Direct Labor Cost with Escalation			=	$142,682.63	
	Direct Labor Subtotal before Escalation			=	$135,855.87	
	Estimated total of Direct Labor Salary Increase			=	**$6,826.76**	Transfer to Page 1

Certification of Direct Costs:

I, the undersigned, certify to the best of my knowledge and belief that all direct costs identified on the cost proposal(s) in this contract are actual, reasonable, allowable, and allocable to the contract in accordance with the contract terms and the following requirements:

1. Generally Accepted Accounting Principles (GAAP)
2. Terms and conditions of the contract
3. Title 23 United States Code Section 112 - Letting of Contracts
4. 48 Code of Federal Regulations Part 31 - Contract Cost Principles and Procedures
5. 23 Code of Federal Regulations Part 172 - Procurement, Management, and Administration of Engineering and Design Related Service
6. 48 Code of Federal Regulations Part 9904 - Cost Accounting Standards Board (when applicable)

All costs must be applied consistently and fairly to all contracts. All documentation of compliance must be retained in the project files and be in compliance with applicable federal and state requirements. Costs that are noncompliant with the federal and state requirements are not eligible for reimbursement. Local governments are responsible for applying only cognizant agency approved or Caltrans accepted Indirect Cost Rate(s).

Prime Consultant or Subconsultant Certifying:

Name:_____ Title *:

List services the Subconsultants are providing under the proposed contract:

CITY OF COACHELLA
Avenue 50 Bridge Over CVSC

SCOPE OF WORK - ESTIMATED HOURS WORKSHEET

Fully Loaded Hourly Rate (Direct Labor, overhead, and profit)			$261.08	$256.24	$197.48	$175.75	$141.46	$110.04	$97.59	$152.98	$207.44	$115.24	$91.24	$153.77			
TASKS	Task No.	Staff Name	Alan Ashimine	Brad Losey	Steve Giffen	Barb Vealey	Dominic Stone	Dan Price	Samantha Carlson	Tim Tidwell	Chris Johnson	Ashley Spencer	Ryan Phaneuf	Tom Millington	TOTAL HOURS	TOTAL FEE without Labor Escalation	TOTAL FEE with Labor Escalation
		Staff Classification	Principal in Charge	Project Manager	Senior Engineer	Senior Engineer	Project Engineer	Project Engineer	Assistant Engineer	Regulatory Specialist	Natural Resources Manager	Biologist	GIS Analyst	Senior Biologist			
1	**Project Management Services**																
2	**Draft Final Design Services (35% PS&E)**																
	2.4a	Draft Drainage Reports - Bridge Hydraulics Report		24	120			220							**364**	$54,056.52	**$57,921.47**
	2.4b	Draft Drainage Reports - Roadway Drainage Report		12		32	60	40	80						**224**	$29,395.33	**$31,497.05**
	2.4c	Draft Drainage Reports - City WQMP		8		20	40		60						**128**	$17,078.70	**$18,299.79**
4	**Permits/Agreements**																
	4.1	Clean Water Act Section 404 Pre-Construction Notification	8							40	22	40	16		**126**	$18,841.13	**$20,188.23**
	4.2	Clean Water Act Section 401 Water Quality Certification	8							24	8	32	12		**84**	$12,202.35	**$13,074.80**
	4.3	California Fish and Wildlife 1602 Streambed Alteration	8							24	8	32	12	8	**92**	$13,432.55	**$14,392.95**
	4.4	CVWD Encroachment Permit													**0**	$0.00	**$0.00**
5	**Draft Final Design Services – 65% PS&E Submittal**																
	5.6	Drainage Plans		8		60	100		160						**328**	$42,355.31	**$45,383.64**
	5.15	Temporary Water Pollution and Erosion Control Plans		8		40	60		80						**188**	$25,374.70	**$27,188.95**
	5.20	Cost Estimates		2			16		40						**58**	$6,679.44	**$7,157.01**
	5.21	Specifications		2	24		12								**38**	$6,949.50	**$7,446.37**
	5.22a	Final Drainage Reports - Bridge Hydraulics Report		8	40			80							**128**	$18,752.46	**$20,093.22**
	5.22b	Final Drainage Reports - Roadway Drainage Report		8		24	40	24	60						**156**	$20,422.71	**$21,882.90**
	5.22c	Final Drainage Reports - City WQMP		2		16	24		40						**82**	$10,623.12	**$11,382.65**
6	**Draft Final Design Services – 95% PS&E Submittal**																
	6.6	Drainage Plans		8		32	80		120						**240**	$30,701.50	**$32,896.61**
	6.15	Temporary Water Pollution and Erosion Control Plans		8		32	40		80						**160**	$21,139.51	**$22,650.94**
	6.19	Cost Estimates		2			12		24						**38**	$4,552.16	**$4,877.63**
	6.20	Specifications		2	20		4								**26**	$5,027.90	**$5,387.39**
7	**Final Design Services – 100% PS&E Submittal**																
	7.6	Drainage Plans		8		20	40		60						**128**	$17,078.70	**$18,299.79**
	7.15	Temporary Water Pollution and Erosion Control Plans		4		8	20		40						**72**	$9,163.75	**$9,818.94**
	7.19	Cost Estimates		1			12		24						**37**	$4,295.92	**$4,603.07**
	7.20	Specifications		2	16										**18**	$3,672.15	**$3,934.70**
8	**Resident Engineer File and Supplemental Materials**																
9	**Contract Bid Documents (Ready-To-List)**																
	9.1	Assemble Bid Package													**0**	$0.00	**$0.00**
	TOTAL HOURS		**24**	**117**	**220**	**284**	**560**	**364**	**868**	**88**	**38**	**104**	**40**	**8**	**2,715**	$371,795.40	**$398,378.12**

CITY OF COACHELLA **COST PROPOSAL** Exhibit 10-H1 Page 1 of 4

Avenue 50 Bridege Over CVSC

☐ Prime Consultant ☑Subconsultant ☐nd Tier Sub

Consul NV5, Inc.

ct No. Contract No. TBD Date 31-Mar-21

DIRECT LABOR

Classification/Title	Name	Hours	Hourly Rates	Total
Bridge Project Manager	Jack Abcarius	36	$95.84	$3,450.15
Sr. Bridge Engineer	C. Daniel Sun	460	$72.54	$33,368.40
Survey Manager	Jay Fahrion	96	$67.03	$6,434.88
Senior Surveyor	Doug Boyle	300	$39.78	$11,934.00
CADD Tech III	Dave Schilke	120	$47.17	$5,660.40
Survey Party Chief**	Joshua Wehe	88	$73.86	$6,499.68
Survey Chainman**	Phil Stuart	88	$73.21	$6,442.48
Traffic Manager	James Miller	13	$76.92	$999.96
Senior Traffic Project Engi	Chris Cate	50	$55.00	$2,750.00
Traffic Engineer II	Nicole Harmon	84	$31.73	$2,665.32
Civil Manager	Vickie Bridenstine	38	$69.22	$2,630.36
Senior Project Engineer	Scott Vinton	51	$74.69	$3,809.19
Project Engineer I	Miguel Gonzalez	67	$43.82	$2,935.94
Engineer II	Aaron Gonzalez	54	$35.33	$1,907.82
		1,491		**$89,580.76**

LABOR COSTS

a) Subtotal Direct Labor Costs $89,580.76

b) Anticipated Salary Increases (see page 2 for sample) $1,612.45

c) TOTAL DIRECT LABOR COSTS [(a) + (b)] $91,193.21

FRINGE BENEFITS

d) Fringe Benefits (Rate:) **e) Total Fringe Benefits** [(c) x (d)] $0.00

INDIRECT COSTS

f) Overhead (Rate: 138.15%) g) Overhead [(c) x (f)] ##########

h) General and Administra (Rate:) i) Gen & Admin [(c) x (h)] $0.00

j) **Total Indirect Costs** [(e) + (g) + (i)] $125,983.42

FIXED FEE (Profit)

q) (Ra 10.00%) k) **TOTAL FIXED PROFIT** [(c) + (j)] x (q)] $21,717.66

l) OTHER DIRECT COSTS (ODC)

Description	Unit(s)		Unit Cost	Total
Preliminary Title Reports (9)	9	Each	$750.00	$6,750.00
Riv. Co. Record of Survey Fee	1	Each	$800.00	$800.00
Mileage		Miles		$0.00
				$0.00
		l) TOTAL OTHER DIRECT COSTS		$7,550.00

m) Subconsultants:

m) TOTAL SUBCONSULTANT'S COST $0.00

n) **Total Other Direct Costs Including Subconsultants** [(l) + (m)] $7,550.00

TOTAL COST [(c) + (j) + (k) + (n)] **$246,444.30**

Avenue 50 Bridege Over CVSC

☐ Prime Consultant ☑ Subconsultant ☐nd Tier Sub

Consultant **NV5, Inc.**

Project No. _____ Contract No. TBD Date 3/31/2021

1. Calculate Average Hourly Rate for 1st year of the contract (Direct Labor Subtotal divided by

Direct Labor Subtotal per Cost Proposal		Total Hours per Cost Proposal		Avg Hourly Rate	2 Year Contract Duration
	$89,580.76	1,491	=	$60.08	Year 1 Avg Hourly Rate

2. Calculate hourly rate for all years (Increase the Average Hourly Rate for a year by proposed escalation %)

	Avg Hourly Rate		Proposed Escalation		
Year 1	$60.08	+	3%	=	$61.88 Year 2 Avg Hourly Rate

3. Calculate estimated hours per year (Multiply estimate % each year by total hours)

	Estimated % Completed Each Year		Total Hours per Cost Proposal		Total Hours per Year	
Year 1	40.00%	*	1491.0	=	596.4	Estimated Hours Year 1
Year 2	60.00%	*	1491.0	=	894.6	Estimated Hours Year 2
Year 3		*	1491.0	=	0.0	Estimated Hours Year 3
Year 4		*	1491.0	=	0.0	Estimated Hours Year 4
Year 5		*	1491.0	=	0.0	Estimated Hours Year 5
Total	100%		Total	=	1491.0	

4. Calculate Total Costs including Escalation (Multiply Average Hourly Rate by the number of hours)

	Avg Hourly Rate (calculated above)		Estimated hours (calculated above)		Cost per Year	
Year 1	$60.08	*	596	=	#########	Estimated Hours Year 1
Year 2	$61.88	*	895	=	#########	Estimated Hours Year 2
Year 3	$63.74	*	0	=	$0.00	Estimated Hours Year 3
Year 4	$65.65	*	0	=	$0.00	Estimated Hours Year 4
Year 5	$67.62	*		=	$0.00	Estimated Hours Year 5
	Total Direct Labor Cost with Escalation			=	#########	
	Direct Labor Subtotal before Escalation			=	#########	
	Estimated total of Direct Labor Salary Increase			=	**$1,612.45**	Transfer to Page 1

Certification of Direct Costs:

I, the undersigned, certify to the best of my knowledge and belief that all direct costs identified on the cost proposal(s) in this contract are actual, reasonable, allowable, and allocable to the contract in accordance with the contract terms and the following requirements:

1. Generally Accepted Accounting Principles (GAAP)
2. Terms and conditions of the contract
3. Title 23 United States Code Section 112 - Letting of Contracts
4. 48 Code of Federal Regulations Part 31 - Contract Cost Principles and Procedures
5. 23 Code of Federal Regulations Part 172 - Procurement, Management, and Administration of Engineering and Design Related Service
6. 48 Code of Federal Regulations Part 9904 - Cost Accounting Standards Board (when applicable)

All costs must be applied consistently and fairly to all contracts. All documentation of compliance must be retained in the project files and be in compliance with applicable federal and state requirements. Costs that are noncompliant with the federal and state requirements are not eligible for reimbursement. Local governments are responsible for applying only cognizant agency approved or Caltrans accepted Indirect Cost Rate(s).

Prime Consultant or Subconsultant Certifying:

Name: Carmen C. Kasner Title *: Regional Managing Director

Signature : Date of Certification (mm/dd/yyyy):

Email: Carmen.Kasner@NV5.com Phone Number: 58-385-213

Address: 15092 Avenue of Science, Suite 200, SD, CA 92128

List services the Subconsultants are providing under the proposed contract:

Independent Check of Bridge Design & Details

CITY OF COACHELLA
Avenue 50 Bridege Over CVSC

SCOPE OF WORK - ESTIMATED HOURS WORKSHEET

Fully Loaded Hourly Rate (Direct Labor, overhead, and profit)			**$251.06**	**$190.03**	**$175.60**	**$104.21**	**$123.57**	**$193.49**	**$191.78**	**$201.50**	**$144.08**	**$83.12**	**$181.33**	**$195.66**	**$114.79**	**$92.55**			
TASKS	**Task No.**	**Staff Name**	**Jack Abcarius**	**C. Daniel Sun**	**Jay Fahrion**	**Doug Boyle**	**Dave Schilke**	**Joshua Wehe**	**Phil Stuart**	**James Miller**	**Chris Cate**	**Nicole Harmon**	**Vickie Bridenstine**	**Scott Vinton**	**Miguel Gonzalez**	**Aaron Gonzalez**	**TOTAL HOURS**	TOTAL COST without Labor Escalation	**TOTAL COST with Labor Escalation**
		Staff Classification	Bridge Project Manager	Sr. Bridge Engineer	Survey Manager	Senior Surveyor	CADD Tech III	Survey Party Chief**	Survey Chainman**	Traffic Manager	Senior Traffic Project Engineer	Traffic Engineer II	Civil Manager	Senior Project Engineer	Project Engineer I	Engineer II			
1	**Project Management Services**																		
	1.1	Administration	4														**4**	$1,004.24	**$1,053.58**
	1.3	Quality Assurance and Quality Control	8		20												**28**	$5,520.39	**$5,791.59**
2	**Draft Final Design Services (35% PS&E)**																		
	2.1	Surveys and Mapping			36	110	20	88	88								**342**	$54,159.80	**$56,820.48**
		2.8.2.2 Prepare Legal Descriptions and Plat Maps			40	190	100										**330**	$39,180.53	**$41,105.34**
3	**Right-Of-Way Acquisition Services**																		
4	**Permits/Agreements**																		
5	**Draft Final Design Services – 65% PS&E Submittal**																		
	5.7	Irrigation Lateral and Tile Drain System											18	25	37	30	**110**	$15,179.43	**$15,925.14**
	5.14	Traffic Signal and Street Lighting Plans (Phase 1)								5	16	24					**45**	$5,307.73	**$5,568.48**
	5.18	Bridge Independent Check	24	460													**484**	$93,438.99	**$98,029.32**
6	**Draft Final Design Services – 95% PS&E Submittal**																		
	6.7	Irrigation Lateral and Tile Drain System											10	16	20	16	**62**	$8,720.61	**$9,149.02**
	6.14	Traffic Signal and Street Lighting Plans (Phase 1)								4	22	36					**62**	$6,968.16	**$7,310.49**
7	**Final Design Services – 100% PS&E Submittal**																		
	7.7	Irrigation Lateral and Tile Drain System											10	10	10	8	**38**	$5,658.29	**$5,936.26**
	7.14	Traffic Signal and Street Lighting Plans (Phase 1)								4	12	24					**40**	$4,529.90	**$4,752.44**
8	**Resident Engineer File and Supplemental Materials**																		
	8.1	Resident Engineer's Pending File															**0**	$0.00	**$0.00**
	8.2	Supplemental PS&E Materials															**0**	$0.00	**$0.00**
9	**Contract Bid Documents (Ready-To-List)**																		
	9.1	Assemble Bid Package															**0**	$0.00	**$0.00**
	TOTAL HOURS		**36**	**460**	**96**	**300**	**120**	**88**	**88**	**13**	**50**	**84**	**38**	**51**	**67**	**54**	**1,545**	$239,668.06	**$251,442.12**

CITY OF COACHELLA

COST PROPOSAL

Exhibit 10-H1

Avenue 50 Bridege Over CVSC

☐ Prime Consultant ☑ Subconsultant ☐ 2nd Tier Sub

Consultant **Paragon Partners**

Project No. Contract No. TBD Date 29-Mar-21

DIRECT LABOR

Classification/Title	Name	Hours	Hourly Rates	Total
Project Director/Corporate Broker	Mark Mendoza*	32	$108.41	$3,469.12
Project Manager	Dan Akins*	224	$64.28	$14,398.72
Senior Agent	Jennifer Goralski	164	$45.91	$7,529.24
Project Coordinator	Colin Valles	134	$31.25	$4,187.50
Quality Control/Compliance	Linda Tong	32	$75.00	$2,400.00
		-	$0.00	$0.00
		-	$0.00	$0.00
		586		**$31,984.58**

LABOR COSTS

a) Subtotal Direct Labor Costs $31,984.58

b) Anticipated Salary Increases (see page 2 for sample) $239.88

c) TOTAL DIRECT LABOR COSTS [(a) + (b)] $32,224.46

FRINGE BENEFITS

d) Fringe Benefits (Rate:) **e) Total Fringe Benefits** [(c) x (d)] $0.00

INDIRECT COSTS

f) Overhead (Rate: 98.83%) g) Overhead [(c) x (f)] $31,847.44

h) General and Administrative (Rate:) i) Gen & Admin [(c) x (h)] $0.00

j) **Total Indirect Costs** [(e) + (g) + (i)] $31,847.44

FIXED FEE (Profit)

q) (Rate: 10.00%) k) **TOTAL FIXED PROFIT** [(c) + (j)] x (q)] $6,407.19

l) OTHER DIRECT COSTS (ODC)

Description	Unit(s)		Unit Cost	Total
Postage/Delivery	14	Each	$25.00	$350.00
Mileage	1800	Miles	0.560	$1,008.00
	l) TOTAL OTHER DIRECT COSTS			$1,358.00

m) Subconsultants:

Appraisals	$18,812.50
Appraisal Reviews	$9,187.50
m) TOTAL SUBCONSULTANT'S COSTS	$28,000.00

n) **Total Other Direct Costs Including Subconsultants** [(l) + (m)] $29,358.00

TOTAL COST [(c) + (j) + (k) + (n)] **$99,837.09**

CITY OF COACHELLA **COST PROPOSAL** Exhibit 10-H1 Pa

Avenue 50 Bridege Over CVSC

☐ Prime Consultant ☑ Subconsultant ☐ 2nd Tier Sub

Consultant **Paragon Partners**

Project No. Contract No. TBD Date

1. Calculate Average Hourly Rate for 1st year of the contract (Direct Labor Subtotal divided by total

Direct Labor Subtotal per Cost Proposal		Total Hours per Cost Proposal		Avg Hourly Rate	2 Year Contract Duration
	$31,984.58	586	=	$54.58	Year 1 Avg Hourly Rate

2. Calculate hourly rate for all years (Increase the Average Hourly Rate for a year by proposed escalation %)

	Avg Hourly Rate		Proposed Escalation			
Year 1	$54.58	+		=	$54.58	Year 2 Avg Hourly Rate
Year 2	$54.58	+	3%	=	$56.22	Year 3 Avg Hourly Rate
Year 3	$56.22	+	3%	=	$57.91	Year 4 Avg Hourly Rate
Year 4	$57.91	+	3%	=	$59.64	Year 5 Avg Hourly Rate

3. Calculate estimated hours per year (Multiply estimate % each year by total hours)

	Estimated % Completed Each Year		Total Hours per Cost Proposal		Total Hours per Year	
Year 1	75.00%	*	586.0	=	439.5	Estimated Hours Year 1
Year 2	25.00%	*	586.0	=	146.5	Estimated Hours Year 2
Year 3		*	586.0	=	0.0	Estimated Hours Year 3
Year 4		*	586.0	=	0.0	Estimated Hours Year 4
Year 5		*	586.0	=	0.0	Estimated Hours Year 5
Total	100%		Total	=	586.0	

4. Calculate Total Costs including Escalation (Multiply Average Hourly Rate by the number of hours)

	Avg Hourly Rate (calculated above)		Estimated hours (calculated above)		Cost per Year	
Year 1	$54.58	*	440	=	$23,988.44	Estimated Hours Year 1
Year 2	$56.22	*	147	=	$8,236.03	Estimated Hours Year 2
Year 3	$57.91	*	0	=	$0.00	Estimated Hours Year 3
Year 4	$59.64	*	0	=	$0.00	Estimated Hours Year 4
Year 5		*		=	$0.00	Estimated Hours Year 5
	Total Direct Labor Cost with Escalation			=	$32,224.46	
	Direct Labor Subtotal before Escalation			=	$31,984.58	
	Estimated total of Direct Labor Salary Increase			=	**$239.88**	Transfer to Page 1

Certification of Direct Costs:

I, the undersigned, certify to the best of my knowledge and belief that all direct costs identified on the cost proposal(s) in this contract are actual, reasonable, allowable, and allocable to the contract in accordance with the contract terms and the following requirements:

1. Generally Accepted Accounting Principles (GAAP)
2. Terms and conditions of the contract
3. Title 23 United States Code Section 112 - Letting of Contracts
4. 48 Code of Federal Regulations Part 31 - Contract Cost Principles and Procedures
5. 23 Code of Federal Regulations Part 172 - Procurement, Management, and Administration of Engineering and Design Related Service
6. 48 Code of Federal Regulations Part 9904 - Cost Accounting Standards Board (when applicable)

All costs must be applied consistently and fairly to all contracts. All documentation of compliance must be retained in the project files and be in compliance with applicable federal and state requirements. Costs that are noncompliant with the federal and state requirements are not eligible for reimbursement. Local governments are responsible for applying only cognizant agency approved or Caltrans accepted Indirect Cost Rate(s).

Prime Consultant or Subconsultant Certifying:

Name:	Neilia LaValle	Title *:	President & CEO
Signature :		Date of Certification (mm/dd/yyyy):	03/29/21
Email:	Neilia@paragon-partners.com	Phone Number:	14-379-3376 x 10
Address:	5660 Katella Avenue, Suite 100, Cypress, CA 90630		

List services the Subconsultants are providing under the proposed contract:

BRC	Public Outreach
Paragon Partners	Right of Way Acquisitions
Earth Mechanic	Geotechnical
ESA	Environmental Services
FPL	Traffic Study
Geocon	ISA Phase II
NV5	Survey, Mapping & Structures
PACE	Hydraulics Analysis
Transystems	Structures

CITY OF COACHELLA
Avenue 50 Bridege Over CVSC

SCOPE OF WORK - ESTIMATED HOURS WORKSHEET

Fully Loaded Hourly Rate (Direct Labor, overhead, and profit)			$237.11	$140.59	$100.41	$68.35	$164.03		
TASKS	Task No	Staff Name	Mark Mendoza*	Dan Akins*	Jennifer Goralski	Colin Valles	Linda Tong	TOTAL HOURS	TOTAL FULLY LOADED LABOR COST PER TASK
		Staff Classification	Project Director/Corporate Broker	Project Manager	Senior Acquisition Agent	Project Coordinator	QA/QC/Compliance		
1	**Project Management Services**		**24**	**60**	**0**	**30**	**24**		
	1.1	Administration						**0**	**$0.00**
	1.2	Coordination and Meetings	12	60		30		**102**	**$13,331.04**
	1.3	Quality Assurance and Quality Control	12				24	**36**	**$6,782.12**
	1.4	Project Schedule						**0**	**$0.00**
	1.5	Prepare Funding Applications						**0**	**$0.00**
2	**Draft Final Design Services (PS&E)**		**0**	**0**	**0**	**0**	**0**		
3	**Right-Of-Way Acquisition Services**		**8**	**164**	**164**	**104**	**8**		
	4.1	4.1. Appraisal	4	8	8	24		**44**	**$4,516.77**
	4.2	4.2. Acquisition Service	4	156	156	80	8	**404**	**$45,324.51**
	TOTAL HOURS		**32**	**224**	**164**	**134**	**32**	**586**	**$69,954.43**
		TOTAL LABOR COSTS	**$7,587.42**	**$31,491.87**	**$16,467.43**	**$9,158.61**	**$5,249.11**		**$69,954.43**

Total Escalations	**$525**
ODC	**$29,358**
AES - Grant Total	**$99,837**

CITY OF COACHELLA **COST PROPOSAL** Exhibit 10-H1 Page 1 of 4

Avenue 50 Bridege Over CVSC

☐ Prime Consultant ☑ Subconsultant ☐ 2nd Tier Sub

Consultant TranSystems

Project No. City Project No. ST-69 and ST-81 Contract No. TBD Date 12-Apr-21

DIRECT LABOR

Classification/Title	Name	Hours	Hourly Rates	Total
Project Manager	Ayman Salama	392	$95.00	$37,240.00
Sr. Project Engineer	Andre Issa	1,080	$71.20	$76,896.00
Engineer II	Jaime Garcia	842	$40.22	$33,865.24
Engineer II	Shunji Jiang	840	$39.38	$33,079.20
Engineer II	Kevin Nguyen	840	$40.38	$33,919.20
Engineer I	Andre Castillo	840	$32.00	$26,880.00
Admin Assistant	Tracy Levine	160	$33.44	$5,350.40
		-		$0.00
		4,994		**$247,230.04**

LABOR COSTS

a) Subtotal Direct Labor Costs $247,230.04

b) Anticipated Salary Increases (see page 2 for sample) $7,439.15

c) TOTAL DIRECT LABOR COSTS [(a) + (b)] $254,669.19

FRINGE BENEFITS

d) Fringe Benefits (Rate: 53.18%) **e) Total Fringe Benefits** [(c) x (d)] $135,433.08

INDIRECT COSTS

f) Overhead (Rate: 75.74%) g) Overhead [(c) x (f)] $192,886.45

h) General and Administrative (Rate: 20.55%) i) Gen & Admin [(c) x (h)] $52,334.52

j) **Total Indirect Costs** [(e) + (g) + (i)] $380,654.04

FIXED FEE (Profit)

q) (Rate: 10.00%) k) **TOTAL FIXED PROFIT** [(c) + (j)] x (q)] $63,532.32

l) OTHER DIRECT COSTS (ODC)

Description	Unit(s)		Unit Cost	Total
Copy/Reprographics	5	Submittals	$100.00	$500.00
Mails	5	Each	$50.00	$250.00
Mileage	600	Miles	$0.580	$348.00
				$0.00
	l) TOTAL OTHER DIRECT COSTS			$1,098.00

m) Subconsultants:

m) TOTAL SUBCONSULTANT'S COSTS $0.00

n) **Total Other Direct Costs Including Subconsultants** [(l) + (m)] $1,098.00

TOTAL COST [(c) + (j) + (k) + (n)] **$699,953.56**

CITY OF COACHELLA **COST PROPOSAL** Exhibit 10-H1 Pa

Avenue 50 Bridege Over CVSC

☐ Prime Consultant ☑ Subconsultant ☐ 2nd Tier Sub

Consultant **TranSystems**

Project No. No. ST-69 and ST-81 Contract No. TBD Date 12-Apr-21

1. Calculate Average Hourly Rate for 1st year of the contract (Direct Labor Subtotal divided by total

Direct Labor Subtotal per Cost Proposal		Total Hours per Cost Proposal		Avg Hourly Rate	2 Year Contract Duration
$247,230.04		4,994	=	$49.51	Year 1 Avg Hourly Rate

2. Calculate hourly rate for all years (Increase the Average Hourly Rate for a year by proposed escalation %)

	Avg Hourly Rate		Proposed Escalation			
Year 1	$49.51	+	3%	=	$50.99	Year 2 Avg Hourly Rate
Year 2	$50.99	+	3%	=	$52.52	Year 3 Avg Hourly Rate
Year 3	$52.52	+	3%	=	$54.10	Year 4 Avg Hourly Rate
Year 4	$54.10	+	3%	=	$55.72	Year 5 Avg Hourly Rate

3. Calculate estimated hours per year (Multiply estimate % each year by total hours)

	Estimated % Completed Each Year		Total Hours per Cost Proposal		Total Hours per Year	
Year 1	10.00%	*	4994.0	=	499.4	Estimated Hours Year 1
Year 2	80.00%	*	4994.0	=	3995.2	Estimated Hours Year 2
Year 3	10.00%	*	4994.0	=	499.4	Estimated Hours Year 3
Year 4		*	4994.0	=	0.0	Estimated Hours Year 4
Year 5		*	4994.0	=	0.0	Estimated Hours Year 5
Total	100%		Total	=	4994.0	

4. Calculate Total Costs including Escalation (Multiply Average Hourly Rate by the number of hours)

Avg Hourly Rate (calculated above)	Estimated hours (calculated above)	Cost per Year

Certification of Direct Costs:

I, the undersigned, certify to the best of my knowledge and belief that all direct costs identified on the cost proposal(s) in this contract are actual, reasonable, allowable, and allocable to the contract in accordance with the contract terms and the following requirements:

1. Generally Accepted Accounting Principles (GAAP)
2. Terms and conditions of the contract
3. Title 23 United States Code Section 112 - Letting of Contracts
4. 48 Code of Federal Regulations Part 31 - Contract Cost Principles and Procedures
5. 23 Code of Federal Regulations Part 172 - Procurement, Management, and Administration of Engineering and Design Related Service
6. 48 Code of Federal Regulations Part 9904 - Cost Accounting Standards Board (when applicable)

All costs must be applied consistently and fairly to all contracts. All documentation of compliance must be retained in the project files and be in compliance with applicable federal and state requirements. Costs that are noncompliant with the federal and state requirements are not eligible for reimbursement. Local governments are responsible for applying only cognizant agency approved or Caltrans accepted Indirect Cost Rate(s).

Prime Consultant or Subconsultant Certifying:

Name:	Ayman Salama	Title *:	Principal
Signature :		Date of Certification (mm/dd/yyyy):	
Email:	aesalama@transystems.com	Phone Number:	949-798-9385
Address:	6 Hutton Centre Dr, Suite 800, Santa Ana, CA 92707		

List services the Subconsultants are providing under the proposed contract:

CITY OF COACHELLA
Avenue 50 Bridege Over CVSC

SCOPE OF WORK - ESTIMATED HOURS WORKSHEET

Fully Loaded Hourly Rate (Direct Labor, overhead, and profit)			$183.65	$137.64	$77.75	$76.13	$78.06	$61.86	$64.64			
TASKS	Task No	Staff Name	Ayman Salama	Andre Issa	Jaime Garcia	Shunji Jiang	Kevin Nguyen	Andre Castillo	Tracy Levine	TOTAL HOURS	TOTAL COST without Labor Escalation	TOTAL COST with Labor Escalation
		Staff Classification	Project Manager	Sr. Project Engineer	Engineer II	Engineer II	Engineer II	Engineer I	Admin Assistant			
1	**Project Management Services**											
	1.1	Administration	32	60						**92**	$14,135.12	**$14,560.45**
	1.2	Coordination and Meetings	32	60						**92**	$14,135.12	**$14,560.45**
	1.3	Quality Assurance and Quality Control	32	60						**92**	$14,135.12	**$14,560.45**
	1.4	Project Schedule	32	60						**92**	$14,135.12	**$14,560.45**
	1.6	Project Budget, Cost Accounting and Reporting							160	**160**	$10,343.07	**$10,654.30**
2	**Draft Final Design Services (35% PS&E)**											
	2.5	Structures Type Selection Report, GP, & Estimate	80	160	160	160	160	160		**880**	$83,721.97	**$86,241.17**
5	**Draft Final Design Services – 65% PS&E Submittal**											
	5.17	Bridge Plans	80	280	280	280	280	280		**1480**	$135,494.56	
6	**Draft Final Design Services – 95% PS&E Submittal**											
	6.17	Bridge Plans	80	280	280	280	280	280		**1480**	$135,494.56	
	6.18	Cost Estimates								**0**	$0.00	**$0.00**
	6.19	Specifications								**0**	$0.00	**$0.00**
7	**Final Design Services – 100% PS&E Submittal**											
	7.17	Bridge Plans	24	120	120	120	120	120		**624**	$56,180.14	**$57,870.60**
	7.18	Cost Estimates								**0**	$0.00	**$0.00**
	7.19	Specifications								**0**	$0.00	**$0.00**
8	**Resident Engineer File and Supplemental Materials**											
	TOTAL HOURS		**392**	**1,080**	**842**	**840**	**840**	**840**	**160**	**4,994**	$477,930.28	**$492,311.20**
										Total Escalations	$14,381	
										Total	$492,311.20	

Contract #: CVAG 20-022

AMENDMENT NUMBER ONE
to the
TWO-PROJECT AGREEMENT WITH THE CITY OF COACHELLA TO PROVIDE REGIONAL FUNDS FOR PLANS, SPECIFICATIONS AND ESTIMATES AND RIGHT-OF-WAY ACTIVITIES FOR A NEW BRIDGE OVER THE COACHELLA VALLEY STORMWATER CHANNEL ONLY ON AVENUE 50

This **AMENDMENT NUMBER ONE** is made and entered into this 21st day of September, 2020, by and between the **Coachella Valley Association of Governments**, a California joint powers agency **(CVAG)**, and **the City of Coachella** (Agency), and is made with reference to the following background facts and circumstances. All other terms and conditions shall remain the same as stated in the original Agreement for a New Bridge Over the Coachella Valley Stormwater Channel and a New Interchange at State Route 86, both on Avenue 50.

The Engineering Design and Environmental Document work is already completed for the two projects. This Amendment Number One authorizes CVAG to provide additional funding for the Avenue 50 bridge over the Coachella Valley Stormwater Channel only. The Ave. 50/State Route 86 interchange is not part of this amendment. CVAG's share of this amendment is $4,427,126 (75%), and the City share is $1,475,709 (25%), for a total funding commitment of $5,902,835.

Summary

Original Authorization	$ 1,505,000
Split: CVAG Share (75%): $1,108,500;	*Coachella share (25%): $396,500*
Amendment Number One	$ 5,902,835
Split: CVAG Share (75%): $4,427,126;	*Coachella share (25%): $1,475,709*
Total Authorized Allocation	$ 7,407,835

IN WITNESS WHEREOF, the parties hereto have caused this **Amendment Number One** to be executed by their duly authorized representatives on this date:

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS

By: _____
Glenn A. Miller, CVAG Chair

ATTEST:

_____
BY: Tom Kirk, CVAG Executive Director

CITY OF COACHELLA

By: _____
Steven Hernandez, Mayor

ATTEST:

By: _____
William Pattison, City Manager

CITY OF COACHELLA
PROFESSIONAL SERVICES AGREEMENT

1. PARTIES AND DATE.

This Agreement is made and entered into this 5th day of **May, 2015**, by and between the City of Coachella, a municipal organization organized under the laws of the State of California with its principal place of business at 1515 Sixth Street, Coachella, California 92236 ("City") and **ATHALYE Consulting Engineering Services, Inc., a CORPORATION,** with its principal place of business at 26457 Rancho Parkway South, Lake Forest CA 92630 ("Consultant"). City and Consultant are sometimes individually referred to as "Party" and collectively as "Parties."

2. RECITALS.

2.1 City. City is a municipal corporation organized under the laws of the State of California, with power to contract for services necessary to achieve its purpose.

2.2 Consultant. Consultant desires to perform and assume responsibility for the provision of certain professional services required by the City on the terms and conditions set forth in this Agreement. Consultant represents that it is experienced in providing **Professional Engineering Services** to public clients, is licensed in the State of California, and is familiar with the plans of City.

2.3 Project. City desires to engage Consultant to render such services for the **Avenue 50 Bridge Over Coachella Valley Stormwater Channel (aka Whitewater River) Project, City Project No. 2015-01, Federal Aid Project No. BR-NBIL (536)** ("Project") as set forth in this Agreement.

3. TERMS.

3.1 Scope of Services and Term.

3.1.1 General Scope of Services. Consultant promises and agrees to furnish to the City all labor, materials, tools, equipment, services, and incidental and customary work necessary to fully and adequately supply the professional engineering consulting services necessary for the Project ("Services"). The Services are more particularly described in Exhibit "A" attached hereto and incorporated herein by reference. All Services shall be subject to, and performed in accordance with, this Agreement, the exhibits attached hereto and incorporated herein by reference, and all applicable local, state and federal laws, rules and regulations.

3.1.2 Term. The term of this Agreement shall be from May 5, 2015 to June 30, 2017, unless earlier terminated as provided herein. Consultant shall complete the Services within the term of this Agreement, and shall meet any other established schedules and deadlines. City alone (not the Consultant) shall have the option to extend the term of this Agreement for

two (2) successive one (1) year periods (individually, "Subsequent Term" and collectively, "Subsequent Terms") on the same terms and conditions as set forth in this Agreement (including, without limitation, the rates set forth in the Compensation Schedule attached hereto as Exhibit "C" and incorporated by reference herein); provided however, that the amount of the total compensation, including authorized reimbursements, for any Services rendered in any Subsequent term(s) (if such Subsequent Term(s) is desired by City), shall not exceed the amount required to be appropriated by City, in its sole and absolute discretion. Such extension(s) shall be made by City providing written notice to Consultant. Consultant shall complete the Services within the applicable Term of the Agreement, and shall meet any other established schedules and deadlines as may be set by City staff on an on-call and as-needed basis from time to time.

3.2 Responsibilities of Consultant.

3.2.1 Control and Payment of Subordinates; Independent Contractor. The Services shall be performed by Consultant or under its supervision. Consultant will determine the means, methods and details of performing the Services subject to the requirements of this Agreement. City retains Consultant on an independent contractor basis and not as an employee. Consultant retains the right to perform similar or different services for others during the term of this Agreement. Any additional personnel performing the Services under this Agreement on behalf of Consultant shall also not be employees of City and shall at all times be under Consultant's exclusive direction and control. Consultant shall pay all wages, salaries, and other amounts due such personnel in connection with their performance of Services under this Agreement and as required by law. Consultant shall be responsible for all reports and obligations respecting such additional personnel, including, but not limited to: social security taxes, income tax withholding, unemployment insurance, disability insurance, and workers' compensation insurance.

3.2.2 Schedule of Services. Consultant shall perform the Services expeditiously, within the term of this Agreement, and in accordance with the Schedule of Services set forth in Exhibit "B" attached hereto and incorporated herein by reference. Consultant represents that it has the professional and technical personnel required to perform the Services in conformance with such conditions. In order to facilitate Consultant's conformance with the Schedule, City shall respond to Consultant's submittals in a timely manner. Upon request of City, Consultant shall provide a more detailed schedule of anticipated performance to meet the Schedule of Services.

3.2.3 Conformance to Applicable Requirements. All work prepared by Consultant shall be subject to the approval of City.

3.2.4 Substitution of Key Personnel. Consultant has represented to City that certain key personnel will perform and coordinate the Services under this Agreement. Should one or more of such personnel become unavailable, Consultant may substitute other personnel of at least equal competence upon written approval of City. In the event that City and Consultant cannot agree as to the substitution of key personnel, City shall be entitled to terminate this Agreement for cause. As discussed below, any personnel who fail or refuse to perform the Services in a manner acceptable to the City, or who are determined by the City to be uncooperative, incompetent, a threat to the adequate or timely completion of the Project or a

threat to the safety of persons or property, shall be promptly removed from the Project by the Consultant at the request of the City. The key personnel for performance of this Agreement are as follows: **Andy Cheah, PE-Project Manager**

3.2.5 City's Representative. The City hereby designates **Jonathan Hoy, PE-City Engineer**, or his or her designee, to act as its representative for the performance of this Agreement ("City's Representative"). City's Representative shall have the power to act on behalf of the City for all purposes under this Contract. Consultant shall not accept direction or orders from any person other than the City's Representative or his or her designee.

3.2.6 Consultant's Representative. Consultant hereby designates **Andy Cheah, PE-Project Manager,** or his or her designee, to act as its representative for the performance of this Agreement ("Consultant's Representative"). Consultant's Representative shall have full authority to represent and act on behalf of the Consultant for all purposes under this Agreement. The Consultant's Representative shall supervise and direct the Services, using his best skill and attention, and shall be responsible for all means, methods, techniques, sequences and procedures and for the satisfactory coordination of all portions of the Services under this Agreement.

3.2.7 Coordination of Services. Consultant agrees to work closely with City staff in the performance of Services and shall be available to City's staff, consultants and other staff at all reasonable times.

3.2.8 Standard of Care; Performance of Employees. Consultant shall perform all Services under this Agreement in a skillful and competent manner, consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California. Consultant represents and maintains that it is skilled in the professional calling necessary to perform the Services. Consultant warrants that all employees and subcontractors shall have sufficient skill and experience to perform the Services assigned to them. Finally, Consultant represents that it, its employees and subcontractors have all licenses, permits, qualifications and approvals of whatever nature that are legally required to perform the Services, including a City Business License, and that such licenses and approvals shall be maintained throughout the term of this Agreement. As provided for in the indemnification provisions of this Agreement, Consultant shall perform, at its own cost and expense and without reimbursement from the City, any services necessary to correct errors or omissions which are caused by the Consultant's failure to comply with the standard of care provided for herein. Any employee of the Consultant or its sub-consultants who is determined by the City to be uncooperative, incompetent, a threat to the adequate or timely completion of the Project, a threat to the safety of persons or property, or any employee who fails or refuses to perform the Services in a manner acceptable to the City, shall be promptly removed from the Project by the Consultant and shall not be re-employed to perform any of the Services or to work on the Project.

3.2.9 Laws and Regulations. Consultant shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of the Project or the Services, including all Cal/OSHA requirements, and shall give all notices required by law. Consultant shall be liable for all violations of such laws and regulations in connection with Services. If the Consultant performs any work knowing

it to be contrary to such laws, rules and regulations and without giving written notice to the City, Consultant shall be solely responsible for all costs arising therefrom. Consultant shall defend, indemnify and hold City, its officials, directors, officers, employees and agents free and harmless, pursuant to the indemnification provisions of this Agreement, from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules or regulations.

3.2.10 Insurance.

3.2.10.1 Time for Compliance. Consultant shall not commence the Services under this Agreement until it has provided evidence satisfactory to the City that it has secured all insurance required under this section. In addition, Consultant shall not allow any subcontractor to commence work on any subcontract until it has provided evidence satisfactory to the City that the subcontractor has secured all insurance required under this section.

3.2.10.2 Minimum Requirements. Consultant shall, at its expense, procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Agreement by the Consultant, its agents, representatives, employees or subcontractors. Consultant shall also require all of its subcontractors to procure and maintain the same insurance for the duration of the Agreement. Such insurance shall meet at least the following minimum levels of coverage:

(A) Minimum Scope of Insurance. Coverage shall be at least as broad as the latest version of the following: (1) *General Liability*: Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001); (2) *Automobile Liability*: Insurance Services Office Business Auto Coverage form number CA 0001, code 1 (any auto); and (3) *Workers' Compensation and Employer's Liability*: Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

(B) Minimum Limits of Insurance. Consultant shall maintain limits no less than: (1) *General Liability:* Two Million Dollars ($2,000,000) per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with general aggregate limit is used, either the general aggregate limit shall apply separately to this Agreement/location or the general aggregate limit shall be twice the required occurrence limit; (2) *Automobile Liability:* One Million Dollars ($1,000,000) per accident for bodily injury and property damage; and (3) *Workers' Compensation and Employer's Liability:* Workers' Compensation limits as required by the Labor Code of the State of California. Employer's Liability limits of One Million Dollars ($1,000,000) per accident for bodily injury or disease.

3.2.10.3 Professional Liability. Consultant shall procure and maintain, and require its sub-consultants to procure and maintain, for a period of five (5) years following completion of the Services, errors and omissions liability insurance appropriate to their profession. Such insurance shall be in an amount not less than $2,000,000 per claim, and shall be endorsed to include contractual liability.

3.2.10.4 Insurance Endorsements. The insurance policies shall contain the following provisions, or Consultant shall provide endorsements on forms supplied or approved by the City to add the following provisions to the insurance policies:

(A) General Liability. The general liability policy shall be endorsed to state that: (1) the City, its directors, officials, officers, employees, agents and volunteers shall be covered as additional insureds with respect to the Services or operations performed by or on behalf of the Consultant, including materials, parts or equipment furnished in connection with such work; and (2) the insurance coverage shall be primary insurance as respects the City, its directors, officials, officers, employees, agents and volunteers, or if excess, shall stand in an unbroken chain of coverage excess of the Consultant's scheduled underlying coverage. Any insurance or self-insurance maintained by the City, its directors, officials, officers, employees, agents and volunteers shall be excess of the Consultant's insurance and shall not be called upon to contribute with it in any way.

(B) Automobile Liability. The automobile liability policy shall be endorsed to state that: (1) the City, its directors, officials, officers, employees, agents and volunteers shall be covered as additional insureds with respect to the ownership, operation, maintenance, use, loading or unloading of any auto owned, leased, hired or borrowed by the Consultant or for which the Consultant is responsible; and (2) the insurance coverage shall be primary insurance as respects the City, its directors, officials, officers, employees, agents and volunteers, or if excess, shall stand in an unbroken chain of coverage excess of the Consultant's scheduled underlying coverage. Any insurance or self-insurance maintained by the City, its directors, officials, officers, employees, agents and volunteers shall be excess of the Consultant's insurance and shall not be called upon to contribute with it in any way.

(C) Workers' Compensation and Employers Liability Coverage. The insurer shall agree to waive all rights of subrogation against the City, its directors, officials, officers, employees, agents and volunteers for losses paid under the terms of the insurance policy which arise from work performed by the Consultant.

(D) All Coverages. Each insurance policy required by this Agreement shall be endorsed to state that: (A) coverage shall not be suspended, voided, reduced or canceled except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City; and (B) any failure to comply with reporting or other provisions of the policies, including breaches of warranties, shall not affect coverage provided to the City, its directors, officials, officers, employees, agents and volunteers.

3.2.10.5 Separation of Insureds; No Special Limitations. All insurance required by this Section shall contain standard separation of insureds provisions. In addition, such insurance shall not contain any special limitations on the scope of protection afforded to the City, its directors, officials, officers, employees, agents and volunteers.

3.2.10.6 Deductibles and Self-Insurance Retentions. Any deductibles or self-insured retentions must be declared to and approved by the City. Consultant shall guarantee that, at the option of the City, either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its directors, officials, officers, employees, agents and

volunteers; or (2) the Consultant shall procure a bond guaranteeing payment of losses and related investigation costs, claims and administrative and defense expenses.

3.2.10.7 Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating no less than A-:VII, licensed to do business in California, and satisfactory to the City.

3.2.10.8 Verification of Coverage. Consultant shall furnish City with original certificates of insurance and endorsements effecting coverage required by this Agreement on forms satisfactory to the City. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf, and shall be on forms provided by the City if requested. All certificates and endorsements must be received and approved by the City before work commences. The City reserves the right to require complete, certified copies of all required insurance policies, at any time.

3.2.11 Safety. Consultant shall execute and maintain its work so as to avoid injury or damage to any person or property. In carrying out its Services, the Consultant shall at all times be in compliance with all applicable local, state and federal laws, rules and regulations, and shall exercise all necessary precautions for the safety of employees appropriate to the nature of the work and the conditions under which the work is to be performed. Safety precautions as applicable shall include, but shall not be limited to: (A) adequate life protection and life saving equipment and procedures; (B) instructions in accident prevention for all employees and subcontractors, such as safe walkways, scaffolds, fall protection ladders, bridges, gang planks, confined space procedures, trenching and shoring, equipment and other safety devices, equipment and wearing apparel as are necessary or lawfully required to prevent accidents or injuries; and (C) adequate facilities for the proper inspection and maintenance of all safety measures.

3.3 Fees and Payments.

3.3.1 Compensation. Consultant shall receive compensation, including authorized reimbursements, for all Services rendered under this Agreement at the rates set forth in Exhibit "C" attached hereto and incorporated herein by reference. The total compensation shall not exceed **Nine Hundred Ninety Nine Thousand Eight Hundred Twenty Nine Dollars ($999,829.00)** without written approval of City Manager. Extra Work may be authorized, as described below; and if authorized, said Extra Work will be compensated at the rates and manner set forth in this Agreement.

3.3.2 Payment of Compensation. Consultant shall submit to City a monthly itemized statement which indicates work completed and hours of Services rendered by Consultant. The statement shall describe the amount of Services and supplies provided since the initial commencement date, or since the start of the subsequent billing periods, as appropriate, through the date of the statement. City shall, within forty-five (45) days of receiving such statement, review the statement and pay all approved charges thereon.

3.3.3 Reimbursement for Expenses. Consultant shall not be reimbursed for any expenses unless authorized in writing by City.

3.3.4 Extra Work. At any time during the term of this Agreement, City may request that Consultant perform Extra Work. As used herein, "Extra Work" means any work which is determined by City to be necessary for the proper completion of the Project, but which the Parties did not reasonably anticipate would be necessary at the execution of this Agreement. Consultant shall not perform, nor be compensated for, Extra Work without written authorization from City's Representative.

3.3.5 Prevailing Wages. Consultant is aware of the requirements of California Labor Code Sections 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 16000, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on certain "public works" and "maintenance" projects. If the Services are being performed as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and if the total compensation is One Thousand Dollars ($1,000) or more, Consultant agrees to fully comply with such Prevailing Wage Laws. City shall provide Consultant with a copy of the prevailing rates of per diem wages in effect at the commencement of this Agreement. Consultant shall make copies of the prevailing rates of per diem wages for each craft, classification or type of worker needed to execute the Services available to interested parties upon request, and shall post copies at the Consultant's principal place of business and at the project site. Consultant shall defend, indemnify and hold the City, its elected officials, officers, employees, volunteers and agents free and harmless from any claims, liabilities, costs, penalties or interest arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

3.4 Accounting Records.

3.4.1 Maintenance and Inspection. Consultant shall maintain complete and accurate records with respect to all costs and expenses incurred under this Agreement. All such records shall be clearly identifiable. Consultant shall allow a representative of City during normal business hours to examine, audit, and make transcripts or copies of such records and any other documents created pursuant to this Agreement. Consultant shall allow inspection of all work, data, documents, proceedings, and activities related to the Agreement for a period of three (3) years from the date of final payment under this Agreement.

3.5 General Provisions.

3.5.1 Termination of Agreement.

3.5.1.1 Grounds for Termination. City may, by written notice to Consultant, terminate the whole or any part of this Agreement at any time and without cause by giving written notice to Consultant of such termination, and specifying the effective date thereof, at least seven (7) days before the effective date of such termination. Upon termination, Consultant shall be compensated only for those services which have been adequately rendered to City, and Consultant shall be entitled to no further compensation. Consultant may not terminate this Agreement except for cause.

3.5.1.2 Effect of Termination. If this Agreement is terminated as provided herein, City may require Consultant to provide all finished or unfinished Documents and Data and other information of any kind prepared by Consultant in connection with the performance of Services under this Agreement. Consultant shall be required to provide such documents and other information within fifteen (15) days of the request.

3.5.1.3 Additional Services. In the event this Agreement is terminated in whole or in part as provided herein, City may procure, upon such terms and in such manner as it may determine appropriate, services similar to those terminated.

3.5.2 Delivery of Notices. All notices permitted or required under this Agreement shall be given to the respective Parties at the following address, or at such other address as the respective parties may provide in writing for this purpose:

City	**Consultant**
City of Coachella	ATHALYE Consulting Engineering Services, Inc.
1515 Sixth Street	26457 Rancho Parkway South
Coachella, CA 92236	Lake Forest, CA 92630
Attn: Jonathan Hoy, PE	Attn: Andy Cheah, PE
City Engineer	Project Manager

Such notice shall be deemed made when personally delivered or when mailed, forty-eight (48) hours after deposit in the U.S. Mail, first class postage prepaid and addressed to the Party at its applicable address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

3.5.3 Ownership of Materials and Confidentiality.

3.5.3.1 Documents & Data; Licensing of Intellectual Property. This Agreement creates a non-exclusive and perpetual license for City to copy, use, modify, reuse, or sublicense any and all copyrights, designs, and other intellectual property embodied in plans, specifications, studies, drawings, estimates, and other documents or works of authorship fixed in any tangible medium of expression, including but not limited to, physical drawings or data magnetically or otherwise recorded on computer diskettes, which are prepared or caused to be prepared by Consultant under this Agreement ("Documents & Data"). Consultant shall require all subcontractors to agree in writing that City is granted a non-exclusive and perpetual license for any Documents & Data the subcontractor prepares under this Agreement. Consultant represents and warrants that Consultant has the legal right to license any and all Documents & Data. Consultant makes no such representation and warranty in regard to Documents & Data which were prepared by design professionals other than Consultant or provided to Consultant by the City. City shall not be limited in any way in its use of the Documents & Data at any time, provided that any such use not within the purposes intended by this Agreement shall be at City's sole risk.

3.5.3.2 Confidentiality. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other Documents and Data either created by or provided to Consultant in

connection with the performance of this Agreement shall be held confidential by Consultant. Such materials shall not, without the prior written consent of City, be used by Consultant for any purposes other than the performance of the Services. Nor shall such materials be disclosed to any person or entity not connected with the performance of the Services or the Project. Nothing furnished to Consultant which is otherwise known to Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use City's name or insignia, photographs of the Project, or any publicity pertaining to the Services or the Project in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of City.

3.5.4 Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

3.5.5 Attorney's Fees. If either Party commences an action against the other Party, either legal, administrative or otherwise, arising out of or in connection with this Agreement, the prevailing party in such litigation shall be entitled to have and recover from the losing party reasonable attorney's fees and all other costs of such action.

3.5.6 Indemnification. Consultant shall defend, indemnify and hold the City, its officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury, in law or equity, to property or persons, including wrongful death, in any manner arising out of or incident to any negligent acts or omissions or willful misconduct of Consultant, its officials, officers, employees, agents, consultants and contractors arising out of or in connection with the performance of the Services, the Project or this Agreement, including without limitation the payment of all consequential damages and attorneys fees and other related costs and expenses. Consultant shall defend, at Consultant's own cost, expense and risk, any and all such aforesaid suits, actions or other legal proceedings of every kind that may be brought or instituted against City, its directors, officials, officers, employees, agents or volunteers. Consultant shall pay and satisfy any such judgment, award or decree that may be rendered against City or its directors, officials, officers, employees, agents or volunteers, in any such suit, action or other legal proceeding. Consultant shall reimburse City and its directors, officials, officers, employees, agents and/or volunteers, for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Consultant's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by the City, its directors, officials, officers, employees, agents or volunteers.

3.5.7 Entire Agreement. This Agreement contains the entire Agreement of the Parties with respect to the subject matter hereof, and supersedes all prior negotiations, understandings or agreements. This Agreement may only be modified by a writing signed by both Parties.

3.5.8 Governing Law. This Agreement shall be governed by the laws of the State of California. Venue shall be in Riverside County.

3.5.9 Time of Essence. Time is of the essence for each and every provision of this Agreement.

3.5.10 City's Right to Employ Other Consultants. City reserves right to employ other consultants in connection with this Project.

3.5.11 Successors and Assigns. This Agreement shall be binding on the successors and assigns of the Parties.

3.5.12 Assignment or Transfer. Consultant shall not assign, hypothecate, or transfer, either directly or by operation of law, this Agreement or any interest herein without the prior written consent of the City. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer.

3.5.13 Construction; References; Captions. Since the Parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any Party. Any term referencing time, days or period for performance shall be deemed calendar days and not work days. All references to Consultant include all personnel, employees, agents, and subcontractors of Consultant, except as otherwise specified in this Agreement. All references to City include its elected officials, officers, employees, agents, and volunteers except as otherwise specified in this Agreement. The captions of the various articles and paragraphs are for convenience and ease of reference only, and do not define, limit, augment, or describe the scope, content, or intent of this Agreement.

3.5.14 Amendment; Modification. No supplement, modification, or amendment of this Agreement shall be binding unless executed in writing and signed by both Parties.

3.5.15 Waiver. No waiver of any default shall constitute a waiver of any other default or breach, whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual rights by custom, estoppel, or otherwise.

3.5.16 No Third Party Beneficiaries. There are no intended third party beneficiaries of any right or obligation assumed by the Parties.

3.5.17 Invalidity; Severability. If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.5.18 Prohibited Interests. Consultant maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this Agreement. Further, Consultant warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gift or other consideration

contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, City shall have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer or employee of City, during the term of his or her service with City, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

3.5.19 Equal Opportunity Employment. Consultant represents that it is an equal opportunity employer and it shall not discriminate against any subcontractor, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Consultant shall also comply with all relevant provisions of any City's Minority Business Enterprise program, Affirmative Action Plan or other related programs or guidelines currently in effect or hereinafter enacted.

3.5.20 Labor Certification. By its signature hereunder, Consultant certifies that it is aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provisions of that Code, and agrees to comply with such provisions before commencing the performance of the Services.

3.5.21 Authority to Enter Agreement. Consultant has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each Party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and bind each respective Party.

3.5.22 Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.

3.6 Subcontracting.

3.6.1 Prior Approval Required. Consultant shall not subcontract any portion of the work required by this Agreement, except as expressly stated herein, without prior written approval of City. Subcontracts, if any, shall contain a provision making them subject to all provisions stipulated in this Agreement.

[SIGNATURES ON FOLLOWING PAGE.]

CITY OF COACHELLA

By: _____
David Garcia
City Manager

[or]

By: N/A
Steven Hernandez
Mayor

Attest:

By: Andrea Carranza
for Beatrice Barajas 5/13/2015
City Clerk

Approved as to Form:

****Approved Form****
Best Best & Krieger LLP
City Attorney

ATHALYE Consulting Engineering Services, Inc.

By: _____
Ashok Athalye, PE
Principal

EXHIBIT "A"

SCOPE OF SERVICES

Exhibit A
SCOPE OF SERVICES

The scope of work generally includes preliminary and design engineering, environmental document, and project management services necessary to pursue CEQA and NEPA environmental approvals for, and to complete the design of a new structural bridge spanning over Coachella Valley Storm Channel and roadway approaches on both ends.

It is anticipated that the scope of work will include: Engineer's Report/Environmental Document ("ER/ED"); and optional services of delivering the Plans, Specifications and Estimate (PS&E) Package, support services for Right of Way (ROW) Engineering, and construction management services including preparation of the as-built package.

Project management services shall be provided throughout all phases of the work.

The plans, designs, reports, and other documents furnished under this Scope of Services will be of a quality acceptable to the City and Caltrans Local Assistance. Criteria for acceptance of the deliverables will include a neat appearance, must be organized and technically and grammatically correct, reflect incorporation of City review comments, and the work will have been checked and meet all of the contract requirements.

The following Scope of Work represents the minimum effort needed to complete the project. Consultant should review the listed tasks in detail and are encouraged to add additional tasks and propose enhancements, or procedural/technical innovations to the Scope of Work that do not materially deviate from the objectives or required content of the project.

Design Standards

1. Roadway design shall be in accordance with the American Association of State Highway Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets*, latest edition; City Standard Drawings, and City Master Plan of Streets, City Circulation Element; and City standard practices.
2. Bridge design shall be in accordance with Caltrans' Bridge Design Specifications Manual and other Caltrans bridge design standards.
3. Specifications shall be in accordance with the City standard bid documents and the American Public Works Association "Greenbook" (Standard Specifications for American Public Works Construction) and Caltrans standard specifications for bridge construction only; all latest editions.
4. All dimensions shall be in English Unit.

Task 1 – Project Management (All Phases)

<u>Coordination and Meetings</u>

The Consultant's Project Manager will take the lead in the coordination of all project activities, including coordination with other agencies, deliverables submissions, permits, and similar coordination efforts consistent with the scope of work.

- The Consultant shall conduct a project kick-off meeting with the City staff. The Consultant will present the Work Plan, introduce the project team, request information, and conduct other similar activities. The Consultant shall prepare and distribute kick-off meeting minutes.

- The Consultant shall schedule, attend, and conduct monthly Project Development Team (PDT) meetings throughout the Phase I and Phase II work. The Consultant shall prepare and distribute PDT meeting minutes to all PDT members.
- The Consultant shall attend other meetings as required (e.g., CVWD coordination, utility company, other agencies) to perform coordination and to execute the scope of work.

Quality Assurance and Quality Control
The Consultant will have a Quality Assurance and Quality Control Plan in effect for the duration of the scope of services. The plan will establish a process whereby all deliverables are checked prior to any formal submission and all job-related correspondence and memoranda are appropriately filed. An appointed Quality Assurance Officer will monitor and review project activities and deliverable schedules.

Project Schedule
The Consultant will prepare and periodically update a project schedule with tasks and milestones represented in Microsoft Project format. The Consultant will break down the schedule by logical tasks consistent with the scope of work and with enough detail to track project progress. Both a baseline schedule and tracking updates are required. The schedule must reflect realistic estimates of review periods by other agencies for tasks, such as reports, plans, permits, and coordination.

Administration
- The Consultant will establish and apply internal accounting methods and procedures acceptable to the City for documenting and monitoring contract costs. The Consultant will submit a consolidated monthly invoice in a format acceptable to the City broken down in a manner consistent with the Work Plan (see below). The Consultant shall include with the monthly invoice a progress report that reflects the work completed within the invoice period.
- The Consultant will provide the City with copies of written correspondence between the Consultant and third parties pertaining specifically to the Project.
- The Consultant will maintain project files in accordance with its Work Plan.
- The Consultant shall also prepare the following Caltrans forms and documents:

Deliverables:
The Consultant shall deliver the following:
- *Baseline project schedule and monthly schedule updates shall be in Microsoft Project 2013 (or more recent) (electronic PDF and hardcopy formats)*
- *Meeting Agendas and Minutes (electronic PDF and hardcopy formats).*
- *Quality Assurance and Quality Control Plan (electronic PDF and hardcopy formats)*
- *Monthly invoices and progress reports, copies of written correspondence (electronic or hardcopy format).*

Task 2 – Preliminary Engineering

Surveys and Base Mapping
The Consultant shall perform design surveys to conform to the Caltrans Surveys Manual. The Consultant shall perform design survey for the Avenue 50 bridge at Coachella Valley Storm Channel to the current Caltrans-required accuracy for contours to perform the design, establish the limits of the new ROW, and locate all existing utilities and the future location of the relocated utilities. The Consultant shall confirm required survey accuracy with Caltrans.

The Consultant shall provide base mapping suitable for design of the Project in the U.S. customary (English) unit and in digital format. Horizontal datum will be NAD 1983-1992, and vertical datum will be NAVD 1988. The Consultant shall be responsible to verify datum with Caltrans and the City.
Surveys are to be in the U.S. customary (English) unit. The horizontal and vertical control shall be English.

Preliminary Engineering

The Consultant shall develop various viable alternatives and perform alignment studies to support the Engineer's Report and the ED preparation, including development of horizontal and vertical geometry, typical section, and cost. To support the engineering effort, the Consultant will study geology, advance structures, utilities, drainage, traffic capacity, traffic operations, traffic management, and all of the tasks listed below.

Research of Record Information

The Consultant shall perform all research of agency records, as necessary, to secure the information, clearances, and/or plan review services required to identify, locate, and accurately lay out all of the underground improvements and easements, centerline, ROW, and private property lines.

The Consultant shall perform all research of private development plans adjacent to or affecting the Project site, as necessary, to secure the information, clearances, and/or plan review services required to identify, locate, and accurately lay out all of the underground improvements and easements, centerline, ROW, and private property lines.

The City will provide copies of available pertinent City records, such as survey ties, benchmarks, and street plans, which the City knowingly has in its possession.

Develop Alternatives, Cost Estimates, and Schedules

The Consultant shall develop various alternatives that will satisfy project goals, be cost effective, and avoid or minimize environmental and ROW effects. The alternatives need to be estimated, and a schedule needs to be prepared. The estimates, although preliminary, need to be factual.
Value Analysis (VA) is the preferred method of developing alternatives. VA is the systematic application of recognized analytical techniques to identify the function of a project, identify alternatives, and analyze the alternatives to identify the one that fully meets the function of the Project at the lowest overall cost. The Consultant will be required to participate in a VA study if the estimated project cost exceeds the $25 million threshold limit, and it is recommended at this stage.
The development of cost estimates requires consideration of the impacts of each alternative. The following areas should be examined for impacts and associated mitigating costs.

Deliverables:
The Consultant shall deliver the following:

- *Surveys Aerial Base Mapping*
- *Alternative Alignment Studies*
- *Rough Order of Magnitude Estimates*

Task 3 – Engineer's Report (ER)

The Consultant shall prepare an Engineer's Report similar to Caltrans Project Report format, as shown in Caltrans' Project Development Procedures Manual, Chapter 12 and Appendix K.

The ER will include existing and forecasted traffic, design volumes, and accident data; current cost estimate; Exceptions to AASHTO Design Features.

The Consultant shall prepare the required engineering studies to support the ER and the ED preparation, including development of horizontal and vertical geometry, typical section, and cost. To support the engineering effort, the Consultant will study geology, advance structures, utilities, drainage, traffic capacity, traffic operations, and traffic management.

The Consultant shall prepare the right of way requirements map and data sheet with rough order of magnitude estimate.

As part of the ER development, the Consultant shall prepare a (preliminary geometric plans and profiles. The Consultant shall identify potential geometric issues, nonstandard features, proposed bridge profiles, preliminary ROW requirements, and any other constraints.

Alternatives

- Viable Alternatives
  The Consultant shall study various project alternatives, including variations that will satisfy project goals, be cost effective, and will avoid or minimize environmental and ROW impacts. The geometric designs shall support development of the Engineer's Report and Environmental Document. The design must be consistent with the City's General Plan document, and any other Specific Plan requirements in the project area. The "no-build" alternative shall be discussed in the ER.

  The engineering features of the alternative should include the following:
  - Typical sections
  - Horizontal and vertical alignment
  - Summary – ROW widths
  - Structural section requirements
  - Drainage structures
  - Nonmotorized and pedestrian features
  - Any other appropriate information

Structures – Advance Planning Studies

The Consultant shall conduct a bridge evaluation to assess various structure alternatives for the bridge design and construction requirements of the proposed bridge, adhering to Caltrans Bridge Design Specification Manual and Other Design Standards. The Consultant shall prepare Advance Planning Studies and cost estimates for the various structure alternatives. The new design shall be staged so as not to reduce the number of lanes on Avenue 50 during construction.

All of the alternatives shall provide the required minimum vertical clearance. The advance planning studies must show sufficient detail so that consideration for environmental, permit, and traffic requirements can be cost estimated.

Existing Utilities Research

a. The Consultant shall conduct existing utility research for all utilities within the Project limits to identify, locate, and accurately lay out all of the underground improvements.
b. The Consultant shall provide preliminary notification letters to the utilities and request current information. The Consultant shall provide additional notification letters to the utilities and/or call the utilities, as necessary, until a written response is received from the utility. The Consultant is responsible to complete and mail the document, and to provide the City with a copy. The Consultant shall measure the height of the existing overhead utility lines for traffic signal, safety lighting, and street light clearance.

Value Analysis
A Value Analysis (VA) study will be required for this project per Caltrans and FHWA guidelines. CONSULTANT will follow VA procedures, identify the VA team, conduct the analysis, and prepare the draft and final VA report. CONSULTANT will also provide the services of the Project Manager, one Senior Specialist, and one Project Engineer to participate in the VA team meetings. CONSULTANT staff will attend the Pre-Study Meeting, Workshop, and Implementation Meeting. CONSULTANT will also provide copies of project information and data that will be available at the time the VA study will be conducted.

Preferred Alternative
Identify the Preferred Alternative and describe any changes resulting from the comments received from circulation of the ED and the public hearing process, including proposed changes in the project design or any mitigating features. Describe the engineering, environmental, and planning rationale for selection of the Preferred Alternative.

Deliverables:
The Consultant shall deliver the following:

- *Refined Alternative Alignment Studies [Three (3) hardcopies and electronic PDF file]*
- *Preferred Alternative Alignment Study [Three (3) hardcopies and electronic PDF & CADD files]*
- *Refined Rough Order of Magnitude Estimates[Three (3) hardcopies and electronic PDF file]*
- *Right of Way Requirements Map[Three (3) hardcopies and electronic PDF & CADD files]*
- *Structures – Advance Planning Studies [Three (3) hardcopies and electronic PDF & CADD files]*
- *Utilities Research Data and Base Map [Three (3) hardcopies and electronic PDF & CADD files]*
- *Value Analysis Report [Three (3) hardcopies and electronic PDF file]*
- *Final Engineer's Report [Three (3) hardcopies and electronic PDF file]*

Task 4 – Environmental Documentation

The Consultant shall prepare and submit a NEPA/CEQA questionnaire. Caltrans will make the final NEPA and CEQA determinations. The Consultant shall prepare environmental documentation in accordance with Caltrans and federal guidelines and procedures. The Consultant shall prepare the Purpose and Need and other required documents.

The Consultant will prepare the necessary technical studies and ED pursuant to CEQA, NEPA, and related requirements for the proposed Project, to address, as appropriate, traffic, noise impacts, air quality, lighting, wetlands, floodplains, wildlife and plants, historic and cultural resources, social and economic changes, parklands and recreational areas, hazardous waste, aerially deposited lead, water quality, energy, and visual effects. Once the appropriate level of ED has been identified (Negative Declaration [ND]/Finding of No Significant Impact [FONSI] or Initial Study [IS]/Environmental Assessment [EA]), the ED and supporting technical studies will be submitted to the City, Caltrans, and FHWA, as appropriate, for review and approval. In addition to preparing the environmental documentation, the Consultant will also be responsible for CEQA and NEPA public involvement processes.

The Consultant shall identify likely permits and shall assist Caltrans and the City in coordinating with permitting agencies.

Environmental studies will be prepared to meet CEQA, NEPA, and related requirements, and in accordance with the City, Caltrans, and FHWA guidelines. The Consultant will coordinate with the City and Caltrans in determining the specific content and format requirements for the reports. The Consultant shall prepare as appropriate, but not limited to, the following environmental studies:

- Cultural Resources (Archaeological Survey Report [ASR], Historic Resources Evaluation Report [HRER], Historic Property Survey Report [HPSR])
- Air Quality Report
- Traffic Analysis Study/Circulation Bikes and Pedestrian
- Hazardous Materials/Waste Initial Site Assessment (ISA)
- Traffic Noise Report
- Biological Resources and Wetlands
- Community Impacts Analysis
- Relocation Impact Document
- Floodplain Evaluation
- Water Quality Assessment
- Land Use Analysis
- Visual Impact Assessment

Public Information Meetings

The Consultant will assist the City and Caltrans in conducting Public Information Meetings to obtain public input. Records of public meetings will be prepared and submitted to the City and Caltrans. In addition, attendance at up to three (3) public meetings (i.e., Traffic and Transportation Commission, Planning Commission, and City Council) and preparation for these meetings should also be budgeted to solicit public input.

Preparation of Draft ED

The appropriate ED (ND/FONSI or IS/EA) will be prepared in accordance with the City Environmental Guidelines, Caltrans Environmental Handbook, and FHWA. Concurrent with the previously discussed technical analyses, the Consultant will prepare the appropriate Draft ED incorporating an environmental checklist, technical analyses, a discussion of critical environmental issues identified, an analysis of the cumulative and indirect effects of the Project, mitigation measures, and a list of potential permits required.

Prepare Response to Comments

The Consultant will address comments received from agencies and the public during the ED circulation period and the public hearing. The responses will be submitted to the City and Caltrans for review.

Final ED

The Consultant will prepare an Administrative Final ED, which will be submitted to the City and Caltrans for review. The Consultant will revise the Administrative Final ED, which will be submitted to the City, Caltrans, and FHWA for approval and signature. Following review by the City, Caltrans, and FHWA, the consultant shall revise the Administrative Final ED and submit the Final ED for approval. The Consultant will prepare a Mitigation Monitoring Plan in a matrix format to accompany the Final ED. The matrix will include a description of each mitigation measure, organized by topic, numbered to correspond with the impacts, and referenced back to the ED. For each mitigation measure, the reporting process, timing of measure, responsible party, and verification of compliance will be identified.

Deliverables:
The Consultant shall deliver the following:

- *All required Environmental Technical Studies [Three (3) hardcopies and electronic PDF file]*
- *Final Environmental Document [Three (3) hardcopies and electronic PDF file]*

Task 5 – Plans, Specifications and Estimates (Optional Services)

Upon satisfactory completion of the planning phase, the Consultant may be retained to perform the Design Phase, consisting of final design, ROW engineering, utility coordination, design surveys, PS&E, permitting, agency coordination, bid support, and services during construction.

Consultant shall not include in their proposals any detailed scope and cost proposal of these services until further written request by the City. The final design may take place concurrently with the environmental technical studies once the traffic analysis has progressed sufficiently to support final design decisions.

Task 6 – Construction Management Services (Optional Services)

Upon successful completion of PS&E phase. The City may engage the Consultant to provide construction management services to administer the construction construct and prepare as-built package.

Consultant shall not include in their proposals any detailed scope and cost proposal of these services until further written request by the City.

SCAG

2019 Federal Transportation Improvement Program ($000)

TIP ID **RIV110825** Implementing Agency **COACHELLA**

Project Description: 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 INTRSCTN

SCAG RTP Project #: RIV110825
Study:N/A Is Model: YES Model #:
PM: Johnathon Hoy - (760)398-5744

LS: N LS GROUP#:
Conformity Category: TCM Committed

System :Local Hwy | Route : | Postmile: 0 to | Distance: | Phase: Engineering/Plans, Specifications and Estimates (PS&E) | Completion Date 12/31/2025

Lane # Extd: 2 | Lane # Prop: 6 | Imprv Desc: Widen roadway approaches from 2 ln to 6 ln with a new 6 ln bridge over the Coachella Stormwater Channel

Air Basin: SSAB | Envir Doc: ENV ASMNT/INIT STUDY - JOINT NEPA/CEQA - 05/07/2019

Toll Rate: 0.00 | Toll Colc Loc:n/a | Toll Method: Bus Hov acs eg loc: n/a

Uza: Indio-Cathedral City-Palm Springs | Sub-Area: | Sub-Region: Coachella Valley COG

CTIPS ID: | EA #: | PPNO:

Program Code: CAXT8 - NEW OVERCROSS OR UNDERCROSS W/TCM : RS Stop Loc:

	PHASE	PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	PROG TOTAL
Agency - Adv Construction	PE				$2,656		$(2,656)			
	RW				$4,209		$(4,209)			
	CON						$38,253		$(38,253)	
	SUBTOTAL				$6,865		$31,388		$(38,253)	
BRIDGE - LOCAL	PE	$798					$2,656			$3,454
	RW				$443		$4,209			$4,652
	CON								$38,253	$38,253
	SUBTOTAL	$798			$443		$6,865		$38,253	$46,359
CITY FUNDS	PE	$103			$344					$447
	RW				$603					$603
	CON						$4,956			$4,956
	SUBTOTAL	$103			$947		$4,956			$6,006
	TOTAL	**$901**	**$0**	**$0**	**$8,255**	**$0**	**$43,209**	**$0**	**$0**	**$52,365**

TOTAL PE: $3,901 **TOTAL RW: $5,255** **TOTAL CON: $43,209** **TOTAL PROGRAMMED: $52,365**

- General Comment:
- Modeling Comment: no significant change made
- TCM Comment:
- Amendment Comment: Amendment:2015 FTIP - A4: New Project in 2015 FTIP Quadrennial Years, per HBP listing on 10/29/2014 2017 FTIP - A10: Reprogram per HBP listing 3/29/17 2019 FTIP - A3 New project in 2019 FTIP Quad Yrs/per HBP Update 10/26/18 2019 FTIP - A11 Reprogram per Aug 2019 HBP update 2019 FTIP - A13: Cost increase and reprogrammed per Nov 2019 HBP update 2019 FTIP - A30 - Reprogram per Nov 2020 HBP update.
- CMP Comment:
- Narrative:

Last Revised **Amendment 19-30 - Submitted** **Change reason:**RE PROGRAMMED **Total Project Cost** **$52,365**

STAFF REPORT
5/26/2021

TO: Honorable Mayor and City Council Members

FROM: Maritza Martinez, Public Works Director

SUBJECT: Award maintenance services agreement to Conserve Landcare LLC for Landscape Maintenance Services for Landscape Lighting and Maintenance Districts 1-38 Project No. 032921.

STAFF RECOMMENDATION:

Award a maintenance services agreement to Conserve Landcare LLC for Landscape Maintenance Services for Landscape Lighting and Maintenance Districts 1-38 Project No. 032921.

EXECUTIVE SUMMARY:

The City published a Request for Proposals ("RFP") for Landscape Maintenance Services for Landscape Lighting and Maintenance Districts 1-38. This RFP closed on April 20, 2021 and the City received five responses. As included in the RFP, the selection criteria used to identify the most qualified Proposer was based upon the highest scoring proposer; scoring was completed based upon a three-member staff selection panel. Each panelist member scored all proposals received per the evaluation criteria established in the RFP:

- Contractor Information (Including References) – 25 Points
- Proposed Project Work Schedules – 25 Points
- Proposed Facilities, Equipment, Materials, and Staffing Schedule – 25 Points
- Cost Proposal – 20 Points
- Completeness, Thoroughness, Clarity, and Neatness of Proposal – 5 Points

Based upon these selection criteria, the top ranked proposer selected was Conserve Landscape LLC. The scores and service amounts submitted by each proposer are reflected below:

Scores	1	2	3		Totals
Conserve Landcare	85	94	93		272
Excel Landscape	69	79	82		230
Kirkpatrick Landscaping	53	71	71		195
Mariposa Landscape	64	72	70		206
Urban Habitat	63	72	69		204

Prices for Services	Option 1 Annual (Weekly)
Conserve Landcare	$ 516,000.00
Excel Landscape	$ 731,820.00
Kirkpatrick Landscaping	$ 659,400.00
Mariposa Landscape	$ 612,852.00
Urban Habitat	$ 523,296.24

Staff recommends award of the RFP and corresponding landscape maintenance agreement in an amount not to exceed $1,186,800 (two-year term); the recommended award amount is the two-year contract amount of $516,000 plus a 15% contingency to allow for plant replacement and rehabilitation as needed throughout the agreement term. The agreement, as identified in the RFP, will have a two-year term. The term for the proposed agreement is from June 1, 2021 – May 31, 2023.

FISCAL IMPACT:

The recommended action will not have a negative impact on the budget. The award amount is allocated in the LLMD Budget.

Attachments:

Proposed Agreement

CITY OF COACHELLA
MAINTENANCE SERVICES AGREEMENT PROJECT NO. 032921

1. PARTIES AND DATE.

This Agreement is made and entered into this 26th day of May, 2021 by and between the City of Coachella, a municipal organization organized under the laws of the State of California with its principal place of business at 53-990 Enterprise Way, Coachella, California 92236, (hereinafter referred to as "City") and Conserve Landcare LLC, a corporation with its principal place of business at 72265 Manufacturing Road, Thousand Palms, CA 92276(hereinafter referred to as "Contractor"). City and Contractor are sometimes individually referred to as "Party" and collectively as "Parties" in this Agreement.

2. RECITALS.

2.1 Contractor.

Contractor desires to perform and assume responsibility for the provision of certain maintenance services required by the City on the terms and conditions set forth in this Agreement. Contractor represents that it is experienced in providing landscape maintenance services to public clients, that it and its employees or subcontractors have all necessary licenses and permits to perform the Services in the State of California, and that is familiar with the plans of City.

2.2 Project.

City desires to engage Contractor to render such services for the Landscape Maintenance Services for Landscape Lighting and Maintenance Districts 1-38 Project No. 032921 ("Project") as set forth in this Agreement.

3. TERMS.

3.1 Scope of Services and Term.

3.1.1 Incorporation of Documents. The "Contract Documents" include the following:

Notice Inviting Bids
Instructions to Bidders
Contractor's Bid Forms
Contractor's Certificate Regarding Workers' Compensation
Bid Bond
Designation of Subcontractors
Information Required of Bidders
Non-Collusion Affidavit form
Contract
Performance Bond
Payment (Labor and Materials) Bond
General Conditions
Special Provisions (or Special Conditions)
Technical Specifications
Greenbook Standard Specifications (Sections 1-9 Excluded)
Addenda
Plans and Contract Drawings
Approved and fully executed change orders
Any other documents contained in or incorporated into the Contract

The Contactor shall complete the Work in strict accordance with all of the Contract Documents.

All of the Contract Documents are intended to be complementary. Work required by one of the Contract Documents and not by others shall be done as if required by all. This Contract shall supersede any prior agreement of the parties.

3.1.2 General Scope of Services. Contractor promises and agrees to furnish to the City all labor, materials, tools, equipment, services, and incidental and customary work necessary to fully and adequately supply the professional landscape maintenance services necessary for the Project ("Services"). The Services are more particularly described in Exhibit "A" attached hereto and incorporated herein by reference. All Services shall be subject to, and performed in accordance with, this Agreement, the exhibits attached hereto and incorporated herein by reference, and all applicable local, state and federal laws, rules and regulations.

3.1.3 Term. The term of this Agreement shall be from June 1, 2021 to May 31, 2023, unless earlier terminated as provided herein. Contractor shall complete the Services within the term of this Agreement, and shall meet any other established schedules and deadlines. The Parties may, by mutual, written consent, extend the term of this Agreement for two additional one-year term as stipulated in the RFP.

3.2 Responsibilities of Contractor.

3.2.1 Control and Payment of Subordinates; Independent Contractor. The Services shall be performed by Contractor or under its supervision. Contractor will

determine the means, methods and details of performing the Services subject to the requirements of this Agreement. City retains Contractor on an independent contractor basis and not as an employee. Contractor retains the right to perform similar or different services for others during the term of this Agreement. Any additional personnel performing the Services under this Agreement on behalf of Contractor shall also not be employees of City and shall at all times be under Contractor's exclusive direction and control. Contractor shall pay all wages, salaries, and other amounts due such personnel in connection with their performance of Services under this Agreement and as required by law. Contractor shall be responsible for all reports and obligations respecting such additional personnel, including, but not limited to: social security taxes, income tax withholding, unemployment insurance, disability insurance, and workers' compensation insurance.

3.2.2 Schedule of Services. Contractor shall perform the Services expeditiously, within the term of this Agreement, and in accordance with the Schedule of Services set forth in Exhibit "B" attached hereto and incorporated herein by reference. Contractor represents that it has the professional and technical personnel required to perform the Services in conformance with such conditions. In order to facilitate Contractor's conformance with the Schedule, City shall respond to Contractor's submittals in a timely manner. Upon request of City, Contractor shall provide a more detailed schedule of anticipated performance to meet the Schedule of Services.

3.2.3 Conformance to Applicable Requirements. All work prepared by Contractor shall be subject to the approval of City.

3.2.4 City's Representative. The City hereby designates City Manager, or his or her designee, to act as its representative for the performance of this Agreement ("City's Representative"). City's Representative shall have the power to act on behalf of the City for all purposes under this Agreement. Contractor shall not accept direction or orders from any person other than the City's Representative or his or her designee.

3.2.5 Contractor's Representative. Contractor hereby designates Randy Mitchell, or his or her designee, to act as its representative for the performance of this Agreement ("Contractor's Representative"). Contractor's Representative shall have full authority to represent and act on behalf of the Contractor for all purposes under this Agreement. The Contractor's Representative shall supervise and direct the Services, using his best skill and attention, and shall be responsible for all means, methods, techniques, sequences and procedures and for the satisfactory coordination of all portions of the Services under this Agreement.

3.2.6 Coordination of Services. Contractor agrees to work closely with City staff in the performance of Services and shall be available to City's staff, consultants and other staff at all reasonable times.

3.2.7 Standard of Care; Performance of Employees. Contractor shall perform all Services under this Agreement in a skillful and competent manner,

consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California. Contractor represents and maintains that it is skilled in the professional calling necessary to perform the Services. Contractor warrants that all employees and subcontractors shall have sufficient skill and experience to perform the Services assigned to them. Finally, Contractor represents that it, its employees and subcontractors have all licenses, permits, qualifications and approvals of whatever nature that are legally required to perform the Services, including a City Business License, and that such licenses and approvals shall be maintained throughout the term of this Agreement. As provided for in the indemnification provisions of this Agreement, Contractor shall perform, at its own cost and expense and without reimbursement from the City, any services necessary to correct errors or omissions which are caused by the Contractor's failure to comply with the standard of care provided for herein. Any employee of the Contractor or its sub-contractors who is determined by the City to be uncooperative, incompetent, a threat to the adequate or timely completion of the Project, a threat to the safety of persons or property, or any employee who fails or refuses to perform the Services in a manner acceptable to the City, shall be promptly removed from the Project by the Contractor and shall not be re-employed to perform any of the Services or to work on the Project.

3.2.7.1 Period of Performance and Liquidated Damages. Contractor shall perform and complete all Services under this Agreement within the term set forth in Section 3.1.2 above ("Performance Time"). Contractor shall perform the Services in strict accordance with any completion schedule or Project milestones described in Exhibits "A" or "B" attached hereto, or which may be provided separately in writing to the Contractor. Contractor agrees that if the Services specified in Exhibit "D", attached hereto and incorporated herein by this reference, are not completed within the aforementioned Performance Time and/or pursuant to any such completion schedule or Project milestones developed pursuant to provisions of this Agreement, it is understood, acknowledged and agreed that the City will suffer damage. Pursuant to Government Code Section 53069.85, Contractor shall pay to the City as fixed and liquidated damages, and not as a penalty, the sum of **Two Hundred Dollars ($200.00) per day** for each and every calendar day of delay beyond the Performance Time or beyond any completion schedule or Project milestones established pursuant to this Agreement.

3.2.8 Laws and Regulations. Contractor shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of the Project or the Services, including all Cal/OSHA requirements, and shall give all notices required by law. Contractor shall be liable for all violations of such laws and regulations in connection with Services. If the Contractor performs any work knowing it to be contrary to such laws, rules and regulations and without giving written notice to the City, Contractor shall be solely responsible for all costs arising therefrom. Contractor shall defend, indemnify and hold City, its officials, directors, officers, employees and agents free and harmless, pursuant to the indemnification

provisions of this Agreement, from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules or regulations.

3.2.9 Insurance.

3.2.9.1 Time for Compliance. Contractor shall not commence Work under this Agreement until it has provided evidence satisfactory to the City that it has secured all insurance required under this section. In addition, Contractor shall not allow any subcontractor to commence work on any subcontract until it has provided evidence satisfactory to the City that the subcontractor has secured all insurance required under this section.

3.2.9.2 Minimum Requirements. Contractor shall, at its expense, procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Agreement by the Contractor, its agents, representatives, employees or subcontractors. Contractor shall also require all of its subcontractors to procure and maintain the same insurance for the duration of the Agreement. Such insurance shall meet at least the following minimum levels of coverage:

(A) Minimum Scope of Insurance. Coverage shall be at least as broad as the latest version of the following: (1) *General Liability*: Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001); (2) *Automobile Liability*: Insurance Services Office Business Auto Coverage form number CA 0001, code 1 (any auto); and (3) *Workers' Compensation and Employer's Liability*: Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

(B) Minimum Limits of Insurance. Contractor shall maintain limits no less than: (1) *General Liability:* $1,000,000; per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with general aggregate limit is used including, but not limited to, form CG 2503, either the general aggregate limit shall apply separately to this Agreement/location or the general aggregate limit shall be twice the required occurrence limit; (2) *Automobile Liability:* $1,000,000; per accident for bodily injury and property damage; and (3) *Workers' Compensation and Employer's Liability:* Workers' Compensation limits as required by the Labor Code of the State of California.Employer's Liability limits of $1,000,000; per accident for bodily injury or disease.

3.2.9.3 Insurance Endorsements. The insurance policies shall contain the following provisions, or Contractor shall provide endorsements on forms supplied or approved by the City to add the following provisions to the insurance policies:

(A) General Liability. The general liability policy shall be endorsed to state that: (1) the City, its directors, officials, officers, employees, agents, and volunteers shall be covered as additional insured with respect to the Work or operations performed by or on behalf of the Contractor, including materials, parts or equipment

furnished in connection with such work; and (2) the insurance coverage shall be primary insurance as respects the City, its directors, officials, officers, employees, agents, and volunteers, or if excess, shall stand in an unbroken chain of coverage excess of the Contractor's scheduled underlying coverage. Any insurance or self-insurance maintained by the City, its directors, officials, officers, employees, agents, and volunteers shall be excess of the Contractor's insurance and shall not be called upon to contribute with it in any way.

(B) Automobile Liability. The automobile liability policy shall be endorsed to state that: (1) the City, its directors, officials, officers, employees, agents, and volunteers shall be covered as additional insureds with respect to the ownership, operation, maintenance, use, loading or unloading of any auto owned, leased, hired or borrowed by the Contractor or for which the Contractor is responsible; and (2) the insurance coverage shall be primary insurance as respects the City, its directors, officials, officers, employees, agents, and volunteers, or if excess, shall stand in an unbroken chain of coverage excess of the Contractor's scheduled underlying coverage. Any insurance or self-insurance maintained by the City, its directors, officials, officers, employees, agents, and volunteers shall be excess of the Contractor's insurance and shall not be called upon to contribute with it in any way.

(C) Workers' Compensation and Employer's Liability Coverage. The insurer shall agree to waive all rights of subrogation against the City, its directors, officials, officers, employees, agents, and volunteers for losses paid under the terms of the insurance policy which arise from work performed by the Contractor.

(D) All Coverages. Each insurance policy required by this Agreement shall be endorsed to state that: (A) coverage shall not be suspended, voided, reduced or canceled except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City; and (B) any failure to comply with reporting or other provisions of the policies, including breaches of warranties, shall not affect coverage provided to the City, its directors, officials, officers, employees, agents, and volunteers.

3.2.9.4 Separation of Insureds; No Special Limitations. All insurance required by this Section shall contain standard separation of insureds provisions. In addition, such insurance shall not contain any special limitations on the scope of protection afforded to the City, its directors, officials, officers, employees, agents, and volunteers.

3.2.9.5 Deductibles and Self-Insurance Retentions. Any deductibles or self-insured retentions must be declared to and approved by the City. Contractor shall guarantee that, at the option of the City, either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its directors, officials, officers, employees, agents, and volunteers; or (2) the Contractor shall procure a bond guaranteeing payment of losses and related investigation costs, claims and administrative and defense expenses.

3.2.9.6 Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating no less than A:VIII, licensed to do business in California, and satisfactory to the City.

3.2.9.7 Verification of Coverage. Contractor shall furnish City with original certificates of insurance and endorsements effecting coverage required by this Agreement on forms satisfactory to the City. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf, and shall be on forms provided by the City if requested. All certificates and endorsements must be received and approved by the City before work commences. The City reserves the right to require complete, certified copies of all required insurance policies, at any time.

3.2.9.8 Reporting of Claims. Consultant shall report to the City, in addition to Consultant's insurer, any and all insurance claims submitted by Consultant in connection with the Services under this Agreement.

3.2.10 Safety. Contractor shall execute and maintain its work so as to avoid injury or damage to any person or property. In carrying out its Services, the Contractor shall at all times be in compliance with all applicable local, state and federal laws, rules and regulations, and shall exercise all necessary precautions for the safety of employees appropriate to the nature of the work and the conditions under which the work is to be performed. Safety precautions as applicable shall include, but shall not be limited to: (A) adequate life protection and life saving equipment and procedures; (B) instructions in accident prevention for all employees and subcontractors, such as safe walkways, scaffolds, fall protection ladders, bridges, gang planks, confined space procedures, trenching and shoring, equipment and other safety devices, equipment and wearing apparel as are necessary or lawfully required to prevent accidents or injuries; and (C) adequate facilities for the proper inspection and maintenance of all safety measures.

3.2.12 Bonds.

3.2.12.1 Performance Bond. If specifically requested by City in Exhibit "C" attached hereto and incorporated herein by reference, Contractor shall execute and provide to City concurrently with this Agreement a Performance Bond in the amount of the total, not-to-exceed compensation indicated in this Agreement, and in a form provided or approved by the City. If such bond is required, no payment will be made to Contractor until it has been received and approved by the City.

3.2.12.2 Payment Bond. If required by law or otherwise specifically requested by City in Exhibit "C" attached hereto and incorporated herein by reference, Contractor shall execute and provide to City concurrently with this Agreement a Payment Bond in the amount of the total, not-to-exceed compensation indicated in this Agreement, and in a form provided or approved by the City. If such bond is required, no payment will be made to Contractor until it has been received and approved by the City.

3.2.12.3 Bond Provisions. Should, in City's sole opinion, any bond become insufficient or any surety be found to be unsatisfactory, Contractor shall renew or replace the affected bond within 10 days of receiving notice from City. In the event the surety or Contractor intends to reduce or cancel any required bond, at least thirty (30) days prior written notice shall be given to the City, and Contractor shall post acceptable replacement bonds at least ten (10) days prior to expiration of the original bonds. No further payments shall be deemed due or will be made under this Agreement until any replacement bonds required by this Section are accepted by the City. To the extent, if any, that the total compensation is increased in accordance with the Agreement, the Contractor shall, upon request of the City, cause the amount of the bonds to be increased accordingly and shall promptly deliver satisfactory evidence of such increase to the City. To the extent available, the bonds shall further provide that no change or alteration of the Agreement (including, without limitation, an increase in the total compensation, as referred to above), extensions of time, or modifications of the time, terms, or conditions of payment to the Contractor, will release the surety. If the Contractor fails to furnish any required bond, the City may terminate this Agreement for cause.

3.2.12.4 Surety Qualifications. Only bonds executed by an admitted surety insurer, as defined in Code of Civil Procedure Section 995.120, shall be accepted. The surety must be a California-admitted surety with a current A.M. Best's rating no less than A:VIII and satisfactory to the City. If a California-admitted surety insurer issuing bonds does not meet these requirements, the insurer will be considered qualified if it is in conformance with Section 995.660 of the California Code of Civil Procedure, and proof of such is provided to the City.

3.3 Fees and Payments.

3.3.1 Compensation. Contractor shall receive compensation, including authorized reimbursements, for all Services rendered under this Agreement at the rates set forth in Exhibit "C" attached hereto and incorporated herein by reference. The total compensation shall not exceed **One Million One Hundred Eighty-Six Thousand Eight Hundred Dollars and No Cents ($1,186,800.00)** without written approval of City's City Council. Extra Work may be authorized, as described below, and if authorized, will be compensated at the rates and manner set forth in this Agreement.

3.3.2 Payment of Compensation. Contractor shall submit to City a monthly itemized statement which indicates work completed and hours of Services rendered by Contractor. The statement shall describe the amount of Services and supplies provided since the initial commencement date, or since the start of the subsequent billing periods, as appropriate, through the date of the statement. City shall, within 45 days of receiving such statement, review the statement and pay all approved charges thereon.

3.3.3 Reimbursement for Expenses. Contractor shall not be reimbursed for any expenses unless authorized in writing by City.

3.3.4 Extra Work. At any time during the term of this Agreement, City may request that Contractor perform Extra Work. As used herein, "Extra Work" means any work which is determined by City to be necessary for the proper completion of the Project, but which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Contractor shall not perform, nor be compensated for, Extra Work without written authorization from City's Representative.

3.3.5 Prevailing Wages. Contractor is aware of the requirements of California Labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 1600, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on "public works" and "maintenance" projects. Since the Services are being performed as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and since the total compensation is $1,000 or more, Contractor agrees to fully comply with such Prevailing Wage Laws. City shall provide Contractor with a copy of the prevailing rates of per diem wages in effect at the commencement of this Agreement. Contractor shall make copies of the prevailing rates of per diem wages for each craft, classification or type of worker needed to execute the Services available to interested parties upon request, and shall post copies at the Contractor's principal place of business and at the project site. Contractor shall defend, indemnify and hold the City, its elected officials, officers, employees and agents free and harmless from any claim or liability arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

3.4 Accounting Records.

3.4.1 Maintenance and Inspection. Contractor shall maintain complete and accurate records with respect to all costs and expenses incurred under this Agreement. All such records shall be clearly identifiable. Contractor shall allow a representative of City during normal business hours to examine, audit, and make transcripts or copies of such records and any other documents created pursuant to this Agreement. Contractor shall allow inspection of all work, data, documents, proceedings, and activities related to the Agreement for a period of three (3) years from the date of final payment under this Agreement.

3.5 General Provisions.

3.5.1 Termination of Agreement.

3.5.1.1 Grounds for Termination. City may, by written notice to Contractor, terminate the whole or any part of this Agreement at any time and without cause by giving written notice to Contractor of such termination, and specifying the effective date thereof, at least seven (7) days before the effective date of such termination. Upon termination, Contractor shall be compensated only for those services which have been adequately rendered to City, and Contractor shall be entitled to no further compensation. Contractor may not terminate this Agreement except for cause.

3.5.1.2 Effect of Termination. If this Agreement is terminated as provided herein, City may require Contractor to provide all finished or unfinished Documents and Data and other information of any kind prepared by Contractor in connection with the performance of Services under this Agreement. Contractor shall be required to provide such document and other information within fifteen (15) days of the request.

3.5.1.3 Additional Services. In the event this Agreement is terminated in whole or in part as provided herein, City may procure, upon such terms and in such manner as it may determine appropriate, services similar to those terminated.

3.5.2 Delivery of Notices. All notices permitted or required under this Agreement shall be given to the respective parties at the following address, or at such other address as the respective parties may provide in writing for this purpose:

CONTRACTOR:
Conserve Landcare
72265 Manufacturing Road
Thousand Palms, CA 92276
Attn: Fran Mullahy

CITY:
City of Coachella
53990 Enterprise Way
Coachella, CA 92236
Attn: Public Works Department

Such notice shall be deemed made when personally delivered or when mailed, forty-eight (48) hours after deposit in the U.S. Mail, first class postage prepaid and addressed to the party at its applicable address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

3.5.3 Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

3.5.4 Attorney's Fees. If either party commences an action against the other party, either legal, administrative or otherwise, arising out of or in connection with this Agreement, the prevailing party in such litigation shall be entitled to have and recover from the losing party reasonable attorney's fees and all other costs of such action.

3.5.5 Indemnification. Contractor shall defend, indemnify and hold the City, its officials, officers, employees, volunteers, and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage, or injury, in law or equity, to property or persons, including wrongful death, in any manner arising out of or incident to any alleged acts, omissions or willful misconduct of

Contractor, its officials, officers, employees, agents, consultants, and contractors arising out of or in connection with the performance of the Services, the Project or this Agreement, including without limitation the payment of all consequential damages and attorneys fees and other related costs and expenses. Contractor shall defend, at Contractor's own cost, expense and risk, any and all such aforesaid suits, actions or other legal proceedings of every kind that may be brought or instituted against City, its directors, officials, officers, employees, agents, or volunteers. Contractor shall pay and satisfy any judgment, award or decree that may be rendered against City or its directors, officials, officers, employees, agents, or volunteers, in any such suit, action or other legal proceeding. Contractor shall reimburse City and its directors, officials, officers, employees, agents, and/or volunteers, for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Contractor's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by the City, its directors, officials officers, employees, agents, or volunteers.

3.5.6 Entire Agreement. This Agreement contains the entire Agreement of the parties with respect to the subject matter hereof, and supersedes all prior negotiations, understandings or agreements. This Agreement may only be modified by a writing signed by both parties.

3.5.7 Governing Law. This Agreement shall be governed by the laws of the State of California. Venue shall be in Riverside County.

3.5.8 Time of Essence. Time is of the essence for each and every provision of this Agreement.

3.5.9 City's Right to Employ Other Contractors. City reserves right to employ other contractors in connection with this Project.

3.5.10 Successors and Assigns. This Agreement shall be binding on the successors and assigns of the parties.

3.5.11 Assignment or Transfer. Contractor shall not assign, hypothecate or transfer, either directly or by operation of law, this Agreement or any interest herein without the prior written consent of the City. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer.

3.5.12 Construction; References; Captions. Since the Parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any Party. Any term referencing time, days or period for performance shall be deemed calendar days and not work days. All references to Contractor include all personnel, employees, agents, and subcontractors of Contractor, except as otherwise specified in this Agreement. All references to City include its elected officials, officers, employees, agents, and volunteers except as otherwise specified in this Agreement. The captions of the various articles and paragraphs are for convenience and ease of reference

only, and do not define, limit, augment, or describe the scope, content or intent of this Agreement.

3.5.13 Amendment; Modification. No supplement, modification or amendment of this Agreement shall be binding unless executed in writing and signed by both Parties.

3.5.14 Waiver. No waiver of any default shall constitute a waiver of any other default or breach, whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual rights by custom, estoppel or otherwise.

3.5.15 No Third Party Beneficiaries. There are no intended third party beneficiaries of any right or obligation assumed by the Parties.

3.5.16 Invalidity; Severability. If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.5.17 Prohibited Interests. Contractor maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Contractor, to solicit or secure this Agreement. Further, Contractor warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Contractor, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. Contractor further agrees to file, or shall cause its employees or subcontractors to file, a Statement of Economic Interest with the City's Filing Officer as required under state law in the performance of the Services. For breach or violation of this warranty, City shall have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer or employee of City, during the term of his or her service with City, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

3.5.18 Equal Opportunity Employment. Contractor represents that it is an equal opportunity employer and it shall not discriminate against any subcontractor, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Contractor shall also comply with all relevant provisions of City's Minority Business Enterprise program, Affirmative Action Plan or other related programs or guidelines currently in effect or hereinafter enacted.

3.5.19 Labor Certification. By its signature hereunder, Contractor certifies that it is aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for Workers' Compensation or to

undertake self-insurance in accordance with the provisions of that Code, and agrees to comply with such provisions before commencing the performance of the Services.

3.5.20 Authority to Enter Agreement. Contractor has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each Party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and bind each respective Party.

3.5.21 Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.

3.6 Subcontracting.

3.6.1 Prior Approval Required. Contractor shall not subcontract any portion of the work required by this Agreement, except as expressly stated herein, without prior written approval of City. Subcontracts, if any, shall contain a provision making them subject to all provisions stipulated in this Agreement.

CITY OF COACHELLA

By: _____
William B. Pattison, Jr.
City Manager

CONSERVE LANDCARE LLC

By: _____
Randy Mitchell
Senior Vice President

Attest:

_____
Andrea Carranza
Deputy City Clerk

Approve as to Form:

_____
Carlos Campos
City Attorney

EXHIBIT "A"
SCOPE OF MAINTENANCE SERVICES

These Specific Terms and Conditions (hereinafter referred to as "specifications") establish the City of Coachella's standards for the maintenance of the landscaped areas listed in Contract Agreement Exhibit "A". Please note level of service required for this contract is Level of Service A as these areas are high visibility areas.

1. Scope of Work
    a. The intent of the Agreement is to secure a Contractor which shall provide Landscape Maintenance Services.
    b. Contractors shall furnish all labor, tools, materials and equipment, except where otherwise specified, to provide landscape maintenance services as set forth in this Agreement.
    c. All work shall be done in a thorough and workmanlike manner to the satisfaction of the Director of Public Works, or his/her authorized agent, and comply with all legal construction and landscape maintenance practices. The premises shall be maintained at the level of service provided for in these specifications ***at all times.***
    d. Contractors shall have the duty to provide landscape maintenance of City Landscape Lighting and Maintenance District 1-38 work sites according to each site schedule including, but not limited to, the following:
        i. Prune, shape and trim shrubs, vines and ground cover plants.
        ii. Control weeds.
        iii. Mow and edge turf grass and blow hardscape clean.
        iv. Maintain plant material in a healthy condition with horticultural acceptable growth and color.
        v. Maintain all parts of irrigation system.
        vi. Perform general area clean-up, including the removal of leaves, trash, dog feces and other debris ***at each site.***
        vii. Maintain all work sites in a safe, attractive and usable condition.
        viii. Empty trash cans and remove letter ***at each site.***
        ix. Contractors shall contact the assigned City Representative or designee on a daily basis to discuss the contractor work schedule for the day, existing problems, or other important information.
        x. Contractors shall perform a maintenance inspection, during daylight hours, of all areas.
        xi. Contractors shall attend a mandatory inspectors' meeting each week in order to receive important information and resolve any problems.
        xii. Contractor shall complete and submit a monthly Site Inspection form ***per each site***.
        xiii. Contractor shall examine each playground wood chip surface area and any litter/unwanted material removed. Wood chips are to be raked and care taken to ensure an even dispersion of the chip. Weeds shall be removed immediately.

xiv. Contractor shall recycle green waste generated from their contract performance and submit a monthly report identifying the weight and /or volume of green waste recycled.
xv. Contractors shall be available twenty-four (24) hours a day, seven (7) days a week to respond to all emergencies within two (2) hours of notification. (Emergencies that involve maintenance work included in these general conditions shall not be compensated).

Failure to provide the manpower**,** equipment**,** tools, materials, services, and special skills necessary to accomplish above Scope of Work to the standard established by these specifications may result in a **Performance Deficiency Deduction and/or a reduction in payment.**

CONTRACTOR'S LICENSE REQUIREMENTS

- City of Coachella Business license (current)
- C-27 Landscape Contractors License (current and active)
- State of California Pesticide License QAL for chemical applications category B (current and active)
- State of California Pest Control Business License (current)
- County of Riverside Pesticide Business License Registration (current)

MANDATORY INITIAL INSPECTION & ACCEPTANCE OF DESIGNATED LANDSCAPE AREAS

The Public Works Director (or Director's designee) and the Contractor shall conduct an inspection of the designated landscape areas covered under this Contract-Agreement as soon as practicable after its execution, and prior to commencement of Contractor's operations. The purpose is to allow the Contractor and the City representative to observe and note any deficiencies or potential problems with landscape area plant materials, decomposed granite/gravel areas, or designated hardscape surfaces and structures.

A. It is the Contractor's responsibility to identify unacceptable plant material before inception of the contract.
B. The Public Works Director or his designee and the Contractor will perform an operational irrigation inspection.

Any corrective items that are observed during the initial inspection, and acknowledged by both parties, may be resolved with the current Contractor or with the successful Contractor on a "one time only" extra work basis. After a specified time frame for corrections the landscape area plant materials, and designate hardscape surfaces and structures will be turned over to the Contractor for contract maintenance. Thereafter, failure to maintain designated landscape areas up to this established standard shall result in the City deducting payment of all or part of the Contractor's compensation, as

noted in pertinent sections of these General Terms & Conditions, as well as in the Special Terms & Conditions.

CONTRACTOR'S WORK SCHEDULES

It is the intent to schedule maintenance in a manner that keeps the designated landscape areas in a state of healthy, vigorous growth.

The Contractor shall submit a Maintenance Schedule provided to the City scheduling the Maintenance Operations, including but not limited to the tasks identified in the below chart. The suggested regularity with which these tasks are to be scheduled are as recommended below or as needed per the direction of the City Representative, whichever achieves the desired service level.

	Daily	Weekly	Bi Weekly	Monthly	Quarterly	Annually
Mowing and Edging		1x &/or 2x				
Litter Removal	X					
Weed Control			X			
Minor Tree Pruning				X		
Ground Cover Edge/Trim			X			
Shrub Trimming			X			
DG & Wood Chip Raking			X			
Parkway Area Main.			X			
Overseeding (triple blend)						2x
Fertilization Application					X	
Herbicide Application					X	
Irrigation Systems Maintenance/Scheduling		1x &/or 2x				
Pest Control				X		
Hardscape Surfaces		X				

The Contractor shall submit immediately upon issuance of notice to proceed a work schedule for each designated landscape area, which will include as minimum the following:

A. Crew Size to be determined for the life of the contract
B. Time and Date for each activity specifying when each work will be completed

At the Mandatory Initial Inspection meeting, the Contractor will present a temporary or base line schedule of work for the upcoming year. It is preferred that a computer-scheduling program compatible with City software be used to generate this schedule. At 30 days from start of contract, a permanent schedule will be given to the City, hereinafter referred to as the FREQUENCY SCHEDULE. Failure to provide this schedule to the City in the appropriate time shall result in termination of the contract**;** failure to adhere to the Frequency Schedule shall result in **PERFORMANCE DEFICIENCY DEDUCTIONS**.

Monthly Walk-Through and Reports

The Contractor, as part of this agreement, will submit a monthly report with invoice. Failure to submit reports and schedules in the time specified shall result in a **$200 Performance Deficiency Deduction** per occurrence, delay in payment, and/or termination of the contract. The Contractor may submit the monthly report and schedule using a computer based program or, the Contractor may submit the report and schedule in writing. It is preferred that a computer-scheduling program compatible with City software be used to generate this schedule. The following information must be included on the monthly schedule:

A. Schedule of maintenance: At the end of each month, the Contractor's representative and the City representative shall have a walk through of the LLMD Districts. The walk-through will focus on but not be limited to: work just completed, seasonal maintenance tasks, the Frequency Schedule and its pertinent tasks, as well as any Extra Work needed. This will generate a punch list from which the contractor will develop the next month's schedule.
    1. Contractor shall provide a schedule of maintenance at the start of each month identifying areas to be maintained and a time frame of when each function shall be performed. This schedule should include the Frequency Schedule as it pertains to the maintenance for that month.
    2. Monthly schedules shall be adjusted to compensate for all City-recognized holidays.
    3. Monthly schedules shall be adjusted as directed by the City representative.

B. The Public Works Department or city staff may request to be part of the Walk-Through or at any time the City deems it necessary.
    1. The City will assume that the Contractor will adhere to the schedule. The City must receive notification of changes at least 12 hours in advance of the scheduled time for performance of the work.
    2. Failure to notify the City of a schedule change and/or failure to perform an item of work on the scheduled day may result in a payment adjustment to reflect only the work actually accomplished.
    3. A monthly report, including an irrigation inspection report, based upon the schedule outlined in the Frequency Schedule and will be turned in at the

monthly walk through meeting. Failure to submit this report at the time of the monthly walk through meeting may result in a **$200 Performance Deficiency Deduction per occurrence.**

A. A monthly report, based upon the approved monthly schedule, and green waste recycling reports, will be turned in at the monthly walk through meeting. Failure to submit this report at the time of the monthly walk through meeting may result in a **$200 Performance Deficiency Deduction** per occurrence**.**

SAFETY

Contractor shall conduct all operations performed under this Agreement in a manner that complies with all applicable federal, state, and local safety laws, rules, orders, and regulations, including but not limited to those set forth in the contract's General Terms and Conditions, as well as those set forth in these specifications.

REPORTING DAMANGE/MALFUNCTION/VANDALISM

Any damage to, or malfunction of, any irrigation systems, any facility not specifically stated in this Agreement shall be promptly reported to the Director. Contractors shall be responsible for reporting any vandalism/theft of existing landscaped areas which are maintained under this contract and damaged or altered in any way as a result of theft and/or mysterious damages that do not result from the performance of the Contractors.

STORAGE FACILITIES

The City of Coachella shall not provide any storage facilities for the Contractors.

PLANT MAINTENANCE

A. All plant material shall be maintained as needed to prevent obstruction as well as possible safety concerns to vehicles, pedestrians and/or the general public. Shrubs shall be maintained to create adequate line-of-sight vision for vehicles where applicable. All vegetation shall be maintained in such a manner as to eliminate over growth beyond its designated parameter and/or encroachment onto sidewalks or curbs. Keep plants located adjacent to sidewalks at a maximum height of three (3) feet and pruned back one (1) foot from edge of sidewalk.

B. Dead material shall be pruned from plants as they occur. There shall be no dead blossoms, stalks, branches or foliage left on an otherwise healthy plant for more than one week, unless otherwise directed by the City and/or contract.

C. Plant material is to be pruned in a manner that is described as a two-step, naturalistic pruning procedure. The City may, at its own discretion, alter time lines or techniques, as the City deems necessary.
D. The Contractor shall be responsible for replacing dead plant material, at no cost to the City, that dies 30 days from commencement of the contract and throughout the term of this contract due to neglect, lack of maintenance or improper care.
E. It is the Contractor's responsibility to identify unacceptable plant material before inception of the contract. This will be accomplished during the mandatory acceptance walk through with the City representative(s) and the Contractor.

TREE MAINTENANCE

A. Trees shall be pruned as needed to remove broken or diseased branches, or for traffic and pedestrian safety. Sidewalk clearance will be eight feet and vehicular clearance fourteen feet from grade. Any broken, structurally unsound or detached limb is considered a hazard. Suckers will be removed as they appear.
B. The Contractor is only responsible for trees under fifteen feet in height for safety and sucker control only. Palm Trees under fifteen (15) feet in height are the responsibility of the contractor. All other tree pruning will be performed under a separate contract, including palm trees. Dead palm fronds and seedpods however, shall be removed from trees less than 15 feet as they appear.
C. In order to promote proper form, strength, health, and appearance consistent with their intended use, any tree pruning done at the request of the City shall be consistent with: the current and applicable International Society of Arboriculture (ISA) guidelines; American National Standards Institute (ANSI) standards, including but not limited to ANSI 300 (most current revision) and ANSI Z133 (most current revision); Chapters 12.24 (Street Trees) and 12.28 (Palm Trees) of Title 12 of the City of Coachella’s Municipal Code.
D. NO TOPPING OF TREES WILL BE ALLOWED.
E. The Contractor shall be responsible for all tree staking. Ties will be monitored to prevent girdling. Remove ties and stakes as directed by the City. Broken stakes are to be removed and if appropriate, replaced. Contractor shall replace tree stakes within twenty-four (24) hours of receiving a corrective action notification from the City; failure to adhere to this specification shall result in a **$200 Performance Deficiency Deduction** per site for each day Deficiency remains uncorrected beyond deadline. Stakes should not remain on the trees longer than 6 months. If the tree cannot stand upright once stakes are removed, the City will then determine whether or not to replace the tree.

F. The Contractor shall remove their debris from pruning and tree maintenance the same working day as accumulated. See also **LITTER CONTROL/DEBRIS REMOVAL** Section below.

G. The Contractor shall be held responsible for any damages done to trees due to poor management procedures. The Contractor shall replace trees, at no cost to the City, that die 30 days after acceptance of the contract due to neglect, lack of maintenance, infestation or improper care. This does not include those trees identified on the mandatory walk with the City and the Contractor.

H. Any trees broken or damaged as a direct result of storm damage, wind, accident or vandalism shall be pruned and/or removed within 24 hours of notification and may be considered an Extra Work to the Contract. Any debris blocking roadways or parking areas shall be removed within one hour of notification to Contractor. Replacement of trees and plants caused by reasons not related to contractual maintenance shall be reimbursable as an Extra Work item.

I. An 18” radius tree well will be maintained around the trunks of trees growing in turf or ground cover areas. Shrubs and/or shrub canopies shall not be permitted to encroach within 12” of tree trunks or root crowns. No weed eater shall be used around trees.

SHRUB MAINTENANCE

A. Pruning

1. Shrubs shall be pruned as required for safety, removal of broken and diseased branches, general containment, and appearance.
2. All shrubbery shall be pruned, trimmed, thinned, and suckers removed to properly contain their size with respect to species, size of planters and the best health of the plant and/or as described in the Frequency Schedule; coordinate with City representative.
3. Pruning shall be done with sharp pruning tools and no weed eaters.
4. Prune shrubs to retain as much of the natural informal appearances as possible, consistent with intended use. Coordinate with City representative.
5. Shrubs used as formal hedges or screens shall be pruned as required to present a neat appearance.
6. All pruning cuts shall be one quarter (1/4) inch above a node (bud). No projections or stubs shall be allowed to remain.
7. Pruning shall be done to maintain a well-groomed, laced-out appearance, and encourage air movement through the shrub.
8. Care shall be taken to prevent soil build-up around the crown of shrubs.
9. Contractor shall remove all clippings the same day shrubbery is pruned and prior to vacating the work site.
10. Remove any spent blossoms or dead flower stalks as required to present a neat appearance.
11. Shrubs and mounding shall not exceed 2 feet in height within areas required

for vehicle sight distance depending upon roadway topography.

B. Shrubbery Replacement

The Contractor shall be responsible for the complete removal and replacement of shrubbery lost due to the contractor's faulty maintenance or negligence, as determined by the City representative.

C. Pruning Schedule

Shrubs shall be pruned and trimmed as needed or as requested by the City's representative. Shrubs shall be pruned and trimmed using sound horticultural techniques. Shrubs shall be maintained within the limits of confined areas (i.e., narrow medians, walkways, etc.) so as not to encroach on same. In addition, all shrubs shall be trimmed to maintain horizontal clearance along all walkways and trails to prevent encroachment onto private property and to remove dead, damaged or diseased plant material.

D. Fertilization

SEE **FERTILIZER APPLICATIONS** Section below.

E. Cultivation

Contractor shall cultivate around shrub and tree areas and tree wells sufficiently and often enough to control weed growth and maintain existing irrigation and drainage ditches.

F. Irrigation (Deep Soaking)

See **WATER MANAGEMENT** Section below.

TURF GRASS MAINTENANCE

A. General

1. Turf Grass Mowing:

   a. Contractor shall mow all turf grass with adequately sharpened reel or rotary type mowers as to provide a smooth and even cut without tearing of turf grass blades.

   b. The blade adjustment shall provide a uniform, level cut without ridges, depressions or scalping.

   c. All turf grasses to be cut at a two and one-half (2 1/2) inch height throughout the year.

   d. Turf grass mowing heights may be adjusted by the Public Works Director.

   e. All turf grass clippings shall be picked up and removed to a legal dumping site prior to vacating the work site after each mowing.

   f. Care shall be exercised to avoid depressions in the established grade from mowing when the soil is saturated.

a. Contractor shall submit, in writing, a mowing schedule within ten (10) days after the start of the maintenance. This mowing schedule shall be approved by the Public Works Director.

b. All areas shall be mowed once every week. Failure to adhere to this specification shall result in a **$200 Performance Deficiency Deduction** per acre, per occurrence.

c. Any alteration of the approved mowing schedule shall be submitted in writing to the Public Works Director for approval prior to implementation.

2. Turf Grass Edging and Trimming:

a. Turf grass edging and trimming shall be performed once every week. Failure to adhere to this specification shall result in a **$200 Performance Deficiency Deduction** per field/site, per occurrence.

b. Edging of turf grass shall be performed with a power edger containing a steel blade.

c. All turf adjacent to sidewalks, curbs, mowing strips, shrub beds, where no improved surface exists, shall be edged in a neat uniform line.

d. Trimming of turf grass shall be performed along walls, and around valve boxes, water meter boxes, backflow devices, trees shrubs, or any structures located within the turf grass area.

e. In areas where there is no mow curb, a six (6) inch barren strip shall be provided, and maintained, between turf grass and adjacent ground cover. Edging of turf grass and ground cover shall provide uniform delineation adjacent to this barren strip.

f. Trimming of plant material may be required around sprinklers to provide maximum irrigation coverage.

g. All clippings shall be removed from the work site the same day work is performed and prior to a Contractor vacating the work site.

h. After mowing and edging is completed, all adjacent walkways and gutters shall be swept clean.

i. See **FERTILIZER APPLICATIONS** Section below.

3. Overseeding:

a. Contractor shall be responsible for scalp and seed for winter, and seed for summer. Contractor shall comply with Section 5.05.010 of the City Coachella's Municipal Code. Contractor to provide seed.

GROUND COVER MAINTENANCE

A. General

1. Trim ground cover adjacent to walks, walls and/or fences as required for general containment to present a neat, clean appearance, with neat uniform lines.
2. Remove broad-leafed and grass weeds as required. Weeds shall be controlled and not allowed to reach two-inch (2") height. Remove weeds by chemical or mechanical means as approved by City representative. See also **WEED CONTROL**, **PEST CONTROL**, and **HERBICIDES** Sections below.
3. Prevent soil compaction by cultivating regularly all ground cover areas.
4. Remove debris that accumulates on ground fixed lighting fixtures.
5. Any paper or litter that accumulates in ground cover areas shall be picked up on a daily basis. See also **LITTER CONTROL/DEBRIS REMOVAL** Section below.
6. Keep ground cover trimmed back from all drip line irrigations, controller units, valve boxes, quick couplers, or other appurtenances or fixtures. Do not allow ground cover to grow up the trunk of trees, into shrubs, on structures or walls unless directed by the City representative. Keep trimmed back approximately 4 inches from structure or walls and two (2) inches from sidewalks, curbs, mow curbs, and walkways. Coordinate trimming around base of shrubs/trees with City representative.
7. Trimming of ground cover may be required around sprinklers to provide maximum irrigation coverage.
8. Bare soil area shall be cultivated a minimum of once per month and/or mulched as directed by the City representative (mulch will be supplied or paid for by the City).
9. All clippings and trimmings shall be removed from the work site the same day work is performed and prior to the Contractor vacating the work site.
10. After edging or trimming, the Contractors shall sweep clean all adjacent sidewalks or gutters.
11. See **FERTILIZER APPLICATIONS** Section below.

WEED CONTROL

A. Planters, gravel areas, sidewalks, curb and gutters, expansion joints, fence lines, drainage areas, bare areas, and around plants and trees shall be kept free of grass and weeds. This will be done on an as-needed basis.

B. The Contractor shall perform weed removal and shall identify in their schedules approximate time frames for performing this function. Failure to adhere to this specification shall result in a **$200 Performance Deficiency Deduction** per site for each day Deficiency remains uncorrected. Acceptable methods of control are: Annual weeds, mechanical and/or chemical methods. Perennial weeds such as Bermuda grass, nutsedge (species), bindweed, Pennisetum grass shall be controlled with chemical means only.

C. After weeds have been sprayed and removed, the Contractor shall rake or sweep the area removing any debris generated as a result of the weed control process.
D. Chemical herbicide control is the responsibility of the Contractor. The Frequency Schedule outlines the minimum herbicide controls. If weed control has not been maintained as specified, the City may require additional herbicide applications at no additional cost to the City. Preventative weed control, such as pre-emergent herbicides and post-emergent herbicides is the responsibility of the Contractor. See also **PEST CONTROL** and **HERBICIDES** Sections below.

PEST CONTROL

General

The Contractor shall provide complete and continuous control and/or eradication of all plant pests at no extra cost, including: weeds; insects, mites, nematodes, and other invertebrates; gophers, squirrels, rats, mice, and other vertebrates; snails and slugs; pathogens and diseases.

Controls to include necessary use of integrated pest control systems involving the use of life history information and extensive monitoring. Control through prevention, cultural practices, pesticide applications, exclusion, natural enemies and host resistance.

The only exception to this is with regards to bees. The contractor will be responsible for reporting to the City any bee activity (swarms or hives) immediately.

All areas of the landscape shall be inspected for infestations of harmful pests. Leaves that may be blotched, blighted, deformed, mildewed, rusted, scorched, discolored, defoliated, or wilted should be noted. Identify the cause of injury and consult a Pest Control Advisor before application of chemical treatments.

At certain times of the year, and with certain environmental conditions, the presence of certain pests can be anticipated; start preventative cultural methods before a pest is visible. Inspect new growth for the presence of aphids, leaf hoppers, scale, mealy bugs, and mites. Look for ants on soil, along walks, and trunks of shrubs and trees. Control adult beetles before they lay eggs on bark in the spring. Ongoing inspections are necessary to determine if there is a summer brood. Snails shall be controlled before becoming epidemic. They can be anticipated as a menace from spring until the advent of high temperatures, wherever moist soil prevails.

Pruning may be an effective prevention of an epidemic of insects and diseases. Removing infected parts and disposing of them off site separates the pest or pathogen from the host. Examples are Pine tree tip month, Juniper twig girdler, Verticillium wilt, and some other fungal caused blights of foliage. Proper thinning of

tree foliage, to provide light and aeration for groundcover may aid in disease prevention. Use care when pruning not to spread disease by keeping all cutting edges sterile by dipping in an alcohol or bleach solution after each cut

Application of Pesticides

A. Notification: City shall be notified prior to the application of pesticides and other chemicals. **THERE SHALL BE NO APPLICATION OF A PESTICIDE WITHOUT WRITTEN PERMISSION FROM THE CITY**.

B. Timing: Pesticides shall be applied at times which limit the possibility of contamination from climatic or other factors and at the proper life cycle of the pests. Early morning application shall be used when possible to avoid contamination from drift. Applicator shall monitor forecast weather conditions to avoid making application prior to inclement weather to eliminate potential runoff of treated areas.

C. Irrigation: Irrigation water applied after treatment shall be reduced to eliminate runoff. When water is required to increase pesticide efficiency, it shall be applied only in quantities of which area is capable of receiving without excessive runoff. Coordinate with City representative.

D. Handling of Pesticides: The Contractor shall be responsible for the safe and proper application of all chemicals. Care shall be taken in transferring and mixing pesticides to prevent contaminating areas outside the target area. Application methods shall be used which ensure that materials are confined to the target area. Spray tanks containing leftover materials shall not be drained on the site to prevent any contamination. Disposal of pesticides and tank rinsing materials shall be within the guidelines established in the State of California Food and Agricultural Code or EPA regulations.

E. Equipment and Methods: Spray equipment shall be in good operating condition, quality, and design to efficiently apply materials to the target area. Drift will be minimizing by avoiding high pressure applications and using water soluble drift agents.

F. Selection of Materials: Pesticides shall be selected from those materials which characteristically shall be used when possible to limit windblown particles. The use of adjuvant will be to increase pesticide efficiency thereby reducing the total amount of technical material required to gain control.

G. Substitutions: Wherever a specific type of material is specified, no substitutions shall be allowed without the written consent of the City representative. Certification of Materials: All materials shall be delivered to the site in original unopened containers. Materials shall be subject to inspection by the City representative.

H. Licenses and Permits: The contractor shall obtain necessary permits and licenses to comply with the City, County, State or Federal laws for using pest control chemicals. All material use shall be in strict accordance and applied within the most current EPA regulations and the California Food and Agricultural Code.

1. The State of California Agricultural Code requires that ALL pesticides and/or chemicals may be used only after a written recommendation by a State of California Licensed Pest Control Advisor is obtained, with a copy forwarded to the City Public Works Department prior to chemical use. A recommendation consists of all the applicator should know for an accurate and safe usage. The recommendation must be time and site specific.

2. Application of all pesticides shall be made by or under the supervision of a person holding a valid license, permit, or certificate issued pursuant to Sections11701 and following, and Sections 14151 and following, of the California Food and Agriculture Code. Said person or company shall be registered to conduct a pest control business in the State of California and the County of Riverside during the entire term of this Agreement and any extension(s) thereof.

3. In case a Restricted Use Pesticide is recommended, the City must have a use permit issued by the County of Riverside Agricultural Commissioner.

I. Use Reports: Contractor shall complete and furnish a pesticide application log to be submitted to the City at the monthly walk through. The log shall have the following information included:
   1. The pest to be controlled
   2. Method of control
   3. Copies of the product labels
   4. MSDS Sheets
   5. A frequency schedule
   6. A copy of the PCA recommendation

J. Material Use Reports: Pesticide applications shall be recorded on the maintenance schedule and coordinated with the City's representative. Material use reports for all pesticides shall be filed with the City no later than the 10th of every month for the preceding month.

K. Plant Material Replacement: The Contractor will assume responsibility and liability of use of chemical controls, and shall be responsible for the replacement of any plants, turf, and trees killed or damaged by improper chemical applications.

Herbicides

Weeds must be removed upon appearance. Selective post emergence herbicides shall be used to kill weeds without permanent injury to other plants. Do not proceed with a treatment except as recommended by a Pest Control Advisor in writing with a copy forwarded to the City's representative prior to treatment.

A. All creeping grasses shall be kept out of shrubs and groundcovers.
B. The Contractor shall be especially careful if applying chemicals to control weeds because of possible damage to the lawn. Before such applications are made the turf should be well established and in a vigorous growth condition. All chemicals applied will be recorded and coordinated with the City's representative.
C. Broadleaf weeds in turf shall be removed selectively, without injury to the lawn grass other than slight, temporary discoloration.
D. Grass weeds in lawns shall be controlled with selective post-emergence herbicides. Pre-emergent herbicide application shall be required to control crabgrass in all turf area. Scheduling for pre-emergence herbicide controls of weedy grass seeds shall be set forth in the FREQUENCY SCHEDULE.
E. Weeds not killed with herbicides shall be removed manually. Turf and other desirable plants killed by weeds, chemicals, etc., shall be replaced at the Contractor's expense. All replacements must be made within 7 calendar days after receiving notice from the City.
F. See also **WEED CONTROL** and **PEST CONTROL** Sections above.

Insecticides/Fungicides

A. The Contractor shall be responsible for the application of the appropriate chemical.
B. The Contractor shall be responsible for the replacement of any plant, tree or turf area, at no cost to the City, if appropriate measures or actions were not taken to control and/or eradicate the problem.
C. The City shall notify the Contractor in writing if the City has knowledge of any insect, fungus or disease problems. Preventive fungicides shall be applied as necessary.
D. Insecticide and/or fungicide applications shall be recorded on the maintenance schedule and coordinated with the City's representative. See also **Application of Pesticides** above.

FERTILIZER APPLICATIONS

All landscape areas shall be fertilized at rates and intervals designated in the Frequency Schedule. This includes shrubs, ground covers, and turf. Equipment and labor to apply any fertilizer shall be included in the contract. The City is to supply the fertilizer materials. Compliance with fertilization specifications will be enforced by application inspections and periodic soil analysis. See also **LITTER CONTROL/DEBRIS REMOVAL** Section below.

A. **SHRUBS & GROUND COVERS**: Contractor shall use a balanced fertilizer in shrub and ground cover areas as requested in the Frequency Schedule or as directed by the City's Representative. The Contractor is to provide the equipment and labor to apply the fertilizer as part of this contract.

B. **TURF**: Apply fertilizers so as to provide sufficient nitrogen and other basic nutrients on a regular basis to keep turf in healthy looking condition or as directed by the City's representative. **Fertilizer will be applied as often as required to maintain deep green color at all times.** Type of turf and time of year will determine type of fertilizer used. The frequency of application will greatly depend on amount of leaching caused by excess use of water; this must be coordinated with City's representative. The type of fertilizer used and frequency applied will be recorded. Coordinate with City's representative.

LITTER CONTROL / DEBRIS REMOVAL

A. Daily services, seven days a week; all litter will be picked up by 10 a.m. everyday at all sites.
   a. This includes all debris discarded by the public during the use of the facility.
   b. Pick up all areas including areas around trash enclosures, benches, in medians/planter bed areas. Remove all trash, litter and empty all trash cans.
   c. Trash should be taken and deposited hauled away by Contractor or trash must be hauled off to an approved site. Trash in trash cans throughout parks must be emptied. If cans are overflowing, contractors shall empty debris into dumpsters (this includes debris on the ground and in the can). If trash and debris is dumped next to dumpster and enclosure, contractor shall try to put it into the dumpster, if there is no room, it shall be hauled off the site.

B. The Contractor shall provide a general clean-up operation throughout the contracted areas *on a daily basis* seven (7) days per week including holidays for the purpose of picking up papers, trash such as paper, cans, bottle, broken glass, dog droppings and any out-of-place or discarded items, hanging or broken tree branches, or other debris which may accumulate in the landscape areas, caused by winds or normal conditions. Failure to remove and dispose of debris deposited by winds or under normal conditions within twenty-four (24) hours shall result in a **$200 Performance Deficiency Deduction** per acre for each day Deficiency remains uncorrected beyond deadline**.**

C. The Contractor shall also regularly remove dried plant material, such as: fallen leaves, twigs, flowers, and seed pods, and; dried up and/or dead portions of trees, shrubs, vines, and ground cover at intervals set forth in the Frequency Schedule. Every effort shall be made to remove litter from all areas as early in the morning as possible, and no later than 10:00a.m.

D. Contractor shall remove all debris resulting from Contractor's maintenance operations and dispose of it off-site in a legal manner, at Contractor's sole

expense. Disposal of debris shall not be allowed in any City trashcan, bin or City facility (corporate yard or satellite yards) nor in any park refuse container unless other arrangements have been authorized by the City. Failure to remove and dispose of debris generated by Contractor's maintenance operations within twenty-four (24) hours shall result in a **$200 Performance Deficiency Deduction** per acre impacted for each day that Deficiency remains uncorrected beyond deadline**.**

1. No debris will be all allowed to remain at the end of the workday.
2. All surfaces will be raked or swept after litter and/or weeds are removed.
3. All grass clippings shall be picked up after each mowing or trimming operation. If mulching mowers are used, all visible clippings must be removed in accordance with this specification. Failure to remove and dispose of debris shall result in **$200.00 Performance Deficiency Deduction** per acre impacted for each day that Deficiency remains uncorrected beyond deadline.
4. All debris must be separated into green waste, recyclables, and other waste to minimize contamination and be disposed of in the appropriate locations. Failure to separate and dispose of debris appropriately shall result in **$200.00 Performance Deficiency Deduction** per occurrence. See also **GREEN WASTE** Section below.
5. All walkways will be kept clean/clear or debris and plant growth. Care shall be taken not to create unnecessary hazards to foot or wheelchair traffic during maintenance operations.
6. All shrub areas not interplanted with ground cover will be raked clean a minimum of once a week or as directed by City representative.

E. Contractor's operations shall comply with Chapter 13.16 (Stormwater Management) of the City's Municipal Code, including but not limited to Section 13.16.120 – *Compliance with General Permits*, and Section 13.16.130 – *Compliance with Best Management Practices* (BMP's)

1. Blowing of grass cuttings, debris, plant litter, fertilizers or other chemical granules, pellets, or dusts into public streets, gutters, or storm drain inlets is a violation of City's NPDES Permit, and shall result in a **$200.00 Performance Deficiency Deduction** per site, per occurrence.
2. Contractor shall be solely responsible for payment of any fines, or costs of any cleanup or enforcement action that may result from Contractor's failure to adhere to this specification.

F. The contractor shall provide National Pollutant Discharge Elimination System (NPDES) Permit training for Urban Runoff management to Contractor's employees and subcontractors if any. Failure to provide Urban Runoff management training is a violation of Order No. R7-2008-0001, NPDES No. CAS 617002 (Municipal Separate Storm Sewer System NPDES Permit), Section f.- *Public Education and Outreach viii, Permittees' Employees*, for each day of which such failure occurs, and shall in addition, be a breach of the contract with the City of Coachella (City). Contractor understands and agrees that NPDES Permit violations are grounds for enforcement action by the Environmental Protection Agency, the State/Regional Water Resources

Control Board and the City and may result in permit termination (stop work order), civil and criminal fines, and termination of contract. **By submitting a proposal, the Contractor certifies to the City that he has trained his employees and subcontractors, if any, for Urban Runoff Management,** and included sufficient sums in his base compensation proposal amount to cover such costs of said training.

SIDEWALK / HARDSCAPE AREA CLEANING

Contractor shall maintain and clean any accumulated sand, gravel, grass and plant clippings or debris on all sidewalk and hardscape areas within the Landscape Area boundaries. All surfaces will be raked or swept after litter and/or weeds are removed. All hardscape surfaces will be maintained clean and free of debris by power-washing when needed. This shall be performed on a continuous basis as needed. See Frequency Schedule.

RESURFACING AND RAKING OF DECOMPOSED GRANITE (DG)

A. All work associated with the maintenance and repair of decomposed granite and gravel surfaces including: trails and planter areas.
B. Rake, clean, repair or resurface DG/gravel surfaces using manual or machine assisted methods to achieve a smooth, level and uniform surface.
C. DG/gravel areas will be uniformly covered and smooth, free of ruts, ridges, plant growth, and potholes.

RESURFACING AND RAKING OF WOOD CHIPS

A. All work associated with the maintenance and repair of wood chip surfaces include playground areas.
B. Rake, clean, evenly disperse wood chips using manual methods to achieve a smooth, level and uniform surface.
C. All wood chip surfaces will be maintained free from weeds, debris or moisture.
D. In the event of flooding that displaces wood ships, the displaced chips shall be gathered, cleaned of any unwanted material and redistributed to the playground area.

DRAINAGE FACILITIES

The Contractor shall be responsible for continual inspection of surface drains, V-ditches, located within the landscaped areas. Surface drains shall be checked and maintained free of obstruction and debris at all times to assure proper drainage.

Remove any debris or vegetation that might accumulate at the inlet to prevent proper flow of water. See also **LITTER CONTROL/DEBRIS REMOVAL** Section above.

IRRIGATION MAINTENANCE

The controlling factor in the performance of water management within the City landscape maintenance area is the application of ater to landscape plants at a rate that closely matches the demands of plants with little or no runoff. Plan health, roadway safety and water conservation are the primary reasons for proper irrigation maintenance. Contractor shall maintain strict adherence to specification requirements. The format for inspection and repairs are as follows:

A. The entire irrigation system, including all components beginning at the meter shall be maintained in an operational state at all times. This coverage shall include, but not be limited to: all City-owned valves, backflow devices, piping, electrical wiring, heads, emitters, filters, and pumps.

B. All irrigation systems shall be tested based upon the following schedule: October 1 to March 31 – every two weeks, and weekly from April 1 to September 30. Contractor shall include irrigation testing in the monthly and yearly schedule. All irrigation checks will include irrigation controller operation.

C. All systems shall be kept in adjustment to ensure proper coverage, and prevention of excessive run-off or erosion. Adjustments shall include, but not be limited to: actual head adjustment, cleaning and flushing of lines, heads, tubing repairs, and filter screens as well as obstructions within these components. Costs for adjustments shall be included in the contractual costs for operation and maintenance of the irrigation system.

D. All damage resulting from the Contractor's maintenance operations including but not limited to: Contractor's failure to properly maintain the system, shall be repaired or replaced prior to the end of the work day or as directed by Public Works Director or his/her designee at the Contractor's expense.

E. Repairs to the irrigation system shall be divided into two categories:

i. diameter, all lateral lines regardless of size, risers, exposed electrical connections, washers, seals, adjusting pins, and repair or replacement of emitters or sprinkler heads of 1/2 " inlet size or less. The cost for minor repair labor and materials shall be included in the contractual costs for operation and maintenance of the irrigation system. In the case of minor repairs due to acts of vandalism or third parties, Contractor may charge for necessary materials at Contractor's cost plus 15%, per SPECIFIC TERMS & CONDITIONS – EXTRA WORK, Subsection 1.E; all labor for these repairs shall be included in the contractual costs for operation
and maintenance of the irrigation system.

ii. Major repairs shall include all mainline pipe regardless of size, controllers, backflow and pressure regulators, mainline control wires, valves, solenoids and diaphragms, all sprinkler heads of 3/4 " inlet size and bigger. The cost for labor and materials for major repairs shall be considered Extra Work above and beyond the contract.

F. Contractor shall make minor repairs to the irrigation system within twenty-four (24) hours of noticing, or receiving notification of, conditions in need of correction. When Contractor discovers, or is notified of major irrigation damage during normal business hours, the Contractor will submit an estimate form showing approximate material costs and not-to-

exceed costs for labor. This form shall be signed by the Public Works Director or his/her designee and shall serve as written approval. Repairs to damage discovered or reported outside of normal business hours/days, shall be repaired within eight (8) hours of discovery/notification, and a written estimate submitted at the start of the next business day. Failure to repair irrigation systems within time frames specified above shall result in a $200 Performance Deficiency Deduction per site for each day that Deficiency remains uncorrected beyond deadline.

G. Repairs or replacements to the irrigation system shall be made with like parts. No substitutions shall be allowed without written approval of the City.

H. The City will perform routine inspections of the irrigation system to ensure accuracy of the Contractor's inspection reports. If discrepancies are found, the City shall construe this as a performance deficiency and implement payment reduction as specified in the section pertaining to Performance Deficiencies Deductions from payment.

I. The City reserves the right to supply any and all parts for irrigation repairs.

J. The Contractor shall return irrigation parts that have been replaced due to damage or malfunction to the Public Works Director or his/her designee.

K. The Contractor is responsible for adjusting sprinkler heads and valve boxes to a level that will prevent damage by maintenance equipment or pedestrian traffic. Damage caused by improper height adjustment will be repaired by the Contractor at no cost to the City. The Contractor shall be responsible for all damage done to irrigation components as well as any plant material affected by Contractors personnel or equipment during maintenance operations.

L. The Contractor shall provide personnel fully trained in all phases of irrigation operation, adjustments and repairs for irrigation systems used in the City landscape maintenance area. The Contractor shall provide personnel capable of communicating with City representative at a proficient level of English.

M. All controller scheduling and operations are the responsibility of the Contractor, including but not limited to seasonal adjustment of run day and run time schedules.

WATER MANAGEMENT

All designated landscape areas shall at all times receive irrigation in amounts adequate to promote normal, healthy growth of plant material. Contractor shall be responsible for delivery of water by means of automatic or manually operated irrigation sprinkler systems, quick couplers, hose bibs, or water tank, as specified site and/or weather conditions require.

Water Management Requirements are as follows:

A. All systems shall be adjusted weekly and as needed to maintain healthy plant material and water conservation.

B. All program changes shall be recorded on the irrigation schedule.

C. Contractor shall submit a report of irrigation system maintenance and management monthly for each of the landscape areas under this contract. Said report shall be included with Contractor's monthly maintenance report.

D. Controller program is to be sufficient to maintain a healthy landscape without excessive water use.

E. Contractor shall manually operate automatic irrigation systems rendered inoperable for any reason in a manner that supports normal, healthy growth of plant material. Costs for

such extraordinary operation shall be included in the contractual costs for operation and maintenance of the irrigation system.

F. Controller programs shall incorporate the following conditions:

a. Meet City water management requirement per Municipal Code Chapter 13.

b. Avoid weekend water when possible and avoid watering between 8am-10pm where possible.

c. Maximize repeat operations (when and where possible).

d. Minimize station run times.

e. Reflect actual evapotranspiration (E.T.) requirements.

f. Reflect actual requirements of soil and plants.

g. Eliminate runoff onto streets, sidewalks, and other non-target areas.

h. Deep Soaking shall be defined as the application of sufficient quantities of water to maintain reasonable health vigor of plants. Quantities of water shall be sufficient to allow for deep water penetration and encouragement of deep rooting of the plants.

i. Provide sufficient time for soil to dry out between irrigations.

j. Maximize community use of City property.

GREEN WASTE

The Contractor shall compost all appropriate green waste removed from City landscape areas at an approved facility where green waste is converted to a usable soil amendment. If any compost is used in the execution of the landscape maintenance contract, it must be from a facility that receives and composts City of Coachella green waste. Said products shall be approved by the Public Works Director or his designee before use. The Contractor shall submit verification of recycling City of Coachella green waste as part of the Contractor's monthly report.

EXTRA WORK

During the course of the contract period, additional services, labor and materials, beyond those specified in the contract may be required and performed on a time and material or unit price basis. Such work will be billed according to the Extra Work pricing schedule provided as part of this contract. The Contractor may notify the City of the need for Extra Work and/or the City may request Extra Work. The City will issue a Work Request form upon which the Contractor will provide estimated labor, material and/or unit price costs. The Contractor must have a signed work order from the Public Works Director or his designee before beginning work.

The Contractor shall provide twenty-four- (24) hour emergency service, with prompt correction or mitigation of emergency damage when notified of an occurrence. An emergency that is causing a hazard to the public or property must be responded to within one (1) hour. Failure to do so may result in monetary deductions from the monthly billing. Response to emergency service shall be paid at a rate of $25.00 per hour. Work should be limited to the level required to mitigate an emergency and further repairs shall be completed during normal working hours. Extra work will be a separate item from normal

contractual duties. The Contractor is expected to complete the contractual duties as specified on schedule and extra work shall not interfere with or delay these duties.

1. In the event the Contractor is required by the City and agrees to perform extra work, the following procedure shall govern such work:
   A. Work will be executed under the direction of the Contractor's maintenance supervisor on a time and materials basis or an agreed lump sum price depending on the nature of the work.
   B. When required by the City Representative, a written estimate of cost will be submitted for approval and issuance of a purchase order prior to work being done. The Contractor shall maintain records sufficient to distinguish the direct cost of said extra work from cost of other operations. The Contractor shall furnish reports of extra work on forms furnished by the contractor, itemizing all costs for labor, materials, and equipment. The report shall include hours worked.
   C. City will issue work request for such extra work to be performed.
   E. Repairs due to vandalism
   F. Material cost shall be actual cost not to exceed 15% for the handling of materials purchased by the Contractor and used for the extra work.

Extra work must be approved by the City Representative in writing.

GUARANTEE AND / OR REPLACEMENT POLICY

All new plant material and irrigation installation shall be guaranteed for a period of one calendar year except due to "Acts of God, "i.e., damage or death of plant material due to wind or storm, or vandalism, theft, or other willful acts over which the maintenance contractor has no control. Existing plants shall be replaced by Contractor if they die due to Contractor's negligence.

EXHIBIT "B"
SCHEDULE OF MAINTENANCE SERVICES

	Daily	Weekly	Monthly	Quarterly	Annually	Bi-Annually
Mowing and Edging		1x &/or 2x				
Litter Removal	X					
Weed Control			X			
Minor Tree Pruning				X		
Ground Cover Edge/Trim			X			
Shrub Trimming			X			
DG & Wood Chip Raking			X			
Parkway Area Main.			X			
Overseeding (triple blend)						2x
Fertilization Application					X	
Herbicide Application					X	
Irrigation Systems Maintenance/Scheduling		1x &/or 2x				
Pest Control				X		
Hardscape Surfaces		X				

Above is the minimum requirement attached is the weekly and monthly man hours contractor has committed per district.

MONTHLY SCHEDULE SHEET

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
All areas litter removal - 4 hrs Irrigation cks - 4 hrs Mowing & Edging - 26 hrs Areas 13. 14, 15, 22, 30, 32 33 & 38 Areas 7,9,10,16,22,31,28 Maint svcs to include: 20 hrs Weed Control Grd Cvr/Shrub Trim DG/Wood Raking Parkway Area Main Hardscape Services Green Waste/Dump Admin, walks, reporting - 4	All areas litter removal - 4 hrs Irrigation cks - 4 hrs Mowing & Edging 28 hrs Arees 17,18, 19, 23,25,& 28 Areas 15, 29,33,34,35 Maint svcs to include: 18 hrs Weed Control Grd Cvr/Shrub Trim DG/Wood Raking Parkway Area Main Hardscape Services Green Waste/Dump Admin, walks, reporting- 4	All areas litter removal - 4 hrs Irrigation cks - 4 hrs Areas 1, 4, 11,13,21,24, 32 Maint svcs to include: 44 hrs Weed Control Grd Cvr/Shrub Trim DG/Wood Raking Parkway Area Main Hardscape Services Green Waste/Dump Admin, walks, reporting - 4	All areas litter removal - 4 hrs Irrigation cks - 4 hrs Mowing & Edging 26 hrs Arees 16,20, & 24 Areas 2, 3, 6,12,14,17.27 & 36 Maint svcs to include: 20 hrs Weed Control Grd Cvr/Shrub Trim DG/Wood Raking Parkway Area Main Hardscape Services Green Waste/Dump Admin, walks, reporting- 4	All areas litter removal - 4 hrs Irrigation cks - 4 hrs Areas 18, 19,,28, 25,28 Maint svcs to include: 44 hrs Weed Control Grd Cvr/Shrub Trim DG/Wood Raking Parkway Area Main Hardscape Services Green Waste/Dump Admin, walks, reporting- 4
All areas litter removal - 4 hrs Irrigation cks - 4 hrs Mowing & Edging - 26 hrs Areas 13. 14, 15, 22, 30, 32 33 & 38 Areas 7,9,16,22,31,28 Maint svcs to include: 20 hrs Weed Control Grd Cvr/Shrub Trim DG/Wood Raking Parkway Area Main Hardscape Services Green Waste/Dump Admin, walks, reporting - 4	All areas litter removal - 4 hrs Irrigation cks - 4 hrs Mowing & Edging 28 hrs Arees 17,18, 19, 23,25,& 28 Areas 15, 29,33,34,35 Maint svcs to include: 18 hrs Weed Control Grd Cvr/Shrub Trim DG/Wood Raking Parkway Area Main Hardscape Services Green Waste/Dump Admin, walks, reporting - 4	All areas litter removal - 4 hrs Irrigation cks - 4 hrs Areas 1, 11,13,21,24, 32 Maint svcs to include: 44 hrs Weed Control Grd Cvr/Shrub Trim DG/Wood Raking Parkway Area Main Hardscape Services Green Waste/Dump Admin, walks, reporting - 4	All areas litter removal - 4 hrs Irrigation cks - 4 hrs Mowing & Edging 26 hrs Arees 16,20, & 24 Areas 3, 12,14,17.27 & 36 Maint svcs to include: 20 hrs Weed Control Grd Cvr/Shrub Trim DG/Wood Raking Parkway Area Main Hardscape Services Green Waste/Dump Admin, walks, reporting - 4	All areas litter removal - 4 hrs Irrigation cks - 4 hrs Areas 18, 19, 23, 25,28 Maint svcs to include: 44 hrs Weed Control Grd Cvr/Shrub Trim DG/Wood Raking Parkway Area Main Hardscape Services Green Waste/Dump Admin, walks, reporting - 4
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ANNUAL SCHEDULE SHEET

JANUARY - Detail/Mow/Irrigation Adj - 1,280 hrs - Check all tree stakes and ties for support against strong winds.- -Irrigation adjustments as needed -Monthly job walks, reporting - adm - 86 hrs	**FEBRUARY** - Detail/Mow/Irrigation Adj- 1,280 hrs Trim back frost damaged plant material as needed -Apply fertilizer with .40% Barricade (pre-emergent/herbicide) to turf - 20 hrs -Begin natural pruning on applicable in second half of the month -Trim back Lantanas to remove last years growth and promote new growth. -Monthly job walks, reporting,adm 86 hrs	**MARCH** -Detail/Mow/Irrigation Adj - 1,280 hrs Continue irrigation adjustments as needed -Continue natural pruning on select material. -Closely monitor plants for pests as weather warms. -Address any replacement planting -Monthly job walk, reporting, adm - 86 hrs
APRIL -Detail/Mow/Irrigalton Adj - 1,280 hrs Wrap up natural pruning prior to heat. -Start to drop mowing heights to help encourage Bermuda growth -Review irrigation schedules and increase water along with increase in temperatures. -Apply 9-9-9 to plants per schedule -Spray Olive trees to prevent fruit set -Apply post emergent herbicide (crabgrass, broadleaf).- 20 hrs. Monthly walks, reporting -, adm 86hrs	**MAY** - Detail/Mow/Irrigation Adj - 1,280 hrs -Spray nut-grass in turf areas - 20 hrs -Monthly job walk , reporting , adm- 86 hrs	**JUNE** -Detail/Mow/Irrigation Adj - 1,280 hrs -Prune to control growth of Oleanders Bougainvillas, Hibiscus and Lantana (as needed). -Apply 16-4-4 in turf areas -Increase watering schedules. -Monthly job walk, reporting, adm - 86 hrs
JULY -Detail/Mow/Irrigation Adj - 1,280 hrs -Avoid any major pruning to prevent from sunburn damage. -Apply post emergent herbicide (crabgrass, broadleaf) - 20 hrs. -Monthly job walk, reporting, adm- 86 hrs	**AUGUST** -Detail/Mow/Irrigation Adj - 1,280 hrs -Prepare scalping/renovation schedules -Irrigation adjustments (as needed). -Apply turf growth regulator - 20 hrs -Monthly job walk, reporting, adm - 86 hrs	**SEPTEMBER** -Detail/Mow/Irrigation Adj - 1,280 hrs -Reduce watering times (to prepare for turf renovation). -Apply growth regulator - 20 hrs -Lower mowing heights every week (this month)/weather dependent). -Apply 9-9-9 to plants per schedule -Monthly job walk, reporting, adm - 86 hrs
OCTOBER -Detail/Mow/Irrigation Adj - 1,280 hrs -Continue scalping -Start seeding (ryegrass) by second week ot the month -Irrigation heads checked throughout properties for proper function and turf coverage in preparation for overseeding. -Set watering times (6-8 times per day) for proper seed germination. -First time lawn cut (approximately 4 weeks after seeding). -Apply 6-24-24 XB In turf aeas Monthly job walk, reporting, adm - 86 hrs	**NOVEMBER** -Detail/Mow/Irrigation Adj - 1,280 hrs.- Continue with watering adjustments as needed. -Spot seed overseeded turf as needed -Monthly job walk, reporting, adm - 86 hrs	**DECEMBER** -Detail/Mow/Irrigation Adj - 1,280 hrs. -Hold off major pruning to avoid any frost damage. -Cut back Mexican Bird of Paradise due to weather -Monthly job walk, reporting, adm- 86 hrs

City of Coachella -LLMD 1-38

		M	T	W	TH	F	SAT	SUN	NOTES
1	Lewis Homes			X					A, B, D, E, F
2	Peacock Palms				X				A, B, D, E, F
3	Buena Vista Homes				X				A, B, D, E, F
4	Palm Desert Dev			X					A, B, D, E, F
5									
6	Fiesta Homes				X				A, B, D, E, F
7	La Paz	x							A, B, D, E, F
8									
9	CV Housing Coalition	x							A, B, D, E, F
10	Plaza del Sol	x							A, B, D, E, F
11	Loma Vista			X					A, B, D, E, F
12	La Paz II				X				A, B, D, E, F
13	Baron-Ziralck			X					A, B, C, D, E, F, G
14	Pueblo de la Paz				X				A, B, D, E, F, G
15	Cachanillas		X						A, B, C, D, E, F, G
16	Tierra del Sol			X					A, B, C, D, E, F, G
17	Rancho Las Flores				X				A, B, C, D, E, F, G
18	Bello Cando					X			A, B, C, D, E, F, G
19	Paseo de las Palmas					X			A, B, D, E, F
20	Posada del Valle					x			A, B, C, D, E, F, G
21	Loma Vista II			X					A, B, D, E, F
22	Rancho de la Fe	x							A, B, C, D, E, F, G
23	La Colonia					X			A, B, C, D, E, F, G
24	La Paloma Estates			X					A, B, C, D, E, F, G
25	Las Palmas.					X			A, B, C, D, E, F. G

		M	T	W	TH	F	SAT	SUN	NOTES
26									
27	Rancho Mariposa				X				A, B, D, E, F
28	La Morada					X			A, B, C, D, E, F, G
29	Somerset		X						A, B, D, E, F
30	Sundate I		X						A, B, C, D, E, F, G
31	Los Jardines	x							A, B, D, E, F
32	Aventine			X					A, B, C, D, E, F,G
33	Vista Escondida		X						A, B, C, D, E, F, G
34	Terra Bonita		X						A, B, D, E, F
35	Bellissima		X						A, B, D, E, F
36	Valencia				X				A, B, D, E, F
37									
38	Rancho Cielo	X							A, B, D, E, F

Duties

A. Daily, 5 days per week, by 10 am – Remove all trash, letter and empty trash receptacles, dog droppings, trash, broken or hanging tree branches and discarded items

B. Weekly, before 5 pm Friday, irrigation inspection, adjustment and repair, Clean sidewalk or hardscape surfaces, power wash when needed

C. Weekly, before 5 pm Friday, Mowing, detail and edge

D. Weekly or as needed Weed control, to maintain planters, plant material health, parkway maintenance Prune shrubs, hedges, ground covers, aesthetics, and/or public safety. Safety prune plant material, remove plant flower stalks, Safety prune and remove suckers Rake and level woodchip and/or DG surfaces.

E. Monthly (12 times per year, every month) Pest control/eradication of plant pests including insects, mites, nematodes, gophers, squirrels, rats, mic, other vertebrates, snails, slugs, ants, etc. Bees are the only exception – report any bee activity to City representative. Sidewalk clearance of trees for traffic and pedestrian safety up to eight feet. Safety and sucker control of trees up to 15 feet, broken branch removal and removal of any dead palms, seedpods less than 15 in height.

F. Quarterly (Four times per year) Fertilize, Herbicide application

G. Annually (one time per year) Overseed

EXHIBIT "C"
COMPENSATION
See Attached

6. COST PROPOSAL

TO: CITY OF COACHELLA, "CITY"

DATE: April 20, 2021

PROPOSER: Conserve Landcare LLC "CONTRACTOR"

The undersigned declares that he/she has carefully examined the Contract Documents and Addendums No.(s) 1 that he/she is thoroughly familiar with the contents thereof, and is authorized to represent the respective firm and propose services to City of Coachella.

It is understood that the price shown hereon includes all routine and seasonal maintenance described in the Contract Documents and shall be inclusive of all costs for the Proposer to accomplish the work.

The costs of any work shown or required in the Contract Documents, but not specifically identified as a Contract Pay Item are included in the Contract Pay Items, and no additional compensation shall be due Contractor by virtue of Contractor's compliance with the Contract Documents.

For each item, the averaged one-month maintenance cost shall be indicated and the total of these costs shall be extended for the term of the Agreement. Proposer must provide costs for all items below.

Prices for Service Schedule

Area No.	*Estimated Maintenance Area (Square Feet)*	Price Per Month Landscape	Price Annually Landscape	Total Annual Cost
Area 1	10,904	$ 668.00	$ 8,016.00	$ 8,016.00
Area 2	10,571	$ 501.00	$ 6,012.00	$6,012.00
Area 3	14,358	$ 167.00	$ 2,004.00	$ 2,004.00
Area 4	3,168	$ 251.00	$ 3,012.00	$ 3,012.00
Area 5				
Area 6	114,057	$ 724.00	$ 8,688.00	$ 8,688.00
Area 7	61,369	$ 362.00	$ 4,344.00	$ 4,344.00
Area 8				
Area 9	4,618	$ 529.00	$ 6,348.00	$ 6,348.00

Area 10	27,021	$ 70.00	$ 840.00	$ 840.00
Area 11	2,382	$ 167.00	$ 2,004.00	$ 2,004.00
Area 12	3,150	$ 251.00	$ 3,012.00	$ 3,012.00
Area 13	85,922	$ 1,169.00	$14,028.00	$14,028.00
Area 14	49,770	$ 362.00	$ 4,344.00	$ 4,344.00
Area 15	31,991	$ 418.00	$ 5,016.00	$ 5,016.00
Area 16	423,188	$ 6,125.00	$73,500.00	$73,500.00
Area 17	187,237	$ 1,893.00	$22,716.00	$22,716.00
Area 18	169,290	$ 1,448.00	$17,376.00	$17,376.00
Area 19	66,855	$ 1,309.00	$15,708.00	$15,708.00
Area 20	98,750	$ 724.00	$ 8,688.00	$ 8,688.00
Area 21	13,978	$ 835.00	$10,020.00	$10,020.00
Area 22	99,850	$ 947.00	$11,364.00	$11,364.00
Area 23	113,300	$ 1,002.00	$12,024.00	$12,024.00
Area 24	368,680	$10,802.00	$129,624.00	$129,624.00
Area 25	47,789	$ 612.00	$ 7,344.00	$ 7,344.00
Area 26				
Area 27	40,510	$ 1,002.00	$12,024.00	$12,024.00
Area 28	143,993	$1,309.00	$15,708.00	$15,708.00
Area 29	77,417	$1,169.00	$14,028.00	$14,028.00
Area 30	70,343	$1,280.00	$15,360.00	$15,360.00
Area 31	285,169	$ 1,225.00	$14,700.00	$14,700.00
Area 32	221,660	$ 2,227.00	$26,724.00	$26,724.00
Area 33	285,460	$ 1,002.00	$12,204.00	$12,204.00
Area 34	83,930	$ 167.00	$ 2,004.00	$ 2,004.00
Area 35	102,903	$ 334.00	$ 4,008.00	$ 4,008.00

Area 36	61,600	$ 1,002.00	$ 12,024.00	$ 12,024.00
Area 37				
Area 38	210,890	$ 947.00	$ 11,364.00	$ 11,364.00
Totals	3,597,940	$43,000.00	$516,000.00	$516,000.00

Prices for Emergency Work, Extra Work, Vandalism Repair (Unit Prices)

1. 1 gal. shrub/vine/ground cover in place @ $ 15.00 ea.
2. 5 gal. shrub/vine/ground cover in place @ $ 35.00 ea.
3. 5 gal. tree in place (stakes incl) @ $ *TBD if avail ea.
4. 15 gal. tree in place (stakes incl) @ $ 125.00 ea.
5. 24" box tree in place (stakes incl) @ $ 475.00 ea.
6. 36" box tree in place (guy wires incl) @ $ 850.00 ea.
7. Flat of ground cover in place @ $ 30.00 ea.
8. Planter bed mulch in place @ $ 40.00 /cu. yd.
9. Stabilized D.G. Brimestone or Desert Gold @ $ 55.00 -$58.00 /cu. yd.
10. Grey Crestline Boulders 2' x 3' @ $ 90.00 ea.
11. Grey Crestline Boulders 3' x 4' @ $ 140.00 ea.

* TBD - to be determined

Prices for Emergency Work, Extra Work, Vandalism Repair, Additional Work Functions (Time and Materials Prices)

1. Emergency Call Out	@	$ 115.00	/man hr.
2. Security Camera Downloads/Reports	@	$ 58.00	/man hr.
3. Online Irrigation Monitoring/Reports	@	$ 58.00	/man hr.
4. Arborist Reports	@	$ 88.00	/man hr.
5. Extra Work Labor	@	$ 28.00	/man hr.
6. Extra Work Emergency Labor	@	$ 45.00	/man hr.
7. Extra Work Supervision	@	$ 48.00	/man hr
8. Extra Work Emergency Supervision	@	$ 58.00	/man hr.
9. Extra Work Irrigation Technician	@	$ 38.00	/man hr.
10. Extra Work Emergency Irrigation Technician	@	$ 58.00	/man hr.
11. Extra Work Materials (See **Specific Terms & Conditions-** *Extra Work,* 1.E.)	@	Cost + 15%	
12. Extra Work – Tree Trimming	@	$ 58.00 /man hr. Or $ 200.00 /per tree	
13. Extra Work – Tree Removal	@	$ 58.00 /man hr. Or $ 550.00 /per tree	or TBD

*TBD - to be determined on size and location

Unit prices for Additions/Deletions to City Landscape Areas, per General Terms & Conditions-*ADDITIONS/DELETIONS TO CITY LANDSCAPE AREAS*

1. Additional parkway areas, planters (trees, shrubs, ground cover included, as applicable).
$ .06 /sq. ft./mo.

2. Additional parkway areas, turf (trees, shrubs, ground cover included, as applicable).
$ .07 /sq. ft./mo.

3. Additional retention basins/open space areas, planters (trees, shrubs, ground cover included, as applicable). $ .08 /sq. ft./mo.

4. Additional retention basins/open space areas, turf (trees, shrubs, ground cover included, as applicable). $ .07 /sq. ft./mo.

5. Install 1" water service and meter box. Unit price includes traffic control, excavation, pavement and concrete replacement, hot-tap of main, corporation stop, meter box, and all work related to the installation of a new service from the existing water main to the water meter location at the back of the curb.
$ 11,500.00 each

6. Remove and replace concrete curb and gutter per City Standard #S-7. $
$ 55.00 /lf.

7. Remove and replace concrete sidewalk per City Standard #S-25.
$ 14.00/sq. ft.

STAFF REPORT
5/26/2021

TO: Honorable Mayor and City Council Members

FROM: Gabriel Martin, Economic Development Director

SUBJECT: Art in Public Places Program – Dateland Park Art Mural Installation

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STAFF RECOMMENDATION:

Staff recommends that the City Council award a sponsorship for the Dateland Park Art Mural Installation in the amount of $1,000 from the City of Coachella's Art in Public Place Program and allow the mural to be installed at the restroom building at Dateland Park.

BACKGROUND:

On January 1, 2011, the City Council approved Ordinance No. 1034 establishing an Art in Public Places Program and implementing a new development impact fee for certain new construction, remodeling and reconstruction of public art installations. The purpose of the Art in Public Places ordinance is to develop and maintain a visual arts program for the residents and visitors of Coachella, to add to the economic vitality of the community, and to enhance the environment and unique character of Coachella by providing for the acquisition and maintenance of quality works of public art.

Ms. Mary Pohla, local art philanthropist, donated $10,000 for this specific project in order to install a public art mural installation at Dateland Park. These funds were provided last year for this project; however, due to the COVID-19 pandemic this project was delayed. The overall budget for this project is $11,000 with $10,000 coming from the above private donation and $1,000 from the Art in Public Places program. On May 19, 2021, the Planning Commission approved this item with the requirement that high end, premium paint material be used for the art mural installation.

DISCUSSION/ANALYSIS:

This proposal is submitted by Raices Cultura, local non-profit organization, on behalf of local artist Aaron Hansen. Mr. Hansen has designed a mural for the public restroom building at Dateland Park. The Artist, Aaron Hansen, is a visual artist that has led or assisted on well over 200 public, private, and commercial projects. Hansen started creating art as a youth and has now created art professionally for over 15 years. His art focuses on interstellar matter, the human experience, and the interplay between Earth and Celestial life.

Artwork Description -

The mural is designed for 3 sides of the building and is composed of brightly painted images detailing a cosmic fantasy landscape. Mr. Hansen's design influence for this artwork are based on Dreams, Oneness, Interconnectedness, Peace, Wisdom, Nature, Utopia, Fantasy, Dessert, Universal Love, and Beauty. The visual aesthetic is a balance of smooth crisp gradients for the backdrop and photo-realism detail work in the foreground. The front wall has a Starburst Sun motif pulsing out in all directions in the center. The key colors for this front wall are Magenta and Cyan on the side walls with Yellow on the middle wall so that it creates a prism effect from afar. The 6-sided shape represents radiating energy and complements the shape of the roof line. The layered richness of this mural will provide many visual elements for interaction by the public. The design includes constellations of all the zodiac signs to serve as personal identifiers providing not only a fun all-inclusive photo opportunity but also represents individuality while showing our interconnectedness universally. The animals on the side walls are an owl which represents a sense of cosmic wisdom and a flamingo which represents beauty and fantasy. The raindrops are to signify the subtle flow of life and its never-ending giving, regenerative, and bountiful nature. The artist believes that good art appeals to him like a delicious fruit or dessert and that's why all the elements - the clouds, flowers, crystals, cacti - and color palette give that sense of it being a hard candy, cotton candy, or dessert.

This sponsorship will diversify our existing public arts program and bring additional national/international recognition to our City, while supporting jobs, generating tax revenue and increasing tourism into the Eastern portion of the Coachella Valley. Due to its significant return

on investment, Staff recommends the sponsorship amount of $1,000 and the use of the Dateland Park restroom building for the location of this art mural installation.

ALTERNATIVES:

1. Not approve the sponsorship for the Dateland Park art mural installation.

2. Provide alternative direction

FISCAL IMPACT:

If the City Council approves the staff recommendation, the $1,000 will be withdrawn from the Special Revenue Funds (130) – Development Impact Fees for Public Art for the Fiscal Year 2020-2021.

ATTACHMENT(S):

1. Dateland Park Art Mural – Project Proposal and Artist Biography

2. Dateland Park Art Mural – Art in Public Places Application

3. Dateland Park Art Mural - Art Installation Presentation

Aaron Hansen Mural Proposal - City of Coachella

Summary

This proposal is submitted by Raices Cultura on behalf of local artist Aaron Hansen. Mr. Hansen has designed a mural for the public restroom building at Dateland Park. The sample renderings of the proposed mural follow below.

Artwork Description

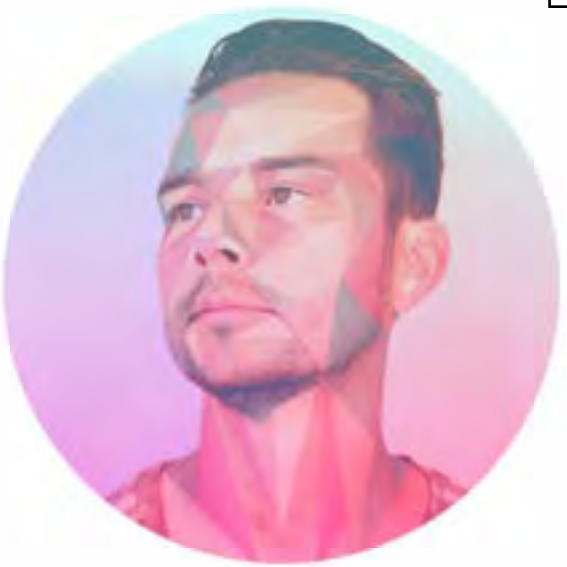
The mural is designed for 3 sides of the building and is composed of brightly painted images detailing a cosmic fantasy landscape. Mr. Hansen's design influence for this artwork are based on Dreams, Oneness, Interconnectedness, Peace, Wisdom, Nature, Utopia, Fantasy, Dessert, Universal Love, and Beauty. The visual aesthetic is a balance of smooth crisp gradients for the backdrop and photo-realism detail work in the foreground. The front wall has a Starburst Sun motif pulsing out in all directions in the center. The key colors for this front wall are Magenta and Cyan on the side walls with Yellow on the middle wall so that it creates a prism effect from afar. The 6-sided shape represents radiating energy and complements the shape of the roof line. The layered richness of this mural will provide many visual elements for interaction by the public. The design includes constellations of all the zodiac signs to serve as personal identifiers providing not only a fun all-inclusive photo opportunity but also represents individuality while showing our interconnectedness universally. The animals on the side walls are an owl which represents a sense of cosmic wisdom and a flamingo which represents beauty and fantasy. The raindrops are to signify the subtle flow of life and its never-ending giving, regenerative, and bountiful nature. The artist believes that good art appeals to him like a delicious fruit or dessert and that's why all the elements - the clouds, flowers, crystals, cacti - and color palette give that sense of it being a hard candy, cotton candy, or dessert.

Sample Renderings

Front View - Sunburst shape with natural crystal formations on the left and cacti on the right

Right Side View - Flamingo and Bird of Paradise design elements in complementary color scheme

Left Side View - Large Barn Owl with crystal mountain fo dscape and additional constellations



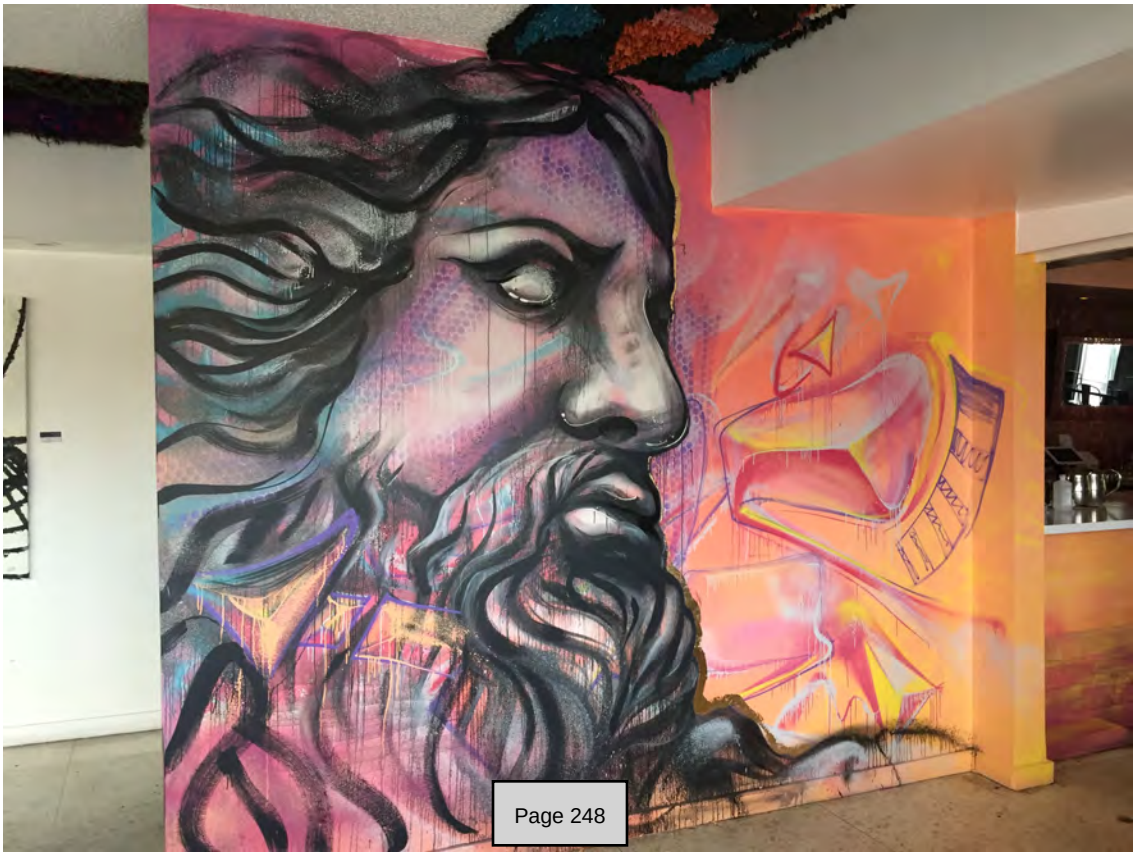
Aaron Hansen

Aaron Hansen is a visual artist that has led or assisted on well over 200 public, private, and commercial projects. Hansen started creating art as a youth and has now created art professionally for over 15 years. His art focuses on interstellar matter, the human experience, and the interplay between Earth and Celestial life.

He comes from a family of artisans originating in Guanajuato Mexico and is a first-generation American. Murals and signpainting has been a family business for generations. Beginning primarily a studio artist focused on commissioned work and gallery exhibitions, Hansen soon realized the impact that Public Art can have on a community and began to create site-specfic murals. As a young adult, he started a California Board of Education-recognized Mural Program with Palm Springs Unified School District working with at-risk students and has created over 100 murals to date. Aaron Hansen also led a grassroots initiative "Inspire the 10" project in which he raised capital with other artists through art sales to fund painting murals nationwide along Interstate 10 from California to Florida.

He plans to complete more Public Art with work that can remind er viewers of our interconnectedness and oneness.

Selected Work Samples



City of Coachella
Art in Public Places Application Form

Purpose: The purpose of the Public Arts Commission shall be to act in an advisory capacity to the City Council on matters pertaining to the enrichment of the community through fine arts, visual arts, performing arts, arts education, historic preservation and cultural issues; to serve as an advocate for cultural activities and programs within the City; to implement the City's Art in Public Places Program, and to encourage the integration of cultural affairs into the social and economic fabric of the City to improve the quality of life for City residents. Art in public places are intended to promote the general welfare of the public through the acquisition and installation of public art works (Municipal Code Chapter 4.48).

The completeness of this application, which includes accompanying plans, shall be subject to the review of the Planning Division and Development Services Department. If you have any questions while completing this application please ask a member of the Planning Division for assistance. Incomplete applications will not be accepted (or the process may be delayed).

Fees apply to:

1. New commercial and industrial construction
2. Remodeling or reconstruction of existing commercial or industrial property;
3. New residential development of two or more units built in the same tract by the same owner or developer;
4. New individual single-family dwelling units in an existing subdivision with a permit valuation over $100,000.

Fees are based on a percentage of the building cost:

1. One-half of one percent (.005) for new commercial or residential construction;
2. One-half of one percent (.005) for remodel or reconstruction of existing commercial or industrial property;
3. One quarter of one percent (.0025) for new residential subdivision of two or more units;
4. One quarter or one percent (.0025) for new individual single-family units constructed in an existing subdivision with a building permit over $100,000 for that portion of the building permit valuation in excess of $100,000.

Guidelines for approval and maintenance of art in public places shall include, but are not limited to, the following criteria:

A. Quality of the artwork;
B. Media. All visual art forms may be considered, subject to limitations set by the selection jury or the Planning Commission;
C. Style. Artworks of all schools, styles, and tastes should be considered for the city collection;
D. Environment. Artworks and art places should be appropriate in scale, material, form and content for the immediate, general, social and physical environments with which they relate;
E. Permanence. Consideration should be given to structural and surface integrity, permanence, and protection against theft, vandalism, weathering, excessive maintenance, and repair costs;
F. Elements of Design. Consideration should take into account that public art, in addition to meeting aesthetic requirements, also may serve to establish focal points, terminate areas, modify, enhance, or define specific spaces, or establish identity;
G. Diversity. The public arts program should strive for diversity of style, scale, media, artists—including ethnicity and gender and equitable distribution of artworks and art places throughout the city;
H. Visibility. The art work shall be clearly visible and easily accessible to the public
I. Site Plan. The application shall include a site plan showing the location of the art work, complete with landscaping, lighting and other accessories to complement and protect the art work
J. Artist. The art work shall be designed and constructed by persons experienced in the production of such art work and recognized by critics and by his or her peers as one who produces works of art

PROJECT INFORMATION (PLEASE PRINT OR TYPE)

Project Business Name: _____

Square Footage of Proposed Development: _____

Property Address/Location: _____

Assessor's Parcel Number(s): _____

Project Owner: _____ Telephone No.: _____

Owner Address: _____

City: _____ State: _____ Zip Code: _____

E-mail Address: _____

Architect: _____

Architect Address: _____

Telephone No.: _____ Fax No.: _____

Dev. Project Completion (Estimated): _____

AIPP Fee Amount: $_____

Total Artwork Cost: $_____

ARTIST/ARTWORK INFORMATION

Program Option (Please check one)

A. X_____ Artwork on Site
B. _____ Donate Artwork to City of Coachella
C. _____ In Lieu Fee

Artwork Budget $11,000

Artwork Title: Untitled (TBD)

Artwork Site: Dateland Park Public Restroom Bldg.

Artwork Material: Exterior acrylic polymers

Artwork Dimension: Dimensions variable

Artist Name: Aaron Hansen Telephone No.: 442-300-2238

Address: 1536 7th Street Fax No.: _____

City: Coachella State: CA Zip Code: 92236

E-mail Address: ddlm@raicesdelvalle.org

Estimated Artwork Completion Date: June 2021

PROJECT APPLICANT REPRESENTATIVE

Applicant/Representative
Name: Marnie L. Navarro Nickname (if any):_____

Company Name: Raices Cultura

Address: PO Box 714 E-mail Address: marnie.navarro@raicesdelvalle.org

City: Coachella State: CA Zip Code: 92236

Telephone No.: 442-300-2238 Fax No.: N/A

I certify under penalty of perjury that all the application information is true and correct:

Applicant's Signature: _____ Date: 2021.04.27 02:56:45 -07'00' Date: 04/26/2021

Date/Time Received: _____ Received By: _____ Amount Received: _____

A.P.P # _____ Receipt No(s): _____

SUBMITAL REQUIREMENTS

The Submittal Requirements provides the basic information necessary for review by the Development Services Department (staff review by City Departments). The Development Services Department may determine that additional information is required before further processing can take place.

a. Complete and signed Art in Public Places Application Form
b. Copy of Fee Receipt for $_____
c. One overall concept drawing showing the work in plan, and;
d. One rendered presentation drawing (plan and elevation), and;
e. A site plan with building and grade elevation showing the placement of the proposed artwork, and;
f. An artist concept statement, and;
g. An artist resume or CV, and;
h. Examples of artist's previous work, and;
i. Evidence of the value of the proposed artwork (contract draft showing contract value and payment schedule will be sufficient).
j. Maintenance plan (including frequency and anticipated costs of maintenance and description of materials).

ARTWORK PROPOSAL AND SPECIFICATIONS

Describe the artwork, its location, materials, installation requirements, and maintenance needs as completely as possible. You may use additional paper to complete this section of the application.

1. Artwork Description

Please see additional submission for artwork description.

2. Siting

Public restroom building at Dateland Park, all plaster-finished exterior walls.

3. Materials with Specifications

Exterior acrylic polymers - Nova color foreground + varnish; Dunn Edwards base

4. Fabrication and Installation Procedures

The artist will hand-paint directly onto all plaster-finished walls of the building.

5. Yearly Maintenance and Conservation

Application of anti-graffiti sealant and any lighting maintenance - in-kind via City

Budget Total AIPP FEE $11,000

This worksheet is intended as a budgetary guideline to assist in developing accurate artwork cost projections. Once completed, this form should reflect all expenses associated with designing, fabricating, and installing the proposed artwork and should equal the public art fee. Differences in total expenses, which are less than the fee, will not be refunded at project completion.

Travel
Airfare: 0
Car Rental: 0
Per Diem@
$0 per day 0

Transportation
(Materials or finished artwork)

Costs all-inclusive in fabrication line

Insurance 0

Office/Studio 0
(Phone, fax, postage, etc.)

Installation Costs
Labor N/A
Equipment Rental N/A
Security N/A
Permits N/A
Other N/A

Professional Fees
Architect N/A
Landscape Architect N/A
Engineer N/A

Other Costs (List) Admin Fee Raices Cultura $1,000

Fabrication Costs
Materials $1500
Labor $3500

Site Preparation
Landscaping N/A
Electrical N/A
Plumbing N/A
Foundation N/A
Other N/A

Contingency

Subtotal

Artist Fee $5,000

Grand Total

WORK PLAN/ARTWORK PRODUCTION SCHEDULE (suggested)

Phase I — Design Development
Date:

a. Conceptual design approval by Art in Public Places Commission and City Council
b. Start up meeting with client
c. Design Development

Phase II — Design Completion and Commencement of Fabrication & Site Work
Date:

a. Structural approval (client)
b. Order materials
c. Begin fabrication

Phase III — Studio Fabrication Completion
Date:

a. Break out fabrication points

Phase IV — Installation Completion
Date:

a. Acquisition of all appropriate certificates and permits
b. Site preparation
c. Installation of artwork on site
d. Site clean up

Phase V — Final Acceptance
Date:

a. Notification of Completion received by City staff
b. Final approval from Art in Public Places Commission and City Council (submit letter requesting approval)
c. Application of Certificate of Occupancy
d. Submittal of Project Completion Notification and request for return of funds

COACHELLA PLANNING COMMISSION MEETING

May 19, 2021

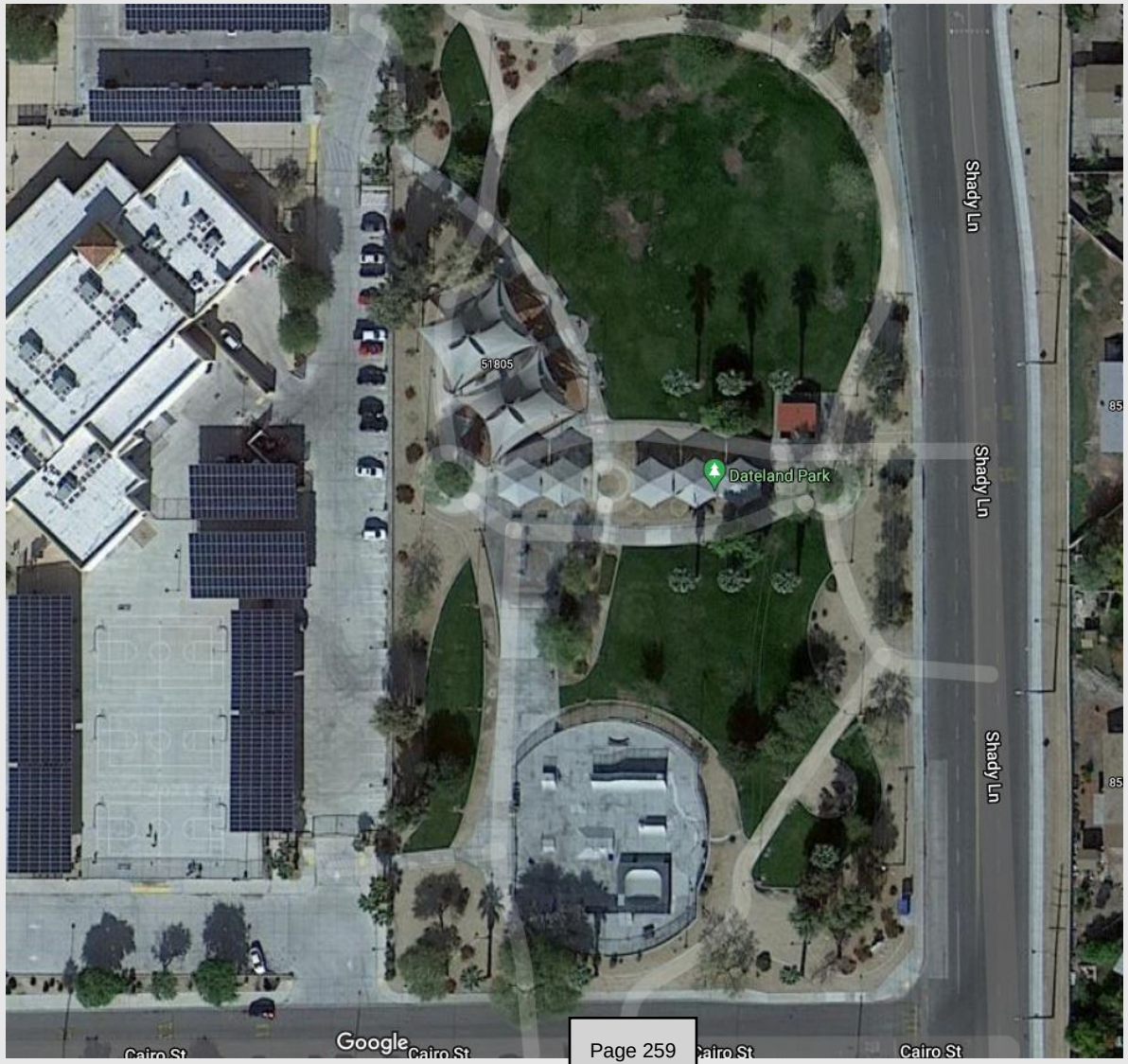
Dateland Park Art Mural Installation

- Applicant – Raices Culturas
- Artist – Aaron Hansen
- Project Location – Dateland Park – 51805 Shady Lane
- Art Description – The mural is designed for the 3 sides of the restroom building and is composed of brightly painted images detailing a cosmic fantasy landscape. Mr. Hansen's design influence for this artwork are based on Dreams, Oneness, Interconnectedness, Peace, Wisdom, Nature, Utopia, Fantasy, Dessert, Universal Love, and Beauty.

Request Amount

- Ms. Mary Pohla, local art philanthropist, donated $10,000 for this specific project in order to install a public art mural installation at Dateland Park. These funds were provided last year for this project; however, due to the COVID-19 pandemic this project was delayed.
- The overall budget for this project is $11,000 with $10,000 coming from the above private donation and $1,000 from the Art in Public Places program
- Request Amount - $1,000 with the requirement that high end, premium paint be utilized for the mural.

Dateland Park Art Mural Installation



Dateland Park Art Mural Installation

Before

After

Dateland Park Art Mural Installation

Dateland Park Art Mural Installation

Questions/Comments

STAFF REPORT
5/26/2021

TO: Honorable Mayor and City Council Members

FROM: Gabriel Martin, Economic Development Director

SUBJECT: Art in Public Places Program – Coachella Smoke Shop Art Mural Installation

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STAFF RECOMMENDATION:

Staff recommends that the City Council award a sponsorship for the Coachella Smoke Shop Art Mural Installation in the amount of $10,000 from the City of Coachella's Art in Public Place Program.

BACKGROUND:

On January 1, 2011, the City Council approved Ordinance No. 1034 establishing an Art in Public Places Program and implementing a new development impact fee for certain new construction, remodeling and reconstruction of public art installations. The purpose of the Art in Public Places ordinance is to develop and maintain a visual arts program for the residents and visitors of Coachella, to add to the economic vitality of the community, and to enhance the environment and unique character of Coachella by providing for the acquisition and maintenance of quality works of public art.

DISCUSSION/ANALYSIS:

The Applicant, Mr. Pedro Salcido, from Flat Black Art, Inc. is requesting to install a new public art mural exhibition at the Coachella Smoke Shop building, located at 85995 Grapefruit Blvd in the City of Coachella. The art mural will be install by artist Maxx 242 (https://maxxer242.com/) from the City of Anaheim. Max Gramajo, better known as "Maxx242", is an artist that specializes in graphic illustration, design, typography, graffiti art. He is best known for his sharp precise line work and bold letter style. His ability to create bright sizable murals is remarkable. Maxx242 grew up skateboarding and painting graffiti, both of which influence his art today. This same group just recently installed the "Angel of the Desert" art mural located at 1515 Sixth Street in the Downtown Pueblo Viejo District. This particular mural represents the local community and its culture. It is an ode and pays respect to the Mexican American families that surround the surrounding area. The mariachi is a symbol of passion and being strong, while the woman being painted symbolizes compassion and nurturing.

The property owner has already prepared the wall for the installation by plastering a smooth and paintable surface while installing three (3) new LED lights for pedestrian safety and to illuminate the art installation during the evening time. On May 19, 2021, the Planning Commission approved this item with the requirement that high end, premium paint material be used for the art mural installation.

Before

After

This sponsorship will diversify our existing public arts program and bring additional national/international recognition to our City, while supporting jobs, generating tax revenue and increasing tourism into the Eastern portion of the Coachella Valley. Due to its significant return on investment, Staff recommends the sponsorship amount of $10,000.

ALTERNATIVES:

1. Not approve the sponsorship for the Coachella Smoke Shop art mural installation.

2. Provide alternative direction

FISCAL IMPACT:

If the City Council approves the staff recommendation, the $10,000 will be withdrawn from the Special Revenue Funds (130) – Development Impact Fees for Public Art for the Fiscal Year 2020-2021.

ATTACHMENT(S):

1. Coachella Smoke Shop Art Mural – Art in Public Places Application

2. Coachella Smoke Shop Art Mural - Art Installation Presentation

City of Coachella
Art in Public Places Application Form

Purpose: The purpose of the Public Arts Commission shall be to act in an advisory capacity to the City Council on matters pertaining to the enrichment of the community through fine arts, visual arts, performing arts, arts education, historic preservation and cultural issues; to serve as an advocate for cultural activities and programs within the City; to implement the City's Art in Public Places Program, and to encourage the integration of cultural affairs into the social and economic fabric of the City to improve the quality of life for City residents. Art in public places are intended to promote the general welfare of the public through the acquisition and installation of public art works (Municipal Code Chapter 4.48).

The completeness of this application, which includes accompanying plans, shall be subject to the review of the Planning Division and Development Services Department. If you have any questions while completing this application please ask a member of the Planning Division for assistance. Incomplete applications will not be accepted (or the process may be delayed).

Fees apply to:

1. New commercial and industrial construction
2. Remodeling or reconstruction of existing commercial or industrial property;
3. New residential development of two or more units built in the same tract by the same owner or developer;
4. New individual single-family dwelling units in an existing subdivision with a permit valuation over $100,000.

Fees are based on a percentage of the building cost:

1. One-half of one percent (.005) for new commercial or residential construction;
2. One-half of one percent (.005) for remodel or reconstruction of existing commercial or industrial property;
3. One quarter of one percent (.0025) for new residential subdivision of two or more units;
4. One quarter or one percent (.0025) for new individual single-family units constructed in an existing subdivision with a building permit over $100,000 for that portion of the building permit valuation in excess of $100,000.

Guidelines for approval and maintenance of art in public places shall include, but are not limited to, the following criteria:

A. Quality of the artwork;
B. Media. All visual art forms may be considered, subject to limitations set by the selection jury or the Planning Commission;
C. Style. Artworks of all schools, styles, and tastes should be considered for the city collection;
D. Environment. Artworks and art places should be appropriate in scale, material, form and content for the immediate, general, social and physical environments with which they relate;
E. Permanence. Consideration should be given to structural and surface integrity, permanence, and protection against theft, vandalism, weathering, excessive maintenance, and repair costs;
F. Elements of Design. Consideration should take into account that public art, in addition to meeting aesthetic requirements, also may serve to establish focal points, terminate areas, modify, enhance, or define specific spaces, or establish identity;
G. Diversity. The public arts program should strive for diversity of style, scale, media, artists—including ethnicity and gender and equitable distribution of artworks and art places throughout the city;
H. Visibility. The art work shall be clearly visible and easily accessible to the public
I. Site Plan. The application shall include a site plan showing the location of the art work, complete with landscaping, lighting and other accessories to complement and protect the art work
J. Artist. The art work shall be designed and constructed by persons experienced in the production of such art work and recognized by critics and by his or her peers as one who produces works of art

PROJECT INFORMATION (PLEASE PRINT OR TYPE)

Project Business Name: Coachella Smoke Shop Art Mural

Square Footage of Proposed Development: 45' x 16' = 720 Square Feet

Property Address/Location: 85995 Grapefruit Blvd, Coachella, CA 92236

Assessor's Parcel Number(s): 778-100-013

Project Owner: Nick Meza Telephone No.: 760-541-9034

Owner Address: 85995 Grapefruit Blvd

City: Coachella State: CA Zip Code: 92236

E-mail Address: coachellabar@gmail.com

Architect: _____

Architect Address: _____

Telephone No.: _____ Fax No.: _____

Dev. Project Completion (Estimated): June 2021

AIPP Fee Amount: $10,000

Total Artwork Cost: $10,000

ARTIST/ARTWORK INFORMATION

Program Option (Please check one)

A. X Artwork on Site
B. _____ Donate Artwork to City of Coachella
C. _____ In Lieu Fee

Artwork Budget $10,000

Artwork Title: Mi Orgullo Art Mural

Artwork Site: Coachella Smoke Shop - 85995 Grapefruit Blvd

Artwork Material: Aerosol paint, brushes and acrylic paint

Artwork Dimension: 45' x 16'

Artist Name: Max Gramajo Telephone No.: 951-801-9408

Address: 160 W. Center Street Fax No.: _____

City: Anaheim State: CA Zip Code: 92805

E-mail Address: Maxx242@gmail.com

Estimated Artwork Completion Date: June 2021

PROJECT APPLICANT REPRESENTATIVE

Applicant/Representative Name: Pedro Salcido Nickname (if any): Pete

Company Name: Flat Black Art Supplies, Inc.

Address: 62758 N. Crescent Street E-mail Address: flatblackshop1@yahoo.com

City: Desert Hot Springs State: CA Zip Code: 92240

Telephone No.: 760-641-4655 Fax No.: _____

I certify under penalty of perjury that all the application information is true and correct:

Applicant's Signature: Pete Salcido Date: 4/15/21

Date/Time Received: _____ Received By: _____ Amount Received: _____

A.P.P # _____ Receipt No(s): _____

SUBMITAL REQUIREMENTS

The Submittal Requirements provides the basic information necessary for review by the Development Services Department (staff review by City Departments). The Development Services Department may determine that additional information is required before further processing can take place.

a. Complete and signed Art in Public Places Application Form
b. Copy of Fee Receipt for $_____
c. One overall concept drawing showing the work in plan, and;
d. One rendered presentation drawing (plan and elevation), and;
e. A site plan with building and grade elevation showing the placement of the proposed artwork, and;
f. An artist concept statement, and;
g. An artist resume or CV, and;
h. Examples of artist's previous work, and;
i. Evidence of the value of the proposed artwork (contract draft showing contract value and payment schedule will be sufficient).
j. Maintenance plan (including frequency and anticipated costs of maintenance and description of materials).

ARTWORK PROPOSAL AND SPECIFICATIONS

Describe the artwork, its location, materials, installation requirements, and maintenance needs as completely as possible. You may use additional paper to complete this section of the application.

1. Artwork Description

Traditional Mexican Style Artwork

2. Siting

3. Materials with Specifications

Spray paint, brushes, and acrylic paint

4. Fabrication and Installation Procedures

Spraying aerosol directly onto wall

5. Yearly Maintenance and Conservation

Maintenance will be provided upon request from the City of Coachella

Budget Total AIPP FEE $10,000

This worksheet is intended as a budgetary guideline to assist in developing accurate artwork cost projections. Once completed, this form should reflect all expenses associated with designing, fabricating, and installing the proposed artwork and should equal the public art fee. Differences in total expenses, which are less than the fee, will not be refunded at project completion.

Travel
Airfare: _____
Car Rental: _____
Per Diem@
$_____per day_____

Transportation
(Materials or finished artwork)

Insurance _____

Office/Studio _____
(Phone, fax, postage, etc.)

Installation Costs
Labor $8,000
Equipment Rental _____
Security _____
Permits _____
Other _____

Professional Fees
Architect _____
Landscape Architect _____
Engineer _____

Other Costs (List) Administrative/Logistical Services - $1,000
_____
_____

Fabrication Costs
Materials $1,000
Labor _____

Site Preparation
Landscaping _____
Electrical _____
Plumbing _____
Foundation _____
Other _____

Contingency 0

Subtotal $2,000

Artist Fee $8,000

Grand Total $10,000

WORK PLAN/ARTWORK PRODUCTION SCHEDULE (suggested)

Phase I — Design Development
Date:

a. Conceptual design approval by Art in Public Places Commission and City Council
b. Start up meeting with client
c. Design Development

Phase II — Design Completion and Commencement of Fabrication & Site Work
Date:

a. Structural approval (client)
b. Order materials
c. Begin fabrication

Phase III — Studio Fabrication Completion
Date:

a. Break out fabrication points

Phase IV — Installation Completion
Date:

a. Acquisition of all appropriate certificates and permits
b. Site preparation
c. Installation of artwork on site
d. Site clean up

Phase V — Final Acceptance
Date:

a. Notification of Completion received by City staff
b. Final approval from Art in Public Places Commission and City Council (submit letter requesting approval)
c. Application of Certificate of Occupancy
d. Submittal of Project Completion Notification and request for return of funds

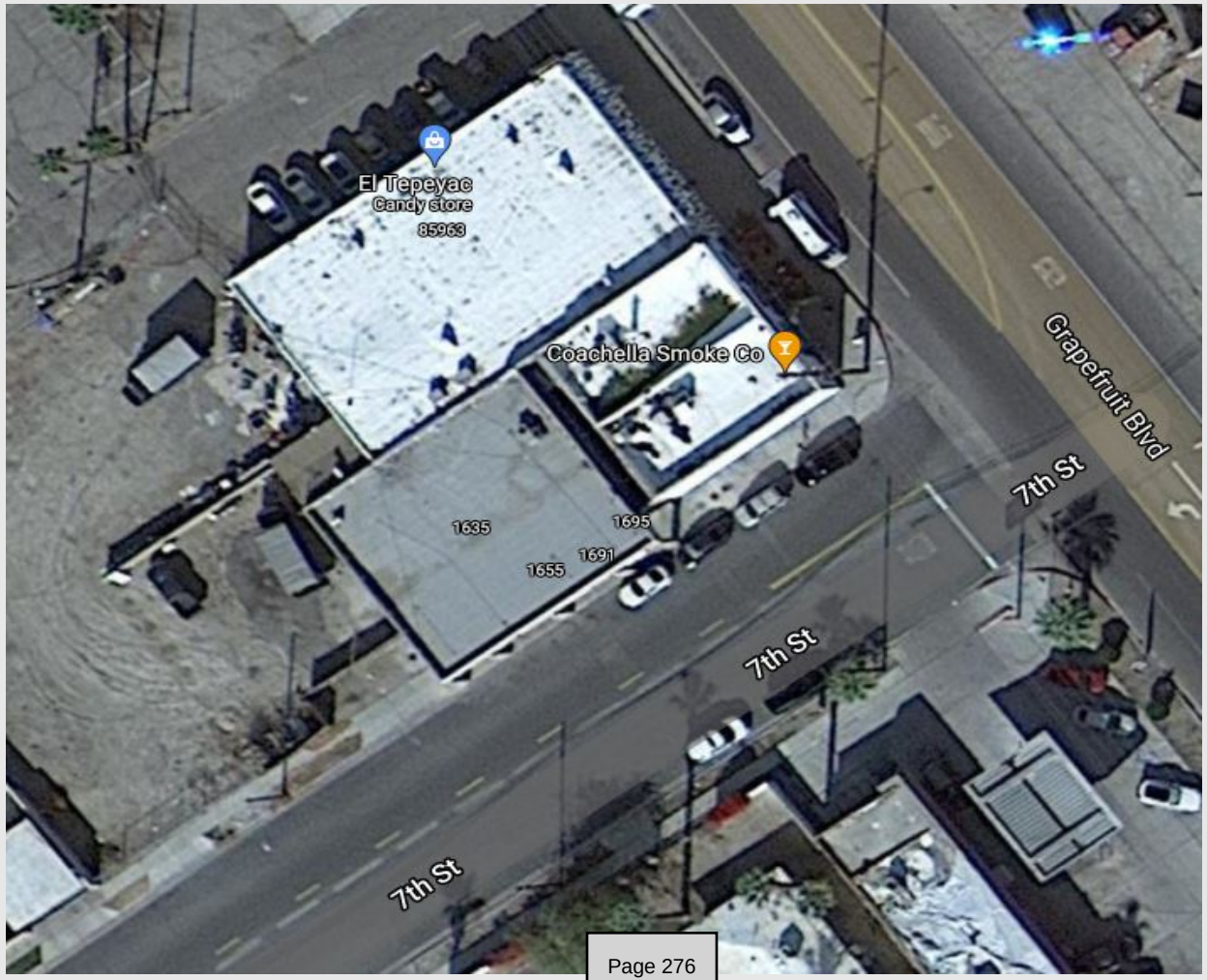
COACHELLA PLANNING COMMISSION MEETING

May 19, 2021

Coachella Smoke Shop Art Mural

- Applicant – Pedro Salcido
- Artist – Maxx242: www.maxxer242.com
- Property Owner – Nick Meza
- Project Location – Coachella Smoke Shop – 85995 Grapefruit Blvd
- Art Description – The new art mural will be represent the Mexican/Latino culture that exist in the Eastern Coachella Valley and a reminder of our unified strength and the value our music, art and history has during these trying times.
- Request Amount - $10,000

Coachella Smoke Shop Art Mural



Coachella Smoke Shop Art Mural

Coachella Smoke Shop Art Mural

Coachella Smoke Shop Art Mural

Questions/Comments

STAFF REPORT
5/26/2021

TO: Honorable Mayor and City Council Members

FROM: Best Best & Krieger, LLP, City Attorney

SUBJECT: Employment Agreement between the City of Coachella and Dr. Gabriel Martin as City Manager for the City of Coachella

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STAFF RECOMMENDATION

Staff recommends that the City Council consider the approval of the City Manager Employment Agreement between the City of Coachella and Dr. Gabriel Martin as City Manager for the City of Coachella.

BACKGROUND

The City of Coachella is a general law city that operates under the council-manager form of government. Under this form of government, the City Council acts as the board of directors and sets policy for the City, while the City Manager acts as the chief executive officer of the organization and carries out the policies of the governing body.

The City Manager implements the decisions of the City Council, manages the day-to-day operations of the City, ensures municipal services are delivered efficiently and effectively, hires and fires employees and works to protect the health, safety and welfare of the City.

William Pattison retired as City Manager effective December 30, 2020. He was subsequently appointed as interim City Manager by the City Council pending the recruitment for a permanent City Manager. The City has completed the recruitment process for a new City Manager.

DISCUSSION

Dr. Martin is currently the City of Coachella's Economic Development Director. Previously, he was the City's Economic Development Manager. Prior to Dr. Martin's employment with the City he previously served as a Project Manager, Program Manager, Administrative Services Analyst, and Industry Sectors and Community Liaison for various governmental organizations such as the County of San Bernardino, City of Redmond, Riverside County Flood Control and Water Conservation District and Riverside County Economic Development Agency.

Dr. Martin holds a Doctorate in Public Administration; a Master's degree in Public Administration; and a Bachelor's degree in Economics and Business Administration. Dr. Martin has also

completed a Project Management Certification Program and has acquired over thirteen years of work experience in the public sector.

The proposed Employment Agreement with Dr. Martin is attached to the Staff Report. The term of the Employment Agreement is for two years with two optional one year extensions. Other terms of the proposed Employment Agreement include the following:

- Two (2) year term commencing May 28, 2021 and continuing through May 28, 2023 with two (2) optional one (1) year extensions upon the same terms.
- Annual salary of 230,000.00.
- Health, retirement, insurance and other benefits will be the same as provided to executive-level employees.
- Vehicle allowance of $500 per month.
- Reimbursement for any reasonable and necessary travel and business expenses.
- For Termination Without Cause: 9 months of base annual salary as severence.

FISCAL IMPACT

The Annual Salary of $230,000.00. Benefits are outlined in the Employment Agreement.

ALTERNATIVE(S)

Provide alternative direction.

ATTACHMENT

City Manager Employment Agreement Between the City of Coachella and Dr. Gabriel Martin.

CITY MANAGER EMPLOYMENT AGREEMENT BETWEEN THE CITY OF COACHELLA AND DR. GABRIEL MARTIN

This AGREEMENT (hereinafter referred to as "Agreement") is made and entered into between Dr. Gabriel Martin (hereinafter referred to as "City Manager") and the CITY OF COACHELLA, a municipal corporation of the State of California (hereinafter referred to as "City"), in order to provide, in writing, the terms and conditions for management services by the City Manager of City. City and City Manager are sometimes referred to herein individually as "Party" and collectively as "Parties."

RECITALS

(1) The City requires the services of a City Manager, and the City Council of the City ("City Council") desires to employ the City Manager in that position.

(2) The City Manager has the necessary education, experience, skills, and expertise to serve as the City's City Manager.

(3) The Parties desire to execute this Agreement pursuant to the authority of and subject to the provisions of Government Code Section 53260, *et seq.*

(4) In consideration of these recitals and the performance by the by the Parties of the promises, covenants, and conditions herein contained, the Parties agree as provided in this Agreement.

TERMS

NOW, THEREFORE, the Parties hereto agree as follows:

1. Employment

The City hereby agrees to employ the City Manager, and the City Manager agrees and does accept employment upon the terms and conditions set forth herein.

2. Duties and Obligations of City Manager

A. The City Manager hereby agrees to perform the functions and duties of City Manager, as specified in the City's ordinances, the City's municipal code ("Municipal Code"), City policies and procedures approved by the City Council, and in state law, and to perform such other duties and functions as the City Council shall from time to time assign. Specifically, the City Manager is obligated to know and execute the duties and responsibilities of the City Manager as set forth in section 2.12, and perform his duties consistent with the Code of Ethics set forth in section 2.64 of the Municipal Code. The City Manager further agrees to perform all such functions and duties to the best of his ability and in an efficient and competent manner.

B. The City Council shall also designate the City Manager as the executive director, general manager or similar title of other City-related legal entities. Such other legal entities include

the City's financing authorities and utility agencies and could include certain joint powers authorities when applicable.

C. The City Manager is a full-time exempt employee, but is expected to engage in those hours of work that are necessary to fulfill the obligations of the City Manager's position. The City Manager does not have set hours of work, as the City Manager is expected to be available at all times. It is recognized that the City Manager must devote a great deal of time to the business of the City outside of the City's customary office hours, and to that end the City Manager's schedule of work each day and week shall vary in accordance with the work required to be performed. The City Manager shall spend sufficient hours on site to perform the City Manager's duties; however, the City Manager has discretion over the City Manager's work schedule and work location.

D. The Parties mutually desire that the City Manager be subject to and comply with the International City Management Association ("ICMA") Code of Ethics, attached hereto as Exhibit "A" and incorporated herein by reference. The City Manager commits to comply with the ICMA Code of Ethics.

E. The City Manager shall administer and enforce policies established by the City Council, and promulgate rules and regulations as necessary to implement City Council policies.

F. The City Manager shall attend all meetings of the City Council, unless excused. The Mayor shall have the authority on behalf of the City Council to excuse the City Manager from meetings. The City Manager shall also take part in the discussion of all matters before the City Council during meetings he attends, and the City Manager shall receive notice of all regular and special meetings of the City Council.

G. Consistent with the Municipal Code, state law and the City Council Manual of Procedures, the City Manager shall review all agenda documents before preparing the agenda for any regular or special meetings of the City Council.

H. The City Manager shall direct the work of all elective and appointive City officers and departments that are the concern and responsibility of the City Council, except those that are directly appointed by or report directly to the City Council.

I. The City Manager will focus his professional time, ability, and attention to City business during the term of this Agreement. The City Manager shall not engage in any other business duties or pursuits whatsoever or, directly or indirectly, render any services of a business, commercial, or professional nature to any other person or organization, whether for compensation or otherwise, without the prior consent of Council, except that:

(1) The expenditure of reasonable amounts of time not in conflict with the City's needs and interests, for educational, charitable, community, and professional activities, shall not be deemed a breach of this Agreement and shall not require prior consent.

(2) This Agreement shall not be interpreted to prohibit the City Manager from making passive personal investments or conducting private business affairs if those activities do not materially interfere with the services required under this Agreement.

J. All data, studies, reports and other documents prepared by the City Manager while performing his duties during the term of this Agreement shall be furnished to and become the property of the City, without restriction or limitation on their use.

K. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other materials either created by or provided to the City Manager in connection with the performance of this Agreement shall be held confidential by the City Manager. Such materials shall not, without the prior written consent of the Council, be used by the City Manager for any purposes other than the performance of his duties. Nor shall such materials be disclosed to any person or entity not connected with the performance of services under this Agreement, except as required by law.

3. General Obligations of the City

A. The City shall, as outlined within this Agreement, provide the City Manager with staff, office equipment, supplies, automobile allowance, and all other facilities and services reasonably determined by the City Council to be necessary for the performance of the City Manager's duties and within the City's budget constraints.

B. The City Council recognizes that to meet the challenges facing the City they must exercise decisive policy leadership. As one step in carrying out this leadership responsibility, the City Council commits within the City's budget constraints to spend time each year outside of regular City Council meetings to work with the City Manager and staff on setting goals and priorities for the City government, and to work on issues that may be inhibiting the maximal achievement of City goals.

C. The City Council agrees that any criticism of a City staff member shall be done privately through the City Manager.

4. Salary

The City Manager's base salary shall be Two Hundred Thirty Thousand Dollars ($230,000) per fiscal year, subject to any all legally necessary taxes and holdings. The City Manager's salary shall be payable in installments at the same time as other employees of the City are paid. Any increase in salary must be expressly memorialized by written amendment.

5. Benefits

A. Automobile Allowance. The City shall pay City Manager an automobile allowance in exchange for the City Manager securing a personal vehicle to be used for City business or functions during, before, and after normal work hours. The automobile allowance shall be $500 per month. City Manager shall be responsible for the costs of operation, repair, maintenance, and liability, property damage and comprehensive insurance for such personal vehicle. By the City Manager making the City Manager's personal automobile available for use, the City Manager is not precluded from using City vehicles for City business during, before, and after the normal workday on occasion, when appropriate.

B. ICMA Dues/ Other Professional Development. The City agrees to budget and pay the City Manager's annual dues for membership in ICMA. In addition, the City agrees, subject to the City's budget constraints and advance approval of Council, to pay expenses and allow City time for the following: (1) conference and meeting attendance and selected training opportunities, including, but not limited to, those associated with ICMA, the League of California Cities, and other national, state, regional and/or local associations and organizations necessary and desirable for the good of the City and for the City Manager's continued professional development; (2) professional dues and subscriptions on behalf of the City Manager which are necessary for the City Manager's continuation and full participation in national, state, regional or local associations and organizations, including civic clubs or organization, necessary and desirable for the good of the City and for the City Manager's continued professional development; and (3) travel and subsistence expenses of the City Manager to pursue official and other functions for the City, including, but not limited to, national, state, regional and/or local associations and organizations necessary and desirable for the good of the City and for the City Manager's continued professional development

C. Business Expenses. Within the City's budget constraints and subject to adopted City policies, the City shall pay for or provide the City Manager reasonable reimbursement for all actual and necessary business expenses.

D. Limitations on CalPERS Contributions/ Other Retirement/ Administrative Leave. City Manager expressly agrees that he shall pay the full employee share of his CalPERS pension contribution, regardless of any agreement or benefit level provided to other employees at the City. The City Manager also expressly agrees to pay 2% of the City's share of his CalPERS pension contribution, regardless of any agreement or benefit level provided to other employees at the City. Further, while the City Manager may, in his discretion, contribute to a 457 or other similar retirement saving account established by the City, the City is under no obligation to provide any contribution or match, regardless of any agreement or benefit level provided to other employees at the City.

E. All Other Benefits. With the exception of such benefits as outlined specifically in this Section, the City shall provide the City Manager with other benefits, including but not limited to medical, disability, and retirement benefits, consistent with those benefits provided to the City's other executive-level employees.

6. Term

A. Initial Term. Subject to the termination provisions in Section 7 of this Agreement, the term of this Agreement shall commence on May 28, 2021 and shall continue for two years thereafter. ("Initial Term").

B. Succeeding Terms. At the conclusion of the Initial Term, this Agreement shall automatically renew for an additional one year term (the " First Succeeding Term"). If the City Council does not want a Succeeding Term, it must provide the City Manager written notice of its intent not to renew at least thirty (30) calendar days before the completion of the Initial Term. Without such notice, the First Succeeding Term will automatically begin upon the completion of the Initial Term.

At the conclusion of the First Succeeding Term, if applicable, this Agreement shall automatically renew for an additional one year term (the "Second Succeeding Term"). If the City Council does not want a Second Succeeding Term, it must provide the City Manager written notice of its intent not to renew at least thirty (30) calendar days before the completion of the First Succeeding Term. Without such notice, the Second Succeeding Term will automatically begin upon the completion of the First Succeeding Term.

Other than the two Succeeding Terms, no other automatic term renewal is available under this Agreement.

7. Termination of Agreement and Severance Pay

A. At-Will. Except as provided in Sections 7(C)(2) and 6(B), the Parties hereby expressly agree that the employment relationship established by this Agreement is at-will and that the City Manager shall serve at the will and pleasure of the City Council. Nothing in this Agreement, any statute, ordinance, or rule shall interfere with Council's right to terminate City Manager, without cause or right of appeal or grievance. City Manager agrees that this Agreement sets forth the only terms and conditions applicable to the termination of his employment and that the provisions of Section 2.12. of the Coachella Municipal Code are not applicable to City Manager, and he hereby waives any rights he would otherwise have thereunder.

B. Automatic Termination. This Agreement, and City Manager's employment, shall automatically terminate, and the City Manager shall not be entitled to any Severance Payment, upon the happening of any of the following events:

(1) Upon mutual agreement in writing by both Parties to terminate this Agreement.

(2) Upon forty-five (45) days notice of resignation given to City by the City Manager.

(3) Upon retirement from full-time public service with the City pursuant to applicable PERS laws, rules and regulations. If the City Manager retires, the City Manager may provide six (6) months' advance notice. The City Manager's actual retirement date will be mutually established.

(4) Upon the death of the City Manager.

(5) When the City Manager has been unable to perform all or substantially all of the essential functions of his position, with or without reasonable accommodation, due to illness, disability, or unavailability for whatever reason for a period of three (3) months.

C. Termination With or Without Cause. This Agreement, and City Manager's employment, may be terminated without prior notice at any time, with or without cause, by the Council by motion carried by a simple majority of its members.

(1) Without Cause - Severance. The City Council may terminate City Manager at any time, regardless of his ability to perform his duties, upon payment of a severance

equal to the lesser of: (1) payment equal to two hundred and seventy (270) days of City Manager's then applicable base salary; or (2) payment equal to the unexpired Term of this Agreement as described in Section 6 above ("Severance Payment"). The Severance Payment is contingent upon the City Manager executing a release of liability similar to the exemplar attached as Exhibit "B". If the City Manager fails or refuses to provide the City with a release of liability, the Council may release the City Manager without cause without Severance Payment.

(2) With Cause. In the event City Manager is terminated for cause, he shall not be entitled to any severance pay or benefits. "Cause" shall include the following reasons:

(a) Conviction of a crime, whether misdemeanor or felony. For purposes of this section, a plea of nolo contendere shall also be considered a conviction.

(b) Failure to follow a directive of the Council after written notice of said failure to City Manager approved by a simple majority of the City Council members.

(c) Failure to perform duties and responsibilities pursuant to the terms of this Agreement, the relevant City ordinances, municipal code, and other standards of professional conduct.

(d) Continued abuse of non-prescription drugs or alcohol that materially affects the performance of the Manager's duties.

(e) Repeated and protracted unexcused absences from the City Manager's office and duties

D. With Cause Procedure. In order to terminate for cause, the City Council must deliver to the City Manager a written statement of charges and its intent to terminate for cause. Following delivery, the City Manager shall then have ten (10) calendar days to challenge the termination by setting forth his request to challenge in writing. Within such ten (10) day period, the City Manager may also demand a hearing upon the specifications. Failure to submit a written response or demand a hearing within the ten (10) calendar day period constitutes a waiver of the right. If a hearing is demanded, the hearing will be conducted in closed session. The City Manager may produce evidence and argument to the Council. If a written response is submitted but no hearing is demanded, the Council shall review its decision based upon the response. The Council's decision following review of the written response and/or presentation at hearing shall be final and without right of appeal. The City Manager has no reinstatement rights.

E. Suspension. The Council may suspend the City Manager with full pay and benefits at any time, or without pay for a period of up to three weeks, at any time during the term of this Agreement, but only where a simple majority of the Council votes to suspend the City Manager.

F. Leave Balances. On separation from City employment, the City Manager shall be paid for all unused accrued leave balances that either must be paid upon separation under applicable law or under the applicable terms of this Agreement. In the alternative, the City Manager may apply some or all of such leave time to service credit for retirement purposes, if permitted by PERS under applicable laws, rules and regulations. Accumulated leave balances shall

be paid at the City Manager's hourly salary rate at the effective date of separation. In the event the City Manager dies while employed by the City under this Agreement, the City Manager's beneficiaries or those entitled to the City Manager's estate, shall be entitled to the City Manager's earned salary, and any in-lieu payments for accrued benefits, including compensation for the value of all accrued leave balances that either must be paid upon separation under applicable law or under the applicable terms of this Agreement.

8. Performance Reviews; Goals, Objectives and Priorities

A. The Council will conduct a review of the City Manager's performance and consider any necessary adjustments to this Agreement at least every six (6) months. The six-month review and evaluation shall be in accordance with specific criteria developed jointly by the City Council and the City Manager. Such criteria may be added to or deleted as the City Council may from time to time determine in consultation with the City Manager.

B. Within forty-five (45) days of the effective date of this Agreement, the City Council and City Manager shall develop the first set of goals, performance objectives and priorities by which to measure the City Manager's performance. The City Council and the City Manager shall define such goals and performance objectives as they mutually determine are necessary for the proper operation of the City for the attainment of the City Council's policy objectives, and the City Council and the City Manager shall further establish a relative priority among those goals and performance objectives. Such goals, objectives and priorities are subject to adjustment by the Parties at anytime.

9. Bonding

The City shall bear the full cost of any fidelity or other bonds required of the City Manager, in the performance of his duties as City Manager.

10. Indemnification.

To the full extent of the law, as provided by the California Torts Claims Act (Government Code Section 810, et seq.), the City shall defend and indemnify the City Manager against all losses sustained by the City Manager in direct consequences of the discharge of the City Manager's duties within the scope of his employment for the period of the City Manager's employment.

11. Modification

Any modification of this Agreement will be effective only if it is in writing and signed by both Parties.

12. Effect of Waiver

The failure of either Party to insist on strict compliance with any of the terms, covenants, or conditions of this Agreement by the other Party shall not be deemed a waiver of that term, covenant, or condition, nor shall any waiver or relinquishment of any right or power at any one time or times be deemed a waiver or relinquishment of that right or power for all or any other times.

13. Assignment

Neither this Agreement, nor any right, privilege, or obligation of the City Manager hereunder shall be assigned or transferred by him without the prior written consent of the Council. Any attempt at assignment or transfer in violation of this provision shall, at the option of the Council, be null and void and may be considered a material breach of this Agreement.

14. Entire Agreement

This Agreement supersedes any and all other agreements, either oral or in writing, between the City and the City Manager. This Agreement contains all of the covenants and agreements between the Parties with respect to the City Manager's employment by the City in any manner whatsoever. Each Party to this Agreement acknowledges that no representations, inducements, promises, or agreements, oral or otherwise, have been made by any Party, or anyone acting on behalf of any Party, which are not embodied herein, and that no other agreement, statement or promise not contained in this Agreement shall be valid or binding on either Party.

15. Partial Invalidity

If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions shall nevertheless continue in full force without being impaired or invalidated in any way.

16. Law Governing Agreement

This Agreement shall be governed by and construed in accordance with the laws of the State of California. Venue shall be in Riverside County.

17. No Presumption of Drafter

The Parties acknowledge and agree that the terms and provisions of this Agreement have been negotiated and discussed between the Parties, and this Agreement reflects their mutual agreement regarding the subject matter of this Agreement. Because of the nature of such negotiations and discussions, it would be inappropriate to deem any Party to be the drafter of this Agreement and, therefore, no presumption for or against validity or as to any interpretation hereof,

based upon the identity of the drafter shall be applicable in interpreting or enforcing this Agreement.

18. Survival of Termination

Many sections of this Agreement are intended by their terms to survive the City Manager's termination of employment with the City. Where so intended, these sections shall survive termination of employment and termination of this Agreement.

19. Attorneys' Fees

If any action at law or in equity, including an action for declaratory relief, is brought to enforce or interpret the provisions of this Agreement, the prevailing Party shall be entitled to recover such amount as the court may award as reasonable attorneys' fees and costs.

20. Notices

A. Any notice to be given hereunder by either Party to the other shall be in writing and may be transmitted by personal delivery or mail, registered or certified, postage prepaid, with return receipt requested. Mailed notices shall be addressed to the following respective addresses:

Mayor and City Council
City of Coachella
1616 6th Street
Coachella, CA 92236
ATTN: Mayor

Dr. Gabriel Martin

[On file at the City]

B. Notices delivered personally shall be deemed communicated as of the date of actual receipt. Mailed notices shall be deemed communicated as of the date of mailing, plus two (2) days.

21. Assistance of Counsel

Each Party to this Agreement warrants to the other Party that it has either had the assistance of counsel in negotiation for, and preparation of, this Agreement or could have had such assistance and voluntarily declined to obtain it.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the ___ day of May 2021.

CITY OF COACHELLA: **EMPLOYEE:**

By: _____ By:_____

Steven Hernandez, Mayor Dr. Gabriel Martin

ATTEST:

By: _____
Angel Zepeda, City Clerk

APPROVED AS TO FORM

By: _____
Carlos Campos, City Attorney

ICMA CODE OF ETHICS

The mission of ICMA is to create excellence in local governance by developing and fostering professional local government management worldwide. To further this mission, certain principles, as enforced by the Rules of Procedure, shall govern the conduct of every member of ICMA, who shall:

1. We believe professional management is essential to efficient and democratic local government by elected officials.
2. Affirm the dignity and worth of local government services and maintain a deep sense of social responsibility as a trusted public servant.
3. Demonstrate by word and action the highest standards of ethical conduct and integrity in all public, professional, and personal relationships in order that the member may merit the trust and respect of the elected and appointed officials, employees, and the public.
4. Serve the best interests of the people.
5. Submit policy proposals to elected officials; provide them with facts, and technical and professional advice about policy options; and collaborate with them in setting goals for the community and organization.
6. Recognize that elected representatives are accountable to their community for the decisions they make; members are responsible for implementing those decisions.
7. Refrain from all political activities which undermine public confidence in professional administrators. Refrain from participation in the election of the members of the employing legislative body.
8. Make it a duty continually to improve the member's professional ability and to develop the competence of associates in the use of management techniques.
9. Keep the community informed on local government affairs; encourage communication between the citizens and all local government officers; emphasize friendly and courteous service to the public; and seek to improve the quality and image of public service.
10. Resist any encroachment on professional responsibilities, believing the member should be free to carry out official policies without interference, and handle each problem without discrimination on the basis of principle and justice.
11. Handle all matters of personnel on the basis of merit so that fairness and impartiality govern a member's decisions pertaining to appointments, pay adjustments, promotions, and discipline.
12. Public office is a public trust. A member shall not leverage his or her position for personal gain or benefit.

Adopted by the ICMA Executive Board in 1924, and most recently revised by the membership in June 2020.

CONFIDENTIAL SEPARATION AGREEMENT AND RELEASE

This Agreement is entered into on _____, 20___, by and between (hereinafter "Employee") and _____(hereinafter "Employer"). Said parties shall be collectively referred to as the "Parties." Employee is currently employed as an _____for Employer. During the course of Employee's employment issues arose concerning Employee's availability for continued employment. The Parties mutually desire 'to settle all of their present and possible future differences, disputes, or claims relating to and arising out of the employment and, therefore, the Parties agree as follows:

1. CONSIDERATION AND REVOCATION PERIODS. This Agreement was presented to Employee on _____Employee has [21 or 45] days to consider, at which time the offer of Agreement is no longer valid. Following execution by Employee, Employee may revoke acceptance of this Agreement, provided Employee does so in a writing which must be hand delivered to Employer's [President] within seven (7) days of the date Employee signs this Agreement.

2. EFFECTIVE DATE OF AGREEMENT. The effective date of this Agreement ("Effective Date:) will be at 5:01 p.m. on the eighth (8th) day after the Employer receives Employee's signed Agreement, provided Employee has not previously revoked acceptance on or before that date.

3. SEPARATION TERMS. Employee agrees not to contest his separation from employment as of _____, 20___ ("Separation Date") and to release all claims set for herein. Employee agrees that, as of the Separation Date, he will have already returned any and all equipment or other property belonging to Employer. In return, Employer agrees to pay Employee severance pay in the total amount equal to [_____]. This amount is in addition to compensation provided as final wages owed. The severance pay will be paid on Employer's first regular payday following the Effective Date of this Agreement. The payment shall be subject to all lawful deductions and taxes applicable to Employee's wages, and further subject to the terms and conditions contained herein.

4. GENERAL RELEASE. Employee voluntarily and irrevocably releases and discharges Employer and its shareholders, directors, officers, employees, fiduciaries, agents, successors, and assigns (collectively, "Released Parties") from and against any and all individual relief claims,

obligations, debts, demands, judgments, or causes of action of any kind whatsoever, known or unknown, actual or contingent, whether brought at law, in equity or otherwise, based on tort, contract, statute, or on any other basis, which Employee has or may have against any of them or liability they may have to Employee (collectively, "Claims"), which arise from or are related to employee's employment or relationship with the Employer or any other Released Party, Employee's separation from employment from any of them, or any other matter, cause or thing whatsoever which may have occurred involving Employee and any Released Party prior to the date of Employee's acceptance of this Agreement. This release also includes all Claims for equitable relief, actual, compensatory, consequential, punitive, special, multiple, or other damages, expenses (including without limitation attorneys' fees and court costs. This release includes, without limitation, any and all Claims Employee has or may have against the Employer or any other Released Party arising under any federal, state, local, or foreign statute, common or other law, including without limitation those relating to the Age Discrimination in Employment Act of 1967, the Americans with Disabilities Act, the Civil Rights Acts of 1866, 1871, 1964 and 1991, the Equal Pay Act of 1963, the Employee Retirement Income Security Act of 1974, the Internal Revenue Code of 1986, the Fair Labor Standards Act of 1938, the Family and Medical Leave Act of 1993, the Labor Management Relations Act of 1947, the National Labor Relations Act, the Rehabilitation Act of 1973, the California Labor Code, the California Fair Employment and Housing Act.

5. CIVIL CODE SECTION 1542 WAIVER. Employee agrees that the Released Claims include not only claims presently known to Employee but also include all unknown or unanticipated claims. Employee understands that he may later discover facts different from what they now believe to be true, which if known, could have materially affected this Agreement, but he nevertheless waives any claims or rights based on different or additional facts. Employee knowingly and voluntarily waives any and all rights or benefits that he may now have, or in the future may have, under the terms of Section 1542 of the California Civil Code, which provides as follows:

A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXISTS IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR.

Notwithstanding the provisions of Section 1542, this Agreement is also intended to include all claims which Employee does not know or suspect to exist at the time this Agreement's execution.

6. NO ACTIONS. Employee affirms that he currently has no action, charge, or administrative claim pending before any court of law, governmental body, or administrative agency, either on the federal or state level. [IF EXISTING CLAIM, CONSIDER STATEMENT OBLIGATING EMPLOYEE TO REQUEST DISMISSAL OR ADVISE EEOC OF SETTLEMENT TO EE'S SATISFACTION]. Employee agrees he will not at any time in the future pursue any employment personnel appeal or internal grievance or file any claim for individual relief with any governmental agency or any court arising out of or in any way related to his employment. Employee affirms that he is unaware of any issue relating to Employer's non-compliance with regulatory obligations, [and Employee undertakes the duty to notify Employer, in writing if such non-compliance becomes known.]

7. RELEASE CARVE OUT. Notwithstanding the provisions of paragraphs 4-6, Employee's released claims shall not include any claims based on obligations created by or reaffirmed in this Agreement, nor shall Employee's released claims include claims which expressly cannot be waived according to California Labor Code Section 2804. Nor shall anything in this Agreement be construed to prohibit Employee from filing a charge with or participating in any investigation or proceeding conducted by the National Labor Relations Board (NLRB), U.S. Equal Employment Opportunity Commission (EEOC), California Department of Fair Employment and Housing (DFEH), or any other governmental agency. Notwithstanding the foregoing, Employee hereby agrees to, and does, waive his right to recover monetary damages in any charge or lawsuit filed by Employee or anyone else on his behalf.

[CONSIDER: DTSA NOTIFICATION: Notwithstanding my confidentiality obligations set forth in Section _____ of this Agreement, I understand that, pursuant to the Defend Trade Secrets Act of 2016, I will not be held criminally or civilly liable under any Federal or State trade secret law for the disclosure of a trade secret that: (A) is made (i) in confidence to a Federal, State, or local government official, either directly or indirectly, or to an attorney; and (ii) solely for the purpose of reporting or investigating a suspected violation of law; or (B) is made in a complaint or other document filed in a lawsuit or other proceeding, if such filing is made under seal. I understand that in the event it is determined that disclosure of Company trade secrets was not done

in good faith pursuant to the above, I will be subject to substantial damages, including punitive damages and attorneys' fees.]

8. NO RE-EMPLOYMENT. As of the date of this Agreement, Employee has not applied for, sought, or accepted re-employment with Employer. Employee knowingly and voluntarily waives all rights he may have under federal or state law to reinstatement and acknowledges that Employer may, in its discretion, refuse to consider any application for re-employment.

9. NO DEFAMATION. The Employee may not disparage customers, suppliers, or vendors nor may Employee defame Employer, its management, its employees, agents, officers, shareholders, or affiliates. Employee agrees to refrain from making public statements regarding his subjective opinion regarding Employer. This obligation is not intended to prohibit lawful interactions with governmental agencies as referred to in paragraph 7.

10. CONFIDENTIALITY. The Parties acknowledge that they have not discussed or disclosed any of the terms of this Agreement to anyone, except for their attorneys or union representatives. Except as such disclosure may occur to Employee's attorneys or accountants or as otherwise may be required by law, or in response to any subpoena, Employee agrees the terms of this Agreement and all negotiations between the Parties shall be kept strictly confidential and neither the details of the negotiations, the terms of this Agreement, or Employee's subjective opinion relating to the negotiations, the Agreement, or his prior employment may be disclosed to anyone, including without limitation, any person, corporation, or other business entity for any purpose. Should any inquiry be made, the Employee may respond only by indicating that the separation was amicable. Should any inquiry be made about Employee by a prospective employer, Employer's human resources personnel may respond to such questions only by indicating dates of employment, his job title, and his salary at the time of his separation.

If Employee becomes legally compelled by deposition, subpoena, interrogatory, request for documents, or similar legal process, he shall immediately notify the Employer telephonically and confirmed in writing, so that the Employer will have the opportunity to intervene. This obligation is not intended to prohibit lawful interactions with governmental agencies as referred to in paragraph 7.

11. NO ASSIGNMENT. The Parties hereto each warrant that they have made no assignment and will make no assignment of any claim, right of action, or any right of any kind whatsoever

embodied in any of the Released Claims and that no other person or entity of any kind had or has any interest in the same.

12. NO ADMISSION OF LIABILITY. This Agreement is solely for the purpose of compromising on the issue of separation of employment. It does not constitute, nor shall it be construed, as an admission of the truth or validity of any claims asserted. All communications made in conjunction with this Agreement shall be governed and protected in accordance with the Federal Rule of Evidence 408 and California Evidence Code sections 1150, et seq.

13. ENTIRE AGREEMENT. This is the entire Agreement between the Parties pertaining to the separation of employment or any disputes or claims arising during the course of employment, and it supersedes all prior or contemporaneous agreements, negotiations, or discussions, whether oral or written, express or implied. No supplements, modifications, or waivers of this Agreement shall be binding unless executed by written amendment.

14. COUNTERPARTS. This Agreement may be executed in any number of counterparts, including those executed by facsimile, each of which shall be deemed an original but all of which taken together shall constitute one Agreement.

15. ATTORNEYS' FEES. In the event of legal proceedings to enforce the terms of this Agreement, necessary to declare rights hereunder, or as the result of the breach of this Agreement, the prevailing party in any such proceeding shall be entitled to recover from the losing party reasonable costs and attorneys' fees, including but not limited to the out-of-pocket expenses of attorneys and out-of-pocket expenses of experts.

16. NEGOTIATED AGREEMENT. Employee acknowledges and agrees that Employer has recommended use of independent counsel or labor representation, if relevant, throughout all negotiations that preceded the execution of this Agreement. Any choice to forgo such use is of the Employer's own will. This Agreement is the result of arms-length negotiations and expresses the complete, actual, and intended agreement of the Parties.

17. WAIVER & SEVERABILITY. Failure to insist on compliance with any term, covenant, or condition contained in this Agreement shall not be deemed a waiver of the same. If any provision is held to be invalid, unenforceable, or void, such provision shall be enforced to the greatest extent

permitted by law, and the remainder of this Agreement and such provision as applied to other persons, places, and circumstances shall remain in full force and effect.

THIS AGREEMENT INCLUDES A RELEASE OF ALL KNOWN AND UNKNOWN CLAIMS. THE SIGNATORIES FULLY UNDERSTAND THE FINAL AND BINDING EFFECT OF THIS AGREEMENT AND ARE SIGNING VOLUNTARILY.

Date:_____, 2021

_____
Gabriel Martin, EMPLOYEE

CITY OF COACHELLA

Date:_____, 2021

By:_____
_____Mayor

STAFF REPORT
5/26/2021

TO: Honorable Mayor and City Council Members

FROM: Gabriel Martin, Economic Development Director

SUBJECT: Ordinance No. 1182, Updates to the Hotel Operations Incentive Program *(First Reading)*

RECOMMENDED ACTION:

Staff recommends that the Mayor and City Council review the updated draft Hotel Operations Incentive Program policy document and Ordinance No. 1182, extending the sunset period of the Program for an additional three years, provide staff with guidance and direction, and consider approval of the policy and adoption of the ordinance as proposed.

BACKGROUND:

As a result of the COVID-19 pandemic and larger economic trends, the City of Coachella is currently suffering from one of the highest unemployment rates in the County: 13.8% as of late March 2021, per a report by the California Employment Development Department. The City is continuing to work to attract and retain business, to encourage the creation of jobs for its residents, and to improve the quality of life of its workers and their families. City staff has determined that an update to the existing Hotel Operations Incentive Program policy, and the ordinance that codified such policy, is needed to further pursue these goals as the City recovers from an economic downturn that particularly impacted the travel and leisure sector.

DISCUSSION:

Currently, the Hotel Operations Incentive Program is expired and needs to be updated with a new expiration date in the future if the City Council wishes to continue to implement its provisions. Likewise, the proposed ordinance amends Section 4.49.020 of the Municipal Code to bring its dates into accordance with the updated Program. The revised policy document will extend the date by which a developer can enter into an agreement with the City to develop a compliant hotel project to June 1, 2023. The revised policy document will also extend the deadline for a project to be fully entitled to be no later than December 31, 2023, to be under construction no later than June 30, 2024, and for construction to be completed, a Certificate of Occupancy issued, and the hotel open and operational no later than June 30, 2025. In accordance with these suggested changes, the revised Section 4.49.020 of the Coachella Municipal Code will now define "new hotel," "first class new hotel," and "comfort new hotel" to include hotels fully entitled after January 1, 2018 but before December 31, 2023. No other changes are suggested at this time.

ALTERNATIVES:

1) Recommend approval of Hotel Operations Incentive Program and Ordinance No. 1182 as presented. (Recommended by staff.)

2) Recommend approval of Hotel Operations Incentive Program and Ordinance No. 1182 with amendments.

3) Recommend denial of Hotel Operations Incentive Program and Ordinance No. 1182.

4) Continue this item and provide staff with direction.

ATTACHMENTS

1. Ordinance No. 1182: An Ordinance of the City Council of the City of Coachella, California, Amending Section 4.49.020 of the Coachella Municipal Code Regarding the Hotel Operations Incentive Program

2. Draft Revised Hotel Incentive Program policy document (in redline)

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COACHELLA, CALIFORNIA, AMENDING SECTION 4.49.020 OF THE COACHELLA MUNICIPAL CODE REGARDING THE HOTEL OPERATIONS INCENTIVE PROGRAM

WHEREAS, the City Council previously adopted a Hotel Operations Incentive Program by Ordinance No. 1106 on May 24, 2017; and

WHEREAS, the City Council wishes to extend the sunset period of the Hotel Operations Incentive Program for an additional three years, which requires minor modifications to the language of Section 4.49.020 of the Coachella Municipal Code.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COACHELLA DOES ORDAIN AS FOLLOWS:

Section 1. **Recitals**. The above recitals are hereby adopted by the City Council and incorporated as set forth in this section.

Section 2. **Amendment to Coachella Municipal Code.** Coachella Municipal Code Chapter 4.49, *Hotel Operations Incentive Program*, Section 4.49.020 is hereby amended and restated to read as follows (deleted text in ~~strikethrough~~, new text in **bold underline**):

“4.49.020 - Definitions.

For the provisions of this chapter, the following definitions shall apply:

"Adjusted tax rate" means the hotel operations incentive program tax rates which shall be exclusively utilized for the calculation of the operating assistance to be paid by the city to qualified operators of hotels participating in the hotel performance incentive program.

"Comfort hotel" means a hotel which provides appropriate standards of physical features and operational services established for hotels by the American Automobile Association, J.D. Power & Associates, Forbes, or Smith's Travel Research Service.

"Existing hotel" means a property that was constructed, occupied, and used as a hotel on or before January 1, 2018.

"First class hotel" means a hotel which provides standards of physical features and operational services which meet or exceed the higher rating criteria established for hotels by the American Automobile Association, J.D. Power & Associates, Forbes, or Smith's Travel Research Service.

"First class hotel standard" means standards of physical features and operation which qualify a hotel as a first class hotel and which include operation of the hotel on a

twenty-four (24) hours per day/seven days a week basis with housekeeping services, food and beverage services, room services, banquet and meeting services, concierge and bellman services, and parking services.

"Fully entitled" means a hotel that has received and/or been issued all discretionary permits and entitlements from the city required for the construction of a new hotel.

"Hotel" means any property containing four or more guest rooms used by four or more guests for compensation and where the guest rooms are designed and intended as transient occupancy accommodations.

"New hotel," "first class new hotel," and "comfort new hotel" means a first class hotel or comfort hotel that is or was fully entitled as a hotel after January 1, 2018, but before December 31, ~~2020~~ **2023**. The term "new hotel" does not include all, or any portion of, or addition to, an existing hotel.

"Operating covenants" means the covenants described in Section 4.49.050 of this Code.

"Operator" means the person who is proprietor of a hotel, whether in the capacity of owner, lessee, sub-lessee, mortgagee in possession, licensee, franchisee, or any other capacity, or the assignee or designee of such proprietor.

"Transient occupancy" means an uninterrupted stay of no more than twenty-eight (28) consecutive calendar days.

"Transient occupancy tax base" means the existing transient occupancy rate in place at the adoption of this ordinance, nine percent."

SECTION 3. CEQA. The City Council finds that this Ordinance is not subject to the California Environmental Quality Act ("CEQA") pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonable foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations Title 14, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly.

SECTION 4. Effective Date. This Ordinance shall take effect thirty (30) days after its adoption.

SECTION 5. Severability. If any provision or clause of this Ordinance or any application of it to any person, firm, organization, partnership, or corporation is held invalid, such invalidity shall not affect other provisions of this Ordinance which can be given effect without the invalid provision or application. To this end, the provisions of this Ordinance are declared to be severable.

SECTION 6. Certification. The City Clerk shall certify the passage of this Ordinance and shall cause the same to be entered in the book of original ordinances of said City; shall make a minute passage and adoption thereof in the records of the meeting at which time the same is passed and adopted; and shall, within fifteen (15) days after

the passage and adoption thereof, cause the same to be published as required by law, in a local newspaper of general circulation and which is hereby designated for that purpose.

ORDINANCE PASSED AND APPROVED at a regular meeting of the City Council of the City of Coachella this _____ day of _____, 2021.

_____
Steven Hernandez, Mayor

ATTEST:

_____
Angela M. Zepeda, City Clerk

APPROVED AS TO FORM:

_____
Carlos Campos, City Attorney

CITY OF COACHELLA
1515 SIXTH STREET, COACHELLA, CALIFORNIA 92236
PHONE (760) 398-3502 • FAX (760) 398-8117 • WWW.COACHELLA.ORG

Hotel Incentive Program (HIP)

Much of the Coachella Valley depends on the growth and expansion of the tourism and travel industries. The City of Coachella intends to participate more fully in the tourism, travel industry, and aggressively encourage hotel development in Coachella's municipal boundaries. The Hotel Incentive Program (HIP) is designed to encourage the first hotel developments in the City of Coachella.

Hotels would provide visitors a convenient and enjoyable experience, enabling visitors to spend more time in the city, exploring the many cultural, entertainment and outdoor attractions unique to this region in the Coachella Valley. The HIP will help diversify our local economy by incentivizing the creation of a new business sector within the City. It will increase the employment options for residents currently employed in this well-established valley industry sector and will provide new employment opportunities for residents of the City of Coachella.

The HIP is a benefit to the Hotel Operator with the intention being to provide an incentive that will assist the operator in offering a competitive room rate as they establish their new hotel in the market.

TRANSIENT OCCUPANCY TAX (TOT) RATE

The City of Coachella continues to maintain a Transient Occupancy Tax (TOT) rate that is lower than the average TOT rate of neighboring municipalities and is currently the lowest TOT in the Coachella Valley at 9%. This low TOT rate provides the Hotel Operator the ability to offer gross room rates at several percentage points below (approx. 2-4% lower) neighboring municipalities. The low TOT likely would be an inducement to encourage development of new hotels in the City of Coachella.

TOT OPERATOR INCENTIVE

The City shall provide the following TOT Incentive based on the type of hotel product proposed:

A. First Class New Hotels. The city shall pay to an operator of a first class new hotel an amount equal to fifty (50) percent of the adjusted tax rate. Such payments shall be made for twenty (20) years from the certificate of occupancy for the hotel or until the operator has been paid twenty-five million dollars ($25,000,000.00), whichever event occurs first.

The city and a qualified participant under this section may enter into an agreement, at the sole discretion of the city, to receive an increase in the percent of the adjusted tax rate, for no longer than the first two years of the qualified participant's incentive program. Without regard to any preceding conditions of this section, the program shall terminate at any point the first class new hotel is not operated as a first class hotel.

A. Comfort New Hotels:

a. The city shall pay to an operator of a comfort hotel with one hundred twenty-five (125) or more rooms an amount equal to fifty (50) percent of the adjusted tax rate and such payments shall be made for twenty (20) years from the certificate of occupancy for the hotel or until the operator has received twenty-five million dollars ($25,000,000.00), whichever event occurs first.

b. The city shall pay to an operator of a comfort hotel with fifty-one (51) to one hundred twenty-four (124) rooms an amount equal to fifty (50) percent of the adjusted tax rate and such payments shall be made for ten (10) years or until the operator has received ten million dollars ($10,000,000.00), whichever event occurs first.

c. The city shall pay to an operator of a comfort hotel with fifty (50) or fewer rooms an amount equal to fifty (50) percent of the adjusted tax rate and such payments shall be made for five years or until the Operator has received five million dollars ($5,000,000.00), whichever event occurs first. Without regard to any preceding conditions of this section, the program shall terminate at any point the hotel is not operated as a comfort hotel.

Each operator eligible to participate in the city's hotel operations incentive program shall execute operating covenants approved by the city council, and recorded with the county of Riverside recorder's office.

AGREEMENT ACCEPTANCE PERIOD

As time is of the essence, a developer must enter into an agreement with the City on or before June 1, 2023 to qualify for this program.

PROJECT COMPLETION PERIOD

The project must be fully entitled as a hotel no later than December 31, 2023 and be under construction no later than June 30, 2024 with the project completed, Certificate of Occupancy issued, hotel open and operational no later than June 30, 2025.

OTHER QUALIFICATIONS AND CONDITIONS

1. The program shall terminate at any point the covenanted property ceases to operate as a hotel.

2. An Operating Covenant, covering a ten (10) year period, will be executed, reviewed and approved by the City Council and recorded with the County of Riverside.

HOTEL CLASS & RATING SYSTEM

The Hotel class is identified by the specific amenities offered at the property. Forbes Travel Guide, formerly Mobil Travel Guide, launched its star rating system in 1958 and the "Hotel Stars Union" was established in 2010 in Europe to differentiate the classes of hotel accommodations and their respective levels of service. The AAA auto association uses a similar rating system with diamonds, rather than stars, to express hotel and restaurant rating lever. The Hotel.com is a popular hotel reservation website, which uses star rating descriptions to draw distinctions between accommodations and the services expected. The rating system classifies the differences between "First Class" (4 Star), "Superior Comfort" (3 Star +) and "Comfort" (3 Star) Hotels. The star rating system noted below is a combination of components from both Hotels.com and Hotel Stars Union.

"STAR" RATING SYSTEM:

5 Star = Luxury

These are hotels that offer the highest level of accommodations and services with a high degree of personal service. Although most five star hotels are large properties, sometimes the small independent (non-chain) property offers an elegant intimacy that cannot be achieved in the larger setting. The hotel locations can vary from the very exclusive locations of a suburban area, to the heart of downtown. The hotel lobbies are sumptuous, the rooms complete with stylish furnishing and quality linens. The amenities often include: in room video/movie libraries, DVD′s, CD stereos, garden tubs or Jacuzzis, heated pools and more. The hotels feature full service restaurants with exquisite menus. Room service is usually available 24 hours a day. Fitness Centers and valet and/or garage parking are typically available. A concierge is also available to assist you.

Typical National Chains: Ritz Carlton, Four Seasons.

Offering:

- Reception opened 24 hours, multilingual staff
- Doorman-service or valet parking
- Concierge
- Spacious reception hall with seating and beverage service
- Personalized greeting for each guest with fresh flowers or a present in the room
- Minibar and food and beverage offered via room service 24 hours
- Personal care products
- Internet-PC in the room
- Safe in the room
- Ironing and shoe polish service
- Turndown service in the evening
- Mystery guesting

4 Star + = First Class Superior

The Superior flag is provided when the first class hotel has a proven high quality not only in the rooms. The superior hotels provide for additional facilities in the hotel like a sauna or a workout room. The quality is checked regularly by mystery guesting by an external inspection service.

4 Star = First Class

Mostly large, formal hotels with reception areas, front desk service and bellhop service. The hotels are most often located near other hotels of the same caliber and are usually found near shopping, dining and other major attractions. The level of service is well above average and the rooms are well lit and well furnished. Restaurant dining is usually available and may include more than one choice. Some properties will offer continental breakfast and/or happy hours. Room service is usually available during most hours. Valet parking and/or garage service is also usually available. Concierge services, fitness centers and one or more pools are often provided.

Typical National Chains: Hyatt, Hilton and Marriot.

Offering:

- Reception opened 18 hours, accessible by phone 24 hours from inside and outside
- Lobby with seats and beverage service
- Breakfast buffet or breakfast menu card via room service
- Minibar or 24 hours beverages via room service
- Upholstered chair/couch with side table
- Bath robe and slippers on demand
- Cosmetic products (e.g. shower cap, nail file, cotton swabs), vanity mirror, scale in the bathroom
- Internet access
- "À la carte"-restaurant

3 Star + = Superior Comfort

The Superior flag is provided when the additional service and accommodation provisions are not sufficient for the next star. The accommodation facilities for a superior hotel need to be on a modern level and fully renovated, which is checked regularly.

3 Star = Comfort

Typically, these hotels offer more spacious accommodations that include well-appointed rooms and decorated lobbies. Bellhop service is usually not available. They are often located near major expressways or business areas, convenient to shopping and moderate to high priced attractions. The hotels usually feature medium-sized restaurants that typically offer service breakfast through dinner. Room service availability may vary. Valet parking, fitness centers and pools are often provided.

Typical National Chains: Holiday Inn, Radisson.

Offering:

- Breakfast buffet
- Reading light next to the bed
- Bath essence or shower gel
- Bath towels
- Linen shelves
- Offer of sanitary products (e.g. toothbrush, toothpaste, shaving kit)
- Reception opened 14 hours, accessible by phone 24 hours from inside and outside, bilingual staff
- Luggage service
- Beverage offer in the room
- Telephone in the room
- Internet access in the room or in the public area
- Heating facility in the bathroom, hair-dryer, cleansing tissue
- Dressing mirror, place to put the luggage/suitcase
- Sewing kit, shoe polish utensils, laundry and ironing service
  Additional pillow and additional blanket on demand
- Systematic complaint management system

2 Star + = Superior Standard

The Superior flag is provided when the additional service and accommodation provisions are not sufficient for the next star. The Standard-Superior does usually offer the same service level as three-star hotels, but the interiors of the hotel are smaller and cheaper so that the three stars were not to be awarded by the inspection body. A two-star superior does not require mystery guesting.

2 Star = Standard

Typically smaller hotels managed by the proprietor. The hotel is often 2 - 4 stories high and usually has a more personal atmosphere. It′s usually located near affordable attractions, major intersections and convenient to public transportation. Furnishings and facilities are clean but basic. Most will not have a restaurant on site but are usually within walking distance to some good low-priced dining. Public access, past certain hours, may be restricted.

Typical National Chains: Days Inn, Quality Inn and La Quinta Inn.

In addition to the single star hotels offering:

- Breakfast buffet
- Reading light next to the bed
- Bath essence or shower gel
- Bath towels
- Linen shelves

- Offer of sanitary products (e.g. toothbrush, toothpaste, shaving kit)

1 Star + = Superior Tourist

The Superior flag is provided when the additional service and accommodation provisions are not sufficient for the next star. The bathroom facilities are usually at the same level as for two stars hotels but built from cheaper materials.

1 Star = Tourist

Usually denotes independent and name brand hotel chains with a reputation for offering consistent quality amenities. The hotel is usually small to medium-sized and conveniently located to moderately priced attractions. The facilities are typically basic with telephones and TV′s in the bedroom. Some hotels offer limited restaurant service, however room service and bellhop service is usually not provided.

Typical National Chains: Econolodge, Motel 6.

Offering:

- 100% of the rooms with shower or bath tub
- Daily room cleaning
- 100% of the rooms with TV and remote control
- Table and chair
- Soap or body wash
- Reception service
- Facsimile at the reception
- Publicly available telephone for guests
- Extended breakfast
- Beverage offer in the hotel
- Deposit possibility

References:

- **Hotels.com** "Star Ratings Explained" http://www.hotels.com/customer_care/star_rating.html
- **Hotel Star Union** "European star rating system" http://en.wikipedia.org/wiki/Hotel_rating

STAFF REPORT
5/26/2021

TO: Honorable Mayor and City Council Members

FROM: Bonifacio De La Cruz, Battalion Chief

SUBJECT: Renewal of the Cooperative Agreement for continued Fire Services between the City of Coachella and the County of Riverside.

STAFF RECOMMENDATION:

Staff recommends that the City Council renew its existing Cooperative Fire Services Agreement with the County of Riverside and shared cost Ladder Truck agreement for continued Fire Services for three additional years.

BACKGROUND:

The City of Coachella has received "All-Risk" fire services through a Cooperative Agreement with the County of Riverside since October 1990. The City has also participated in a shared cost Ladder Truck agreement with Riverside County, City of Indio, and City of La Quinta since 2006.

DISCUSSION/ANALYSIS:

With the approval of this contract, the City of Coachella will continue to maintain fire services by way of a three-year Cooperative Agreement with the County of Riverside, effective July 1, 2021, to June 30, 2024.
The renewal of the Ladder Truck agreement will extend the shared cost agreement with Riverside County, City of Indio, and City of La Quinta for an additional three years. The cost split is 12.5% Coachella, 12.5 % LaQuinta, Indio 50%, and County 25%. The 3-year duration is in alignment with what the cooperating agencies have approved.

FISCAL IMPACT:

The City of Coachella pays for "actual" costs for these services, which are billed quarterly. The net "estimated" cost to the City for FY 2021/22 is $3,108,456, as indicated on the Exhibit "A" document for all risk fire protection.

The shared cost Ladder Truck Agreement for FY 2021/22 is estimated to be $1,837,415. The City of Coachella is responsible for 12.5% of the total cost. The estimated cost for the City of $229,677 for FY 2021/22 and is a component in the estimated $3,108,456 cost indicated above.

RECOMMENDED ALTERNATIVE(S):

With this being a necessary and vital service for the City, staff has no other recommendations or alternatives.

EXHIBIT "A"

TO THE COOPERATIVE AGREEMENT TO PROVIDE FIRE PREVENTION, RESCUE, FIRE MARSHAL AND MEDICAL EMERGENCY FOR THE CITY OF COACHELLA DATED JULY 1, 2021 FOR FY2021/2022 THRU FY2023/2024

CITY BUDGETED EXHIBIT "A" ESTIMATE

FISCAL YEAR 2021/2022	$3,108,456
FISCAL YEAR 2022/2023	$3,257,586
FISCAL YEAR 2023/2024	$3,414,122
TOTAL CITY BUDGET **ESTIMATE** FOR FY2021/2022 THRU FY2023/2024	$9,780,164

EXHIBIT "A"

TO THE COOPERATIVE AGREEMENT TO PROVIDE FIRE PREVENTION, RESCUE, FIRE MARSHAL AND MEDICAL EMERGENCY FOR THE CITY OF COACHELLA DATED JULY 1, 2021 FOR FY2021/2022

	CAPTAINS	CAPTAIN MEDICS	ENGINEERS	ENGINEER MEDICS	FF II	FFII MEDICS	TOTALS	
STA #79								
Medic Engine 79	675,813 *3*		198,282 *1*	226,431 *1*	173,831 *1*	799,839 *4*	2,074,196	*10*
SUBTOTALS	675,813		198,282	226,431	173,831	799,839	**$2,074,196**	
SUBTOTAL STAFF	*3*		*1*	*1*	*1*	*4*		*10*

OFFICE ASSISTANT II (PCN 00109678)	83,148	each	83,148	*1*
SUBTOTAL			**$83,148**	*11*

ESTIMATED SUPPORT SERVICES (Fire Cost Allocation Plan)

Administrative/Operational (Schedule A)	16,082	per assigned Staff	183,659	*11.13*
Volunteer Program (Schedule B)	5,504	Per Entity Allocation	5,504	*1*
Medic Program (Schedule C)	10,648	Medic FTE and 1,370 per Defib	61,396	*5.4*
Battalion Chief Support (Schedule D)	78,644	.29 FTE per Station	78,644	*1*
ECC Support (Schedule E)	28.12	per Call and 18,529 per Station	95,510	
Fleet Support (Schedule F)	65,330	per Fire Suppression Equip	65,330	*1*
Comm/IT Support (Schedule G)	41.21	per Call and 27,160 per Station	139,980	
Facility Support (Schedule H)		Facility Station/FTE	6,105	
Hazmat Support (Schedule I)	1,096	per Call and 4,468 per Station	11,838	
SUPPORT SERVICES SUBTOTAL			**$647,965**	

DIRECT CHARGES		**37,220**	
FIRE ENGINE USE AGREEMENT	36,250 each engine	**36,250**	*1*
COOPERATIVE TRUCK AGREEMENT 12.5%		**229,677**	*12.5%*
TOTAL STAFF COUNT			*12.4*
NET ***ESTIMATED*** CITY BUDGET		**$3,108,456**	

1	Fire Stations	*10.00*	Assigned Staff
2,738	Number of Calls	*0.29*	Battalion Chief Support
5.67	Assigned Medic FTE	*1.13*	Indio Truck (12.5%)
3	Monitors/Defibs	** *11.13*	Total Assigned Staff
1	Hazmat Stations		
5	Number of Hazmat Calls		

SUPPORT SERVICES (Fire Cost Allocation Plan)

Administrative & Operational Services

Finance / Accounting	Public Affairs / Education
Training	Procurement
Data Processing	Fire Fighting Equip.
Personnel	Office Supplies/Equip.

Volunteer Program - Support staff, Workers Comp, and Personal Liability Insurance

Medic Program - Support staff, Training, Certification, Case Review & Reporting, Monitor/ Defibrillator replacement cycle.

SUPPORT SERVICES (Fire Cost Allocation Plan) cont.

Battalion Chief Support - Pooled BC coverage for Cities/Agencies that do not include BC staffing as part of their contracted services.

Fleet Support - Support staff, automotive costs, vehicle/engine maintenance, fuel costs

Emergency Command Center Support - Dispatch services costs

Communications / IT Support - Support staff, communications, radio maintenance, computer support functions

Facility Support - Facility maintenance staff with associated operating costs.

Hazmat Program - Support staff, operating costs, and vehicle replacement

FY 21/22 POSITION SALARIES TOP STEP (per assumptions below)

316,514	DEPUTY CHIEF	36,250	FIRE ENGINE
312,336	DIV CHIEF	16,082	SRVDEL
263,060	BAT CHIEF	5,504	VOL DEL
225,271	CAPT	10,648	MEDIC FTE
254,658	CAPT MEDIC	1,370	MEDIC MONITORS/DEFIBS REPLACEMENT
198,282	ENG	78,644	BATT DEL
226,431	ENG/MEDIC	18,529	ECC STATION
173,831	FF II	28.12	ECC CALLS
199,960	FF II/MEDIC	65,330	FLEET SUPPORT
173,935	FIRE SAFETY SUPERVISOR	27,160	COMM/IT STATION
161,564	FIRE SAFETY SPECIALIST	41.21	COMM/IT CALLS
141,812	FIRE SYSTEMS INSPECTOR	1,442	FACILITY STATION
83,148	OFFICE ASSISTANT III	418.92	FACILITY FTE
94,600	SECRETARY I	4,468	HAZMAT STATION
179,773	COUNTY DEPUTY FIRE MARSHAL	1,095.74	HAZMAT CALLS
		1,891	HAZMAT VEHICLE REPLACEMENT

Cost Assumptions:

- *All Salaries based on FINAL Salary, Pay Differentials, and Operating Expenses Schedule FY 2021-2022 Dated January 12, 2021*
- *Benefits and Admin Fee based on Staff Benefit Rate Matrix FY 2021-22 dated February 2021 - Prelim*
- *Direct cost of benefits (COBEN) is based on 1st Qtr AO-17 data.*
- *Estimated Support Services based on assumptions above*

FY 21/22 DIRECT BILL ACCOUNT CODES

520230	Cellular Phone	522340	Station Budgeted Maint-Building and Improvement
520300	Pager Service	522360	Maint-Extermination
520320	Telephone Service	522380	Maint-Critical Systems
520800	Household Expense	522410	Maint-Health & Safety
520805	Appliances	522860	Medical Supplies
520830	Laundry Services	522890	Pharmaceuticals
520840	Household Furnishings	523220	Licenses And Permits
520845	Trash	523680	Office Equip Non Fixed Assets
521380	Maint-Copier Machines	526700	Rent-Lease Building
521440	Maint-Kitchen Equipment	529500	Electricity
521540	Maint-Office Equipment	529510	Heating Fuel
521660	Maint-Telephone	529550	Water
521680	Maint-Underground Tanks	537240	Interfnd Exp-Utilities
522310	Maint-Building and Improvement	542060	Capital Improvements Facilities

EXHIBIT "A"

TO THE COOPERATIVE AGREEMENT TO PROVIDE FIRE PREVENTION, RESCUE, FIRE MARSHAL AND MEDICAL EMERGENCY FOR THE CITY OF COACHELLA DATED JULY 1, 2021 FOR FY2022/2023

	CAPTAINS	CAPTAIN MEDICS	ENGINEERS	ENGINEER MEDICS	FF II	FFII MEDICS	TOTALS	
STA #79								
Medic Engine 79	709,604 *3*		208,196 *1*	237,752 *1*	182,523 *1*	839,831 *4*	2,177,906	*10*
SUBTOTALS	709,604		208,196	237,752	182,523	839,831	**$2,177,906**	
SUBTOTAL STAFF	*3*		*1*	*1*	*1*	*4*		*10*
OFFICE ASSISTANT II (PCN 00109678)				84,811 each			84,811	*1*
SUBTOTAL							**$84,811**	*11*

ESTIMATED SUPPORT SERVICES (Fire Cost Allocation Plan)

Administrative/Operational (Schedule A)		16,886	per assigned Staff	192,842	*11.13*
Volunteer Program (Schedule B)		5,779	Per Entity Allocation	5,779	*1*
Medic Program (Schedule C)	11,180	Medic FTE and	1,439 per Defib	64,466	*5.4*
Battalion Chief Support (Schedule D)		82,576	.29 FTE per Station	82,576	*1*
ECC Support (Schedule E)	29.52	per Call and	19,455 per Station	100,285	
Fleet Support (Schedule F)		68,597	per Fire Suppression Equip	68,597	*1*
Comm/IT Support (Schedule G)	43.27	per Call and	28,518 per Station	146,979	
Facility Support (Schedule H)			Facility Station/FTE	6,410	
Hazmat Support (Schedule I)	1,151	per Call and	4,691 per Station	12,430	
SUPPORT SERVICES SUBTOTAL				**$680,364**	
DIRECT CHARGES				**37,220**	
FIRE ENGINE USE AGREEMENT		36,250	each engine	**36,250**	*1*
COOPERATIVE TRUCK AGREEMENT 12.5%				**241,036**	*12.5%*
TOTAL STAFF COUNT					*12.4*
NET ***ESTIMATED*** CITY BUDGET				**$3,257,586**	

1	Fire Stations	*10.00*	Assigned Staff
2,738	Number of Calls	*0.29*	Battalion Chief Support
5.67	Assigned Medic FTE	*1.13*	Indio Truck (12.5%)
3	Monitors/Defibs	** *11.13*	Total Assigned Staff
1	Hazmat Stations		
5	Number of Hazmat Calls		

SUPPORT SERVICES (Fire Cost Allocation Plan)

Administrative & Operational Services

Finance / Accounting	Public Affairs / Education
Training	Procurement
Data Processing	Fire Fighting Equip.
Personnel	Office Supplies/Equip.

Volunteer Program - Support staff, Workers Comp, and Personal Liability Insurance

Medic Program - Support staff, Training, Certification, Case [illegible]eporting, Monitor/ Defibrillator replacement cycle.

SUPPORT SERVICES (Fire Cost Allocation Plan) cont.

Battalion Chief Support - Pooled BC coverage for Cities/Agencies that do not include BC staffing as part of their contracted services.

Fleet Support - Support staff, automotive costs, vehicle/engine maintenance, fuel costs

Emergency Command Center Support - Dispatch services costs

Communications / IT Support - Support staff, communications, radio maintenance, computer support functions

Facility Support - Facility maintenance staff with associated operating costs.

Hazmat Program - Support staff, operating costs, and vehicle replacement

FY 22/23 POSITION SALARIES TOP STEP (per assumptions below)

332,340	DEPUTY CHIEF	36,250	FIRE ENGINE
327,953	DIV CHIEF	16,886	SRVDEL
276,213	BAT CHIEF	5,779	VOL DEL
236,535	CAPT	11,180	MEDIC FTE
267,391	CAPT MEDIC	1,439	MEDIC MONITORS/DEFIBS REPLACEMENT
208,196	ENG	82,576	BATT DEL
237,752	ENG/MEDIC	19,455	ECC STATION
182,523	FF II	29.52	ECC CALLS
209,958	FF II/MEDIC	68,597	FLEET SUPPORT
177,414	FIRE SAFETY SUPERVISOR	28,518	COMM/IT STATION
164,796	FIRE SAFETY SPECIALIST	43.27	COMM/IT CALLS
144,649	FIRE SYSTEMS INSPECTOR	1,514	FACILITY STATION
84,811	OFFICE ASSISTANT III	439.86	FACILITY FTE
96,492	SECRETARY I	4,691	HAZMAT STATION
183,369	COUNTY DEPUTY FIRE MARSHAL	1,150.52	HAZMAT CALLS
		1,986	HAZMAT VEHICLE REPLACEMENT

Cost Assumptions:

All Salaries based on FINAL Salary, Pay Differentials, and Operating Expenses Schedule FY 2021-2022 Dated January 12, 2021
Benefits and Admin Fee based on Staff Benefit Rate Matrix FY 2021-22 dated February 2021 - Prelim
Direct cost of benefits (COBEN) is based on 1st Qtr AO-17 data.
Projected increase of 5% to Safety & 2% Non-Safety Staff and 5% Support Services from previous FY21/22.

FY 22/23 DIRECT BILL ACCOUNT CODE

520230	Cellular Phone	522340	Station Budgeted Maint-Building and Improvement
520300	Pager Service	522360	Maint-Extermination
520320	Telephone Service	522380	Maint-Critical Systems
520800	Household Expense	522410	Maint-Health & Safety
520805	Appliances	522860	Medical Supplies
520830	Laundry Services	522890	Pharmaceuticals
520840	Household Furnishings	523220	Licenses And Permits
520845	Trash	523680	Office Equip Non Fixed Assets
521380	Maint-Copier Machines	526700	Rent-Lease Building
521440	Maint-Kitchen Equipment	529500	Electricity
521540	Maint-Office Equipment	529510	Heating Fuel
521660	Maint-Telephone	529550	Water
521680	Maint-Underground Tanks	537240	Interfnd Exp-Utilities
522310	Maint-Building and Improvement	542060	Capital Improvements Facilities

EXHIBIT "A"

TO THE COOPERATIVE AGREEMENT TO PROVIDE FIRE PREVENTION, RESCUE, FIRE MARSHAL AND MEDICAL EMERGENCY FOR THE CITY OF COACHELLA DATED JULY 1, 2021 FOR FY2023/2024

	CAPTAINS		CAPTAIN MEDICS		ENGINEERS		ENGINEER MEDICS		FF II		FFII MEDICS		TOTALS	
STA #79														
Medic Engine 79	745,084	3			218,606	1	249,640	1	191,649	1	881,822	4	2,286,801	10
SUBTOTALS	745,084				218,606		249,640		191,649		881,822		**$2,286,801**	
SUBTOTAL STAFF		3				1		1		1		4		10
OFFICE ASSISTANT II (PCN 00109678)							86,507	each					86,507	1
SUBTOTAL													**$86,507**	11

ESTIMATED SUPPORT SERVICES (Fire Cost Allocation Plan)

Administrative/Operational (Schedule A)			17,731	per assigned Staff	202,484	11.13
Volunteer Program (Schedule B)			6,068	Per Entity Allocation	6,068	1
Medic Program (Schedule C)	11,739	Medic FTE and	1,511	per Defib	67,689	5.4
Battalion Chief Support (Schedule D)			86,705	.29 FTE per Station	86,705	1
ECC Support (Schedule E)	31.00	per Call and	20,428	per Station	105,300	
Fleet Support (Schedule F)			72,027	per Fire Suppression Equip	72,027	1
Comm/IT Support (Schedule G)	45.43	per Call and	29,944	per Station	154,328	
Facility Support (Schedule H)				Facility Station/FTE	6,730	
Hazmat Support (Schedule I)	1,208	per Call and	4,926	per Station	13,051	
SUPPORT SERVICES SUBTOTAL					**$714,382**	
DIRECT CHARGES					**37,220**	
FIRE ENGINE USE AGREEMENT			36,250	each engine	**36,250**	1
COOPERATIVE TRUCK AGREEMENT 12.5%					**252,963**	12.5%
TOTAL STAFF COUNT						12.4
NET ***ESTIMATED*** CITY BUDGET					**$3,414,122**	

1	Fire Stations	10.00	Assigned Staff
2,738	Number of Calls	0.29	Battalion Chief Support
5.67	Assigned Medic FTE	1.13	Indio Truck (12.5%)
3	Monitors/Defibs	** 11.13	Total Assigned Staff
1	Hazmat Stations		
5	Number of Hazmat Calls		

SUPPORT SERVICES (Fire Cost Allocation Plan)

Administrative & Operational Services

Finance / Accounting	Public Affairs / Education
Training	Procurement
Data Processing	Fire Fighting Equip.
Personnel	Office Supplies/Equip.

Volunteer Program - Support staff, Workers Comp, and Personal Liability Insurance

Medic Program - Support staff, Training, Certification, Case [illegible]eporting, Monitor/ Defibrillator replacement cycle.

SUPPORT SERVICES (Fire Cost Allocation Plan) cont.

Battalion Chief Support - Pooled BC coverage for Cities/Agencies that do not include BC staffing as part of their contracted services.

Fleet Support - Support staff, automotive costs, vehicle/engine maintenance, fuel costs

Emergency Command Center Support - Dispatch services costs

Communications / IT Support - Support staff, communications, radio maintenance, computer support functions

Facility Support - Facility maintenance staff with associated operating costs.

Hazmat Program - Support staff, operating costs, and vehicle replacement

FY 23/24 POSITION SALARIES TOP STEP (per assumptions below)

348,957	DEPUTY CHIEF	36,250	FIRE ENGINE
344,350	DIV CHIEF	17,731	SRVDEL
290,023	BAT CHIEF	6,068	VOL DEL
248,361	CAPT	11,739	MEDIC FTE
280,761	CAPT MEDIC	1,511	MEDIC MONITORS/DEFIBS REPLACEMENT
218,606	ENG	86,705	BATT DEL
249,640	ENG/MEDIC	20,428	ECC STATION
191,649	FF II	31.00	ECC CALLS
220,456	FF II/MEDIC	72,027	FLEET SUPPORT
180,962	FIRE SAFETY SUPERVISOR	29,944	COMM/IT STATION
168,091	FIRE SAFETY SPECIALIST	45.43	COMM/IT CALLS
147,542	FIRE SYSTEMS INSPECTOR	1,590	FACILITY STATION
86,507	OFFICE ASSISTANT III	461.86	FACILITY FTE
98,422	SECRETARY I	4,926	HAZMAT STATION
187,036	COUNTY DEPUTY FIRE MARSHAL	1,208.05	HAZMAT CALLS
		2,085	HAZMAT VEHICLE REPLACEMENT

Cost Assumptions:

All Salaries based on FINAL Salary, Pay Differentials, and Operating Expenses Schedule FY 2021-2022 Dated January 12, 2021
Benefits and Admin Fee based on Staff Benefit Rate Matrix FY 2021-22 dated February 2021 - Prelim
Direct cost of benefits (COBEN) is based on 1st Qtr AO-17 data.
Projected increase of 5% to Safety & 2% Non-Safety Staff and 5% Support Services from previous FY22/23

FY 23/24 DIRECT BILL ACCOUNT CODE

520230	Cellular Phone	522340	Station Budgeted Maint-Building and Improvement
520300	Pager Service	522360	Maint-Extermination
520320	Telephone Service	522380	Maint-Critical Systems
520800	Household Expense	522410	Maint-Health & Safety
520805	Appliances	522860	Medical Supplies
520830	Laundry Services	522890	Pharmaceuticals
520840	Household Furnishings	523220	Licenses And Permits
520845	Trash	523680	Office Equip Non Fixed Assets
521380	Maint-Copier Machines	526700	Rent-Lease Building
521440	Maint-Kitchen Equipment	529500	Electricity
521540	Maint-Office Equipment	529510	Heating Fuel
521660	Maint-Telephone	529550	Water
521680	Maint-Underground Tanks	537240	Interfnd Exp-Utilities
522310	Maint-Building and Improvement	542060	Capital Improvements Facilities

EXHIBIT "A"

TO THE COOPERATIVE AGREEMENT TO PROVIDE FIRE PREVENTION RESCUE, FIRE MARSHAL AND MEDICAL EMERGENCY FOR THE DESERT TRUCK SHARED WITH THE CITIES OF COACHELLA, INDIO AND LA QUINTA DATED JULY 1, 2021 FOR FY2021/2022 THRU FY2025/2026

ITY BUDGETED COST ESTIMATE

FISCAL YEAR 2021/2022	$1,837,415
FISCAL YEAR 2022/2023	$1,928,286
FISCAL YEAR 2023/2024	$2,023,700
FISCAL YEAR 2024/2025	$2,123,885
FISCAL YEAR 2025/2026	$2,229,079
TOTAL CITY BUDGET **ESTIMATE** FOR FY2021/2022 THRU FY2025/2026	$10,142,365

EXHIBIT "A"

TO THE COOPERATIVE AGREEMENT TO PROVIDE FIRE PREVENTION RESCUE, FIRE MARSHAL AND MEDICAL EMERGENCY FOR THE DESERT TRUCK SHARED WITH THE CITIES OF COACHELLA, INDIO AND LA QUINTA DATED JULY 1, 2021 FOR FY2021/2022

See notation below for estimate assumptions

	CAPTAINS	CAPTAIN MEDICS	ENGINEERS	ENGINEER MEDICS	FF II	FFII MEDICS	TOTALS
TRUCK 86	518,124 *2.3*		456,049 *2.3*		243,363 *1.4*	599,879 *3*	1,817,415 *9*
	TRUCK MAINTENANCE						20,000
	ESTIMATED BUDGET						**$1,837,415**

Total cost split 12.5% Coachella, 12.5 % LaQuinta, Indio 50%, and County 25%.

FY 21/22 POSITION SALARIES TOP STEP (per assumptions below)

316,514	DEPUTY CHIEF
312,336	DIV CHIEF
263,060	BAT CHIEF
225,271	CAPT
254,658	CAPT MEDIC
198,282	ENG
226,431	ENG/MEDIC
173,831	FF II
199,960	FF II/MEDIC

Cost Assumptions:

- All Salaries based on FINAL Salary, Pay Differentials, and Operating Expenses Schedule FY 2021-2022 Dated January 12, 2021
- Benefits and Admin Fee based on Staff Benefit Rate Matrix FY 2021-22 dated February 2021 - Prelim
- Direct cost of benefits (COBEN) is based on 1st Qtr AO-17 data.

EXHIBIT "A"

TO THE COOPERATIVE AGREEMENT TO PROVIDE FIRE PREVENTION RESCUE, FIRE MARSHAL AND MEDICAL EMERGENCY FOR THE DESERT TRUCK SHARED WITH THE CITIES OF COACHELLA, INDIO AND LA QUINTA DATED JULY 1, 2021 FOR FY2022/2023

See notation below for estimate assumptions

	CAPTAINS	CAPTAIN MEDICS	ENGINEERS	ENGINEER MEDICS	FF II	FFII MEDICS	TOTALS
RUCK 86	544,030 *2.3*		478,851 *2.3*		255,532 *1.4*	629,873 *3*	1,908,286 *9*
	TRUCK MAINTENANCE						20,000
	ESTIMATED BUDGET						**$1,928,286**

otal cost split 12.5% Coachella, 12.5 % LaQuinta, Indio 50%, and County 25%.

Y 22/23 POSITION SALARIES TOP STEP (per assumptions below)

332,340	DEPUTY CHIEF
327,953	DIV CHIEF
276,213	BAT CHIEF
236,535	CAPT
267,391	CAPT MEDIC
208,196	ENG
237,752	ENG/MEDIC
182,523	FF II
209,958	FF II/MEDIC

Cost Assumptions:

All Salaries based on FINAL Salary, Pay Differentials, and Operating Expenses Schedule FY 2021-2022 Dated January 12, 2021
Benefits and Admin Fee based on Staff Benefit Rate Matrix FY 2021-22 dated February 2021 - Prelim
Direct cost of benefits (COBEN) is based on 1st Qtr AO-17 data.

EXHIBIT "A"

TO THE COOPERATIVE AGREEMENT TO PROVIDE FIRE PREVENTION RESCUE, FIRE MARSHAL AND MEDICAL EMERGENCY FOR THE DESERT TRUCK SHARED WITH THE CITIES OF COACHELLA, INDIO AND LA QUINTA DATED JULY 1, 2021 FOR FY2023/2024

See notation below for estimate assumptions

	CAPTAINS	CAPTAIN MEDICS	ENGINEERS	ENGINEER MEDICS	FF II	FFII MEDICS	TOTALS
TRUCK 86	571,231 *2.3*		502,794 *2.3*		268,308 *1.4*	661,367 *3*	2,003,700 *9*
	TRUCK MAINTENANCE						20,000
	ESTIMATED BUDGET						**$2,023,700**

Total cost split 12.5% Coachella, 12.5 % LaQuinta, Indio 50%, and County 25%.

FY 23/24 POSITION SALARIES TOP STEP (per assumptions below)

348,957	DEPUTY CHIEF
344,350	DIV CHIEF
290,023	BAT CHIEF
248,361	CAPT
280,761	CAPT MEDIC
218,606	ENG
249,640	ENG/MEDIC
191,649	FF II
220,456	FF II/MEDIC

Cost Assumptions:

- *All Salaries based on FINAL Salary, Pay Differentials, and Operating Expenses Schedule FY 2021-2022 Dated January 12, 2021*
- *Benefits and Admin Fee based on Staff Benefit Rate Matrix FY 2021-22 dated February 2021 - Prelim*
- *Direct cost of benefits (COBEN) is based on 1st Qtr AO-17 data.*

EXHIBIT "A"

TO THE COOPERATIVE AGREEMENT TO PROVIDE FIRE PREVENTION RESCUE, FIRE MARSHAL AND MEDICAL EMERGENCY FOR THE DESERT TRUCK SHARED WITH THE CITIES OF COACHELLA, INDIO AND LA QUINTA DATED JULY 1, 2021 FOR FY2024/2025

See notation below for estimate assumptions

	CAPTAINS	CAPTAIN MEDICS	ENGINEERS	ENGINEER MEDICS	FF II	FFII MEDICS	TOTALS
TRUCK 86	599,793 *2.3*		527,934 *2.3*		281,724 *1.4*	694,435 *3*	2,103,885 *9*
	TRUCK MAINTENANCE						20,000
	ESTIMATED BUDGET						**$2,123,885**

Total cost split 12.5% Coachella, 12.5 % LaQuinta, Indio 50%, and County 25%.

FY 24/25 POSITION SALARIES TOP STEP (per assumptions below)

366,405	DEPUTY CHIEF
361,568	DIV CHIEF
304,524	BAT CHIEF
260,779	CAPT
294,799	CAPT MEDIC
229,536	ENG
262,122	ENG/MEDIC
201,231	FF II
231,478	FF II/MEDIC

Cost Assumptions:

- All Salaries based on FINAL Salary, Pay Differentials, and Operating Expenses Schedule FY 2021-2022 Dated January 12, 2021
- Benefits and Admin Fee based on Staff Benefit Rate Matrix FY 2021-22 dated February 2021 - Prelim
- Direct cost of benefits (COBEN) is based on 1st Qtr AO-17 data.

EXHIBIT "A"

TO THE COOPERATIVE AGREEMENT TO PROVIDE FIRE PREVENTION RESCUE, FIRE MARSHAL AND MEDICAL EMERGENCY FOR THE DESERT TRUCK SHARED WITH THE CITIES OF COACHELLA, INDIO AND LA QUINTA DATED JULY 1, 2021 FOR FY2025/2026

See notation below for estimate assumptions

	CAPTAINS	CAPTAIN MEDICS	ENGINEERS	ENGINEER MEDICS	FF II	FFII MEDICS	TOTALS
TRUCK 86	629,782 *2.3*		554,330 *2.3*		295,810 *1.4*	729,157 *3*	2,209,079 *9*
	TRUCK MAINTENANCE						20,000
	ESTIMATED BUDGET						**$2,229,079**

Total cost split 12.5% Coachella, 12.5 % LaQuinta, Indio 50%, and County 25%.

FY 25/26 POSITION SALARIES TOP STEP (per assumptions below)

384,725	DEPUTY CHIEF
379,646	DIV CHIEF
319,751	BAT CHIEF
273,818	CAPT
309,539	CAPT MEDIC
241,013	ENG
275,228	ENG/MEDIC
211,293	FF II
243,052	FF II/MEDIC

Cost Assumptions:

- All Salaries based on FINAL Salary, Pay Differentials, and Operating Expenses Schedule FY 2021-2022 Dated January 12, 2021
- Benefits and Admin Fee based on Staff Benefit Rate Matrix FY 2021-22 dated February 2021 - Prelim
- Direct cost of benefits (COBEN) is based on 1st Qtr AO-17 data.

A COOPERATIVE AGREEMENT
TO PROVIDE FIRE PROTECTION, FIRE PREVENTION, RESCUE, FIRE MARSHAL AND MEDICAL EMERGENCY SERVICES FOR THE CITY OF COACHELLA

THIS AGREEMENT, made and entered into this ____ day of _____, 2021, by and between the County of Riverside, a political subdivision of the State of California, on behalf of the Fire Department (hereinafter referred to as "COUNTY"), and the City of Coachella a duly created city (hereinafter referred to as "CITY"), whereby it is agreed as follows:

SECTION I: PURPOSE

The purpose of this Agreement is to arrange for COUNTY, through its Cooperative Fire Programs Fire Protection Reimbursement Agreement ("CAL FIRE Agreement") with the California Department of Forestry and Fire Protection ("CAL FIRE"), to provide CITY with fire protection, hazardous materials mitigation, technical rescue response, fire marshal, medical emergency services, and public service assists (hereinafter referred to as "Fire Services"). This Agreement is entered into pursuant to the authority granted by Government Code sections §55600 et seq., and will provide a unified, integrated, cooperative, regional fire protection system. COUNTY's ability to perform under this Agreement is subject to the terms and conditions of the CAL FIRE Agreement.

SECTION II: DESIGNATION OF FIRE CHIEF

A. The County Fire Chief appointed by the Board of Supervisors, or his/her designee (hereinafter referred to as "Chief"), shall represent COUNTY and CITY during the period of this Agreement, and Chief shall, under the supervision and direction of the County Board of Supervisors, have charge of the organization described in Exhibit "A", attached hereto and made a part hereof, for the purpose of providing Fire Services as deemed necessary to satisfy the needs of both the COUNTY and CITY, except upon those lands wherein other agencies of government have responsibility for the same or similar Fire Services.

B. The COUNTY will assign an existing Chief Officer as the Fire Department Liaison (hereinafter referred to as "Fire Liaison"). The Chief may delegate certain authority to the Fire Liaison, as the Chief's duly authorized designee and the Fire Liaison shall be responsible for directing the Fire Services provided to CITY as set forth in Exhibit "A".

C. COUNTY will be allowed flexibility in the assignment of available personnel and equipment in order to provide the Fire Services as agreed upon herein.

SECTION III: PAYMENT FOR SERVICES

A. CITY shall annually appropriate a fiscal year budget to support the Fire Services designated at a level of service mutually agreed upon by both parties and as set

forth in Exhibit “A” for the term of this Agreement. This Exhibit may be amended in writing by mutual agreement by both parties or when a CITY–requested increase or reduction in services is approved by COUNTY.

B. COUNTY provides fire personnel and services through its CAL FIRE Agreement. In the event CITY desires an increase or decrease in CAL FIRE or COUNTY civil service employees or services assigned to CITY as provided for in Exhibit “A,” CITY shall provide one hundred twenty (120) days written notice of the proposed requested increase or decrease. Proper notification shall include the following: (1) The total amount of increase or decrease; (2) The effective date of the increase or decrease; and (3) The number of employees, by classification, affected by the proposed increase or decrease. If such notice is not provided, CITY shall reimburse COUNTY for relocation costs incurred by COUNTY because of the increase or decrease, in addition to any other remedies available resulting from the increase or decrease in services. COUNTY is under no obligation to approve any requested increase or decrease, and it is expressly understood by the parties that in no event will COUNTY authorize or approve CITY’s request to reduce services below the COUNTY Board of Supervisors–approved staffing level for any fire station, or to reduce services to the extent that the services provided under this Agreement are borne by other jurisdictions. COUNTY shall render a written decision on whether to allow or deny the increase or decrease within thirty (30) days of the notice provided pursuant to this section.

C. CITY shall pay COUNTY actual costs for Fire Services pursuant to this Agreement. COUNTY shall make a claim to CITY for the actual cost of contracted services, pursuant to Exhibit “A,” on a quarterly basis. The COUNTY is mandated per Government Code section §51350 for full cost recovery. CITY shall pay each claim, in full, within thirty (30) days after receipt thereof.

D. Any changes to the salaries or expenses set forth in Exhibit “A” made necessary by action of the Legislature, CAL FIRE, or any other public agency with authority to direct changes in the level of salaries or expenses, shall be paid from the funds represented as set forth in Exhibit “A.” The CITY is obligated to expend or appropriate any sum in excess of Exhibit “A” increased by action of the Legislature, CAL FIRE, or any other public agency with authority to direct changes. If within thirty (30) days after notice, in writing, from COUNTY to CITY that the actual cost of maintaining the services specified in Exhibit “A” as a result of action by the Legislature, CAL FIRE, or other public agency will exceed the total amount specified therein, and CITY has not agreed to make available the necessary additional funds, COUNTY shall have the right to unilaterally reduce the services furnished under this Agreement by an appropriate amount and shall promptly notify CITY, in writing, specifying the services to be reduced. Any COUNTY or CAL FIRE personnel reduction resulting solely due to an increase in employee salaries or expenses occurring after signing this Agreement and set forth in Exhibit “A” that CITY does not agree to fund, as described above, shall not be subject to relocation expense reimbursement by CITY. If CITY desires to add funds to the total included herein to cover the cost of increased salaries or services necessitated by actions described in this paragraph, such increase shall be accomplished by an additional

appropriation by the City Council of CITY, and an amendment to Exhibit "A" approved by the parties hereto.

E. Chief may be authorized to negotiate and execute any amendments to Exhibit "A" or Exhibit "C" of this Agreement on behalf of COUNTY as authorized by the Board of Supervisors. CITY shall designate a "Contract Administrator" who shall, under the supervision and direction of CITY, be authorized to execute amendments to Exhibits "A" or "C" on behalf of CITY.

F. _____ [ ] (Check only if applicable, and please initial to acknowledge) Additional terms as set forth in the attached Exhibit "B" are incorporated herein and shall additionally apply to this agreement regarding payment of services.

G. _____ [ ] (Check only if applicable, and please initial to acknowledge) Additional terms as set forth in the attached Exhibit "C" are incorporated herein and shall additionally apply to this agreement regarding payment for the Fire Engine Use Agreement.

H. _____ [ ] (Check only if applicable, and please initial to acknowledge) Additional terms as set forth in the attached Exhibit "D" are incorporated herein and shall additionally apply to this agreement regarding payment for Fire Marshall Services.

I. Notwithstanding Paragraph G, as it relates to the Fire Engine Use Agreement herein if applicable, additional terms as set forth are incorporated herein and shall additionally apply to this Agreement regarding payment of services. In the event that a fire engine, owned and maintained by the CITY has a catastrophic failure, the COUNTY Fire Chief may allow use of a COUNTY fire engine, free of charge, up to one hundred twenty (120) days. After the initial one hundred twenty (120) days, a rental fee will be applied to the CITY invoice for use of said COUNTY fire engine. The rental fee shall be Two Thousand Fifty-Five Dollars ($2,055) per day or Fourteen Thousand Three Hundred Eighty-Four Dollars ($14,384) per week.

J. Notwithstanding Paragraph H, as it relates to Fire Marshal services herein, if applicable, additional terms as set forth are incorporated herein and shall additionally apply to this agreement regarding Fire Marshal services. In the event the CITY elects not to use Fire Marshal services outlined in Paragraph H (Exhibit D), the services must be provided by the COUNTY Office of the Fire Marshal pursuant to Health and Safety Code sections 13145 and 13146 at a cost to the owner as outlined in COUNTY Ordinance No. No. 671(Establishing Consolidated Fees For Land Use and Related Functions).

SECTION IV: INITIAL TERM AND AMENDMENT

A. The term of this Agreement shall be from July 1, 2021, to June 30, 2024.

B. One (1) year prior to the date of expiration of this Agreement, CITY shall give COUNTY written notice of whether CITY intends to enter into a new Agreement with

COUNTY for Fire Services and, if so, whether CITY intends to request a change in the level of Fire Services provided under this Agreement.

SECTION V: TERMINATION

During the term of this Agreement, this Agreement may only be terminated by the voters of either the COUNTY or the CITY pursuant to Government Code §55603.5.

SECTION VI: COOPERATIVE OPERATIONS

All Fire Services contemplated under this Agreement shall be performed by both parties to this Agreement working as one unit; therefore, personnel and/or equipment belonging to either CITY or COUNTY may be temporarily dispatched elsewhere from time to time for mutual aid.

SECTION VII: MUTUAL AID

Pursuant to Health and Safety Code sections 13050 et seq., when rendering mutual aid or assistance, COUNTY may, at the request of CITY, demand payment of charges and seek reimbursement of CITY costs for personnel, equipment use, and operating expenses as funded herein, under authority given by Health and Safety Code sections 13051 and 13054. COUNTY, in seeking said reimbursement pursuant to such request of CITY, shall represent the CITY by following the procedures set forth in Health and Safety Code section 13052. Any recovery of CITY costs, less actual expenses, shall be paid or credited to the CITY, as directed by CITY.

In all such instances, COUNTY shall give timely notice of the possible application of Health and Safety Code sections 13051 and 13054 to the officer designated by CITY.

SECTION VIII: SUPPRESSION COST RECOVERY

As provided in Health and Safety Code section 13009, Riverside County Ordinance No. 787, section 5.E.2., and California Fire Code, COUNTY may bring an action for collection of suppression costs of any fire caused by negligence, violation of law, or failure to correct noticed fire safety violations. Additionally, COUNTY may bring action for collection to any person who negligently, intentionally or in violation of law causes an emergency response, including, but not limited to, a traffic accident, spill of toxic or flammable fluids or chemicals is liable for the costs of securing such emergency, including those costs pursuant to Government Code section 53150, et seq, as may be amended from time to time. When using CITY equipment and personnel under the terms of this Agreement, COUNTY may bring such actions for collection of costs incurred by CITY and the COUNTY. In such a case CITY appoints and designates COUNTY as its agent in said collection proceedings. In the event of recovery, COUNTY shall apportion the recovered amount via the annual Cost Allocation Plan. This recovery does not include CITY resources outside of this Cooperative Agreement. Those resources would require the CITY to obtain cost recovery directly.

In all such instances, COUNTY shall give timely notice of the possible application of Health and Safety Code section 13009 to the officer designated by CITY.

SECTION IX: PROPERTY ACCOUNTING

All personal property provided by CITY and by COUNTY for the purpose of providing Fire Services under the terms of this Agreement shall be marked and accounted for in such a manner as to conform to the standard operating procedure established by the COUNTY for the segregation, care, and use of the respective property of each.

SECTION X: FACILITY

CITY shall provide Fire Station(s), strategically located to provide standard response time within the City of Coachella from which fire operations shall be conducted. If the Fire Station(s) are owned by the CITY, the CITY shall maintain the facilities at CITY's cost and expense. In the event CITY requests COUNTY to undertake repairs or maintenance costs or services, the costs and expenses of such repairs or maintenance shall be reimbursed to COUNTY through the Support Services Cost Allocation, or as a direct Invoice to the CITY.

SECTION XI: INDEMNIFICATION AND HOLD HARMLESS

To the fullest extent permitted by applicable law, COUNTY shall and does agree to indemnify, protect, defend and hold harmless CITY, its agencies, districts, special districts and departments, their respective directors, officers, elected and appointed officials, employees, agents and representatives (collectively, **"Indemnitees"**) for, from and against any and all liabilities, claims, damages, losses, liens, causes of action, suits, awards, judgments and expenses, attorney and/or consultant fees and costs, taxable or otherwise, of any nature, kind or description of any person or entity, directly or indirectly arising out of, caused by, or resulting from (1) the Services performed hereunder by COUNTY, or any part thereof, (2) the Agreement, including any approved amendments or modifications, or (3) any negligent act or omission of COUNTY, its officers, employees, subcontractors, agents, or representatives (collectively, **"Liabilities"**). Notwithstanding the foregoing, the only Liabilities with respect to which COUNTY's obligation to indemnify, including the cost to defend, the Indemnitees does not apply is with respect to Liabilities resulting from the negligence or willful misconduct of an Indemnitee, or to the extent such claims do not arise out of, pertain to or relate to the Scope of Work in the Agreement.

To the fullest extent permitted by applicable law, CITY shall and does agree to indemnify, protect, defend and hold harmless COUNTY, its agencies, departments, directors, officers, agents, Board of Supervisors, elected and appointed officials and representatives (collectively, **"Indemnitees"**) for, from and against any and all liabilities, claims, damages, losses, liens, causes of action, suits, awards, judgments and expenses, attorney and/or consultant fees and costs, taxable or otherwise, of any nature, kind or description of any person or entity, directly or indirectly arising out of, caused by, or resulting from (1) the services performed hereunder, by CITY, or any part thereof, (2) the

Agreement, including any approved amendments or modifications, or (3) any negligent act or omission of CITY its officers, employees, subcontractors, agents, or representatives (collectively, **"Liabilities"**). Notwithstanding the foregoing, the only Liabilities with respect to which CITY's obligation to indemnify, including the cost to defend, the Indemnitees does not apply is with respect to Liabilities resulting from the negligence or willful misconduct of an Indemnitee, or to the extent such claims do not arise out of, pertain to or relate to the Scope of Work in the Agreement.

SECTION XII: AUDIT

A. COUNTY and CITY agree that their designated representative shall have the right to review and to copy any records and supporting documentation of the other party hereto pertaining to the performance of this Agreement. COUNTY and CITY agree to maintain such records for possible audit for a minimum of three (3) years after final payment, unless a longer period of records retention is stipulated or as required by law, and to allow the auditor(s) of the other party access to such records during normal business hours COUNTY and CITY agree to a similar right to audit records in any subcontract related to performance of this Agreement. (E.g., Gov. Code, §8546.7).

B. Each party shall bear its own costs in performing a requested audit.

SECTION XIII: DISPUTES

CITY shall select and appoint a "Contract Administrator" who shall, under the supervision and direction of CITY, be available for contract resolution or policy intervention with COUNTY, when, upon determination by the Chief that a situation exists under this Agreement in which a decision to serve the interest of CITY has the potential to conflict with COUNTY interest or policy. Any dispute concerning a question of fact arising under the terms of this Agreement which is not disposed of within a reasonable period of time by the CITY and COUNTY employees normally responsible for the administration of this Agreement shall be brought to the attention of the Chief Executive Officer (or designated representative) of each organization for joint resolution. For purposes of this provision, a "reasonable period of time" shall be ten (10) calendar days or less. CITY and COUNTY agree to continue with the responsibilities under this Agreement during any dispute. Disputes that are not resolved informally by and between CITY and COUNTY representatives may be resolved, by mutual agreement of the parties, through mediation. Such mediator will be jointly selected by the parties. The costs associated with mediator shall be shared equally among the participating parties. If the mediation does not resolve the issue(s), or if the parties cannot agree to mediation, the parties reserve the right to seek remedies as provided by law or in equity. The parties agree, pursuant to *Battaglia Enterprises v. Superior Court* (2013) 215 Cal.App.4th 309, that each of the parties are sophisticated and negotiated this agreement and this venue at arm's length. Pursuant to this Agreement, the parties agree that venue for litigation shall be in the Superior Court of Riverside County. Should any party attempt to defeat this section and challenge venue in Superior Court, the party challenging venue stipulates to

request the Court change venue to San Bernardino County and shall not ask for venue in any other County.

Any claims or causes of actions, whether they arise out of unresolved disputes as specified in this section or claims by third parties that are made against the COUNTY, shall be submitted to the Office of the Clerk of the Board for the County of Riverside in a timely manner. For claims made against the COUNTY that involve CAL FIRE employees, to the extent permissible under the COUNTY's contract with CAL FIRE, the claims will be forwarded on to CAL FIRE for processing.

SECTION XIV: ATTORNEYS' FEES

If CITY fails to remit payments for services rendered pursuant to any provision of this Agreement, COUNTY may seek recovery of fees through litigation, in addition to all other remedies available.

In the event of litigation between COUNTY and CITY to enforce any of the provisions of this Agreement or any right of either party hereto, the unsuccessful party to such litigation agrees to pay the prevailing party's costs and expenses, including reasonable attorneys' fees, all of which shall be included in and as a part of the judgment rendered in such litigation.

SECTION XV: DELIVERY OF NOTICES

Any notices to be served pursuant to this Agreement shall be considered delivered when deposited in the United States mail and addressed to:

COUNTY OF RIVERSIDE
Riverside County Fire Chief
210 West San Jacinto Avenue
Perris, CA 92570

CITY OF COACHELLA
City Manager
City of Coachella
1515 Sixth Street
Coachella, CA 92236

Provisions of this section do not preclude any notices being delivered in person to the addresses shown above. Delivery in person shall constitute service hereunder, effective when such service is made.

SECTION XVI: ENTIRE CONTRACT

This Agreement contains the whole contract between the parties for the provision of Fire Services. It may be amended or modified upon the mutual written consent of the parties hereto where in accordance with applicable state law. This Agreement does NOT supplement other specific agreements entered into by both parties for equipment or facilities, and excepting those equipment or facilities agreements, this Agreement cancels and supersedes any previous agreement for the same or similar services.

[Signature Provisions on following page]

IN WITNESS, WHEREOF, the duly authorized officials of the parties hereto have, in their respective capacities, set their hands as of the date first hereinabove written.

CITY OF COACHELLA

Dated: _____

By: _____
Steven Hernandez, Mayor

ATTEST:

By: _____
Andrea J. Carranza, Deputy City Clerk

APPROVED AS TO FORM:

By: _____
Carlos Campos, City Attorney

(SEAL)

COUNTY OF RIVERSIDE

Dated: _____

By: _____
Chair, Board of Supervisors

ATTEST:

KECIA HARPER
Clerk of the Board

By: _____
Deputy

APPROVED AS TO FORM:
GREGORY P. PRIAMOS,
County Counsel

By: _____
MELISSA R. CUSHMAN
Deputy County Counsel

(SEAL)

A COOPERATIVE AGREEMENT BETWEEN THE CITY OF INDIO, THE CITY OF LA QUINTA, THE CITY OF COACHELLA, AND THE COUNTY OF RIVERSIDE TO SHARE THE COST OF A LADDER TRUCK COMPANY

THIS AGREEMENT, was made and entered into this _____ day of _____, 2021, by and between the County of Riverside, on behalf of the Fire Department, a political subdivision of the State of California, (hereinafter referred to as "COUNTY") and the City of Indio, City of La Quinta, and the City of Coachella, each a duly created city (hereinafter each a "CITY" and collectively the "CITIES"). COUNTY and CITIES are hereinafter collectively referred to as the "Parties".

SECTION I: PURPOSE

A. The COUNTY has contracted with the CITIES individually for the provision of Fire Protection, Fire Prevention, Rescue, and Medical Services in a separate cooperative agreement respectively.

B. The CITIES and COUNTY desire to enter into a cost sharing agreement for a ladder truck which will be of mutual benefit for all involved agencies.

C. The CITIES and COUNTY believe the ladder truck staffing cost should be equitably distributed to the participating agencies.

NOW, THEREFORE, IT IS AGREED as follows:

SECTION II: COOPERATIVE OPERATIONS

Emergency Responses: The ladder truck shall be dispatched, when available, to all residential and commercial structure fires within the jurisdictions of the CITIES and COUNTY. The ladder truck shall also be utilized for staffing and expertise in other emergencies relating to entrapment and medical emergencies. The truck shall be located in a position to provide a response time of fifteen minutes, or less, to the CITIES.

SECTION III: COST SHARE

The Parties agree the cost of the ladder truck shall be billed to CITIES by the COUNTY with the normal quarterly billing pursuant to the CITIES respective cooperative agreements, and the cost will be shown as a line item on that bill. The CITIES will receive an estimated cost of the ladder truck staffing based on the top step salaries of the personnel assigned to the ladder truck, at the first of the fiscal year. The cost pool of the ladder truck shall consist of the salaries of 2.3 Fire Captains, 2.3 Fire Apparatus Engineers, 3 Firefighter II Paramedics and 1.4 Firefighters II. A maintenance budget of

$20,000 will also be included in the cost pool. The cost shall be allocated as follows: the City of Indio contributing fifty percent (50%), the County of Riverside contributing twenty-five percent (25%), and the cities of La Quinta and Coachella each contributing twelve and one half percent (12.5%) of the actual cost of the staffing and maintenance of the ladder truck.

SECTION IV: TERM

The term of this Agreement shall be from July 1, 2021 to June 30, 2024. Any party to this Agreement may terminate this Agreement by providing a written notice of termination to the other party's hereto no less than one (1) year prior to the expiration of the term hereof. If such notice is given unilaterally by COUNTY except any notice issued because of actions of the California Department of Forestry and Fire Protection (hereinafter "CAL FIRE") or CITIES, COUNTY agrees to continue to provide Fire Services to CITIES until such time as CITIES has a reasonable opportunity to implement alternative Fire Services. In no event shall this Agreement be terminated by either party after June 30, 2023.

SECTION V: INDEMNIFICATION AND HOLD HARMLESS

To the fullest extent permitted by applicable law, COUNTY shall and does agree to indemnify, protect, defend and hold harmless CITIES, their agencies, districts, special districts and departments, their respective directors, officers, elected and appointed officials, employees, agents and representatives (collectively, **"City Indemnitees"**) for, from and against any and all liabilities, claims, damages, losses, liens, causes of action, suits, awards, judgments and expenses, attorney and/or consultant fees and costs, taxable or otherwise, of any nature, kind or description of any person or entity, directly or indirectly arising out of, caused by, or resulting from (1) the services performed hereunder by COUNTY, or any part thereof, (2) the Agreement, including any approved amendments or modifications, or (3) any negligent act or omission of COUNTY, its officers, employees, subcontractors, agents, or representatives (collectively, **"County Liabilities"**). Notwithstanding the foregoing, the only County Liabilities with respect to which COUNTY's obligation to indemnify, including the cost to defend, the City Indemnitees does not apply is with respect to County Liabilities resulting from the negligence or willful misconduct of a City Indemnitee, or to the extent such claims do not arise out of, pertain to or relate to the Scope of Work in the Agreement.

To the fullest extent permitted by applicable law, but subject to the limits in this paragraph, each CITY shall and does agree to indemnify, protect, defend and hold harmless COUNTY, its agencies, departments, directors, officers, agents, Board of Supervisors, elected and appointed officials and representatives (collectively, **"County Indemnitees"**) for, from and against any and all liabilities, claims, damages, losses, liens, causes of action, suits, awards, judgments and expenses, attorney and/or consultant fees and costs, taxable or otherwise, of any nature, kind or description of any person or entity,

directly or indirectly arising out of, caused by, or resulting from (1) the services performed hereunder by the respective CITY, or any part thereof, (2) the Agreement, including any approved amendments or modifications, or (3) any negligent act or omission of the respective CITY, its officers, employees, subcontractors, agents, or representatives (collectively, **"City Liabilities"**). No CITY shall be required to indemnify, protect, defend and hold harmless County Indemnitees for the acts or omissions of another CITY giving rise to City Liabilities in that other City pursuant to this Agreement. Furthermore, and notwithstanding the first sentence of this paragraph, the City Liabilities with respect to which each CITY's obligation to indemnify, including the cost to defend, the County Indemnitees does not apply with respect to City Liabilities resulting from the negligence or willful misconduct of a County Indemnitee, or to the extent such claims do not arise out of, pertain to or relate to the Scope of Work in the Agreement."

SECTION VI: OWNERSHIP, MAINTENANCE, REPAIRS

The City of Indio owns the ladder truck and maintains the insurance on said ladder truck. The ladder truck maintenance and/or repair costs shall be paid through the cost allocation plan or as a direct invoice allocated to each Party, with the City of Indio contributing fifty percent (50%), the County of Riverside contributing twenty-five percent (25%), and the cities of La Quinta and Coachella each contributing twelve and one half percent (12.5%) of the actual cost of the maintenance and/or repair of the ladder truck.

SECTION VII: DELIVERY OF NOTICES

All notices permitted or required under this agreement shall be given to the respective parties at the following address, or at such other addresses as the respective parties may provide in writing for this purpose.

CITY OF COACHELLA
City Manager
1515 6th Street
Coachella, CA 92236

CITY OF INDIO
City Manager
100 Civic Center Mall
Indio, CA 92201

CITY OF LA QUINTA
City Manager
78-495 Calle Tampico
La Quinta, CA 92247

COUNTY OF RIVERSIDE
County Fire Chief
210 West San Jacinto Avenue
Perris, CA 92570

Any notice required to be given hereunder to either party shall be given by personal delivery or be deposited in the U.S. mail to the address listed, certified with return receipt requested, and pre-paid postage affixed. Such notice shall be deemed made when personally delivered or when mailed. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of method of service.

SECTION VIII: GENERAL PROVISIONS

A. ALTERATION OF TERMS

No addition to, or alteration of, the terms of this Agreement, whether by written or verbal understanding of the Parties, their officers, agents, or employees, shall be valid unless made in the form of a written amendment to this Agreement, which is formally approved and executed by both Parties.

B. DISPUTES

CITIES shall select and appoint a "Contract Administrator" who shall, under the supervision and direction of CITIES, be available for contract resolution or policy intervention with COUNTY, when, upon determination by the Chief that a situation exists under this Agreement in which a decision to serve the interest of CITIES has the potential to conflict with COUNTY interest or policy. Any dispute concerning a question of fact arising under the terms of this Agreement which is not disposed of within a reasonable period of time by the CITIES and COUNTY employees normally responsible for the administration of this Agreement shall be brought to the attention of the Chief Executive Officer (or designated representative) of each organization for joint resolution. For purposes of this provision, a "reasonable period of time" shall be ten (10) calendar days or less. CITIES and COUNTY agree to continue with the responsibilities under this Agreement during any dispute. Disputes that are not resolved informally by and between CITIES and COUNTY representatives may be resolved, by mutual agreement of the parties, through mediation. Such mediator will be jointly selected by the parties. The costs associated with mediator shall be shared equally among the participating parties. If the mediation does not resolve the issue(s), or if the parties cannot agree to mediation, the parties reserve the right to seek remedies as provided by law or in equity. The parties agree, pursuant to *Battaglia Enterprises v. Superior Court* (2013) 215 Cal.App.4th 309, that each of the parties are sophisticated and negotiated this agreement and this venue at arm's length. Pursuant to this Agreement, the parties agree that venue for litigation shall be in the Superior Court of Riverside County. Should any party attempt to defeat this section and challenge venue in Superior Court, the party challenging venue stipulates to request the Court change venue to San Bernardino County and shall not ask for venue in any other County.

Any claims or causes of actions, whether they arise out of unresolved disputes as specified in this Section or claims by third parties that are made against the COUNTY, shall be submitted to the Office of the Clerk of the Board for the County of Riverside in a timely manner. For claims made against the COUNTY that involve CAL FIRE employees, to the extent permissible under the COUNTY's contract with CAL FIRE, the claims will be forwarded on to CAL FIRE for processing.

C. WAIVER

Any waiver by any of the Parties, separately or collectively, of any breach of any one or more of the terms of this Agreement shall not be construed to be a waiver of any subsequent or other breach of the same or of any other term thereof. Failure on the part of the Parties to require exact, full and complete compliance with any terms of this Agreement shall not be construed as in any manner changing the terms hereof, or estopping any one of the CITIES or COUNTY from enforcement hereof.

D. SEVERABILITY

If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will nevertheless continue in full force without being impaired or invalidated in any way.

E. ADMINISTRATION

1. The COUNTY Fire Chief shall administer this Agreement on behalf of the County of Riverside.

2. The CITIES respective City Manager shall administer this Agreement on behalf of its own CITIES.

F. ATTORNEY'S FEES

If CITIES fail to remit payments for services rendered pursuant to any provision of this Agreement, COUNTY may seek recovery of fees through litigation, in addition to all other remedies available.

In the event of litigation between COUNTY and CITIES to enforce any of the provisions of this Agreement or any right of either party hereto, the unsuccessful party to such litigation agrees to pay the prevailing party's costs and expenses, including reasonable attorneys' fees, all of which shall be included in and as a part of the judgment rendered in such litigation.

G. ENTIRE AGREEMENT

This Agreement is intended by the Parties hereto as a final expression of their understanding, with respect to the subject matter hereof and as a complete and exclusive statement of the terms and conditions thereof and supersedes any and all prior and contemporaneous agreements and understandings, oral or written, in connection therewith.

[SIGNATURE PROVISIONS ON NEXT PAGE]

IN WITNESS WHEREOF, the duly authorized officials of the parties hereto have, in their respective capacities, set their hands as of the date first hereinabove written.

CITY OF COACHELLA

Dated: _____

By: _____
Steven Hernandez, City Mayor

ATTEST:

By: _____
Andrea J. Carranza, Deputy City Clerk

APPROVED AS TO FORM:

By: _____
Carlos Campos, City Attorney

(SEAL)

CITY OF INDIO

Dated: _____

By: _____
Elaine Holmes, City Mayor

ATTEST:

By: _____
Cynthia Hernandez, City Clerk

APPROVED AS TO FORM:

By: _____
Roxanne Diaz, City Attorney

(SEAL)

[ADDITIONAL SIGNATURE PROVISIONS ON NEXT PAGE]

CITY OF LA QUINTA

Dated: _____

By: _____
Linda Evans, City Mayor

ATTEST:

By: _____
Monika Radeva, City Clerk

APPROVED AS TO FORM:

By: _____
William H. Ihrke, City Attorney

(SEAL)

COUNTY OF RIVERSIDE

Dated: _____

By: _____
Chairman, Board of Supervisors

ATTEST:

KECIA HARPER-IHEM
Clerk of the Board

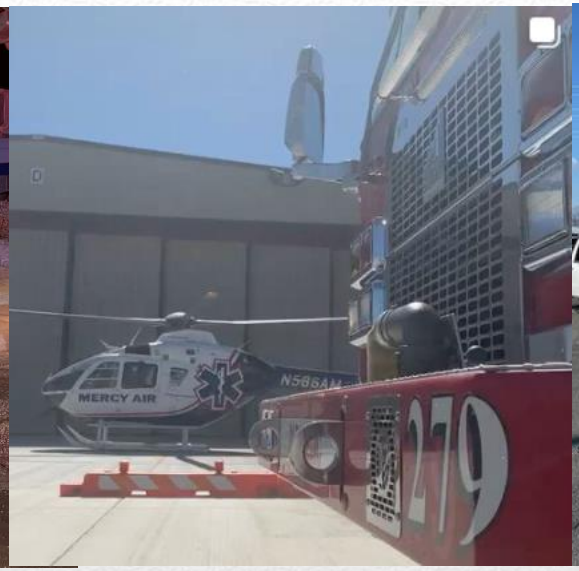
APPROVED AS TO FORM:
GREGORY P. PRIAMOS,
County Counsel

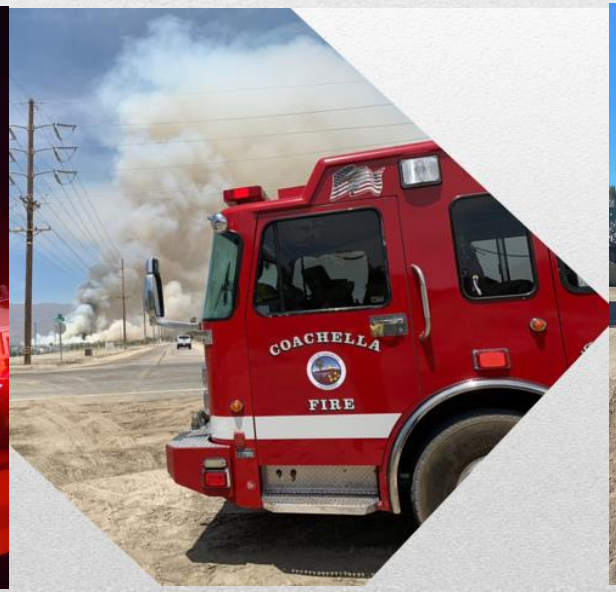
By: _____
Deputy

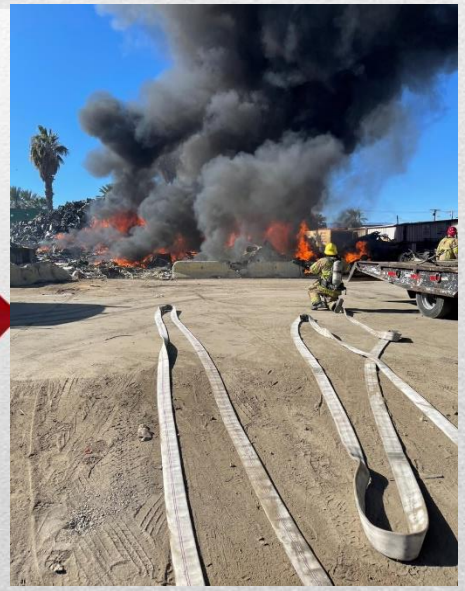
By: _____
GREGORY P. PRIAMOS,
County Counsel

(SEAL)

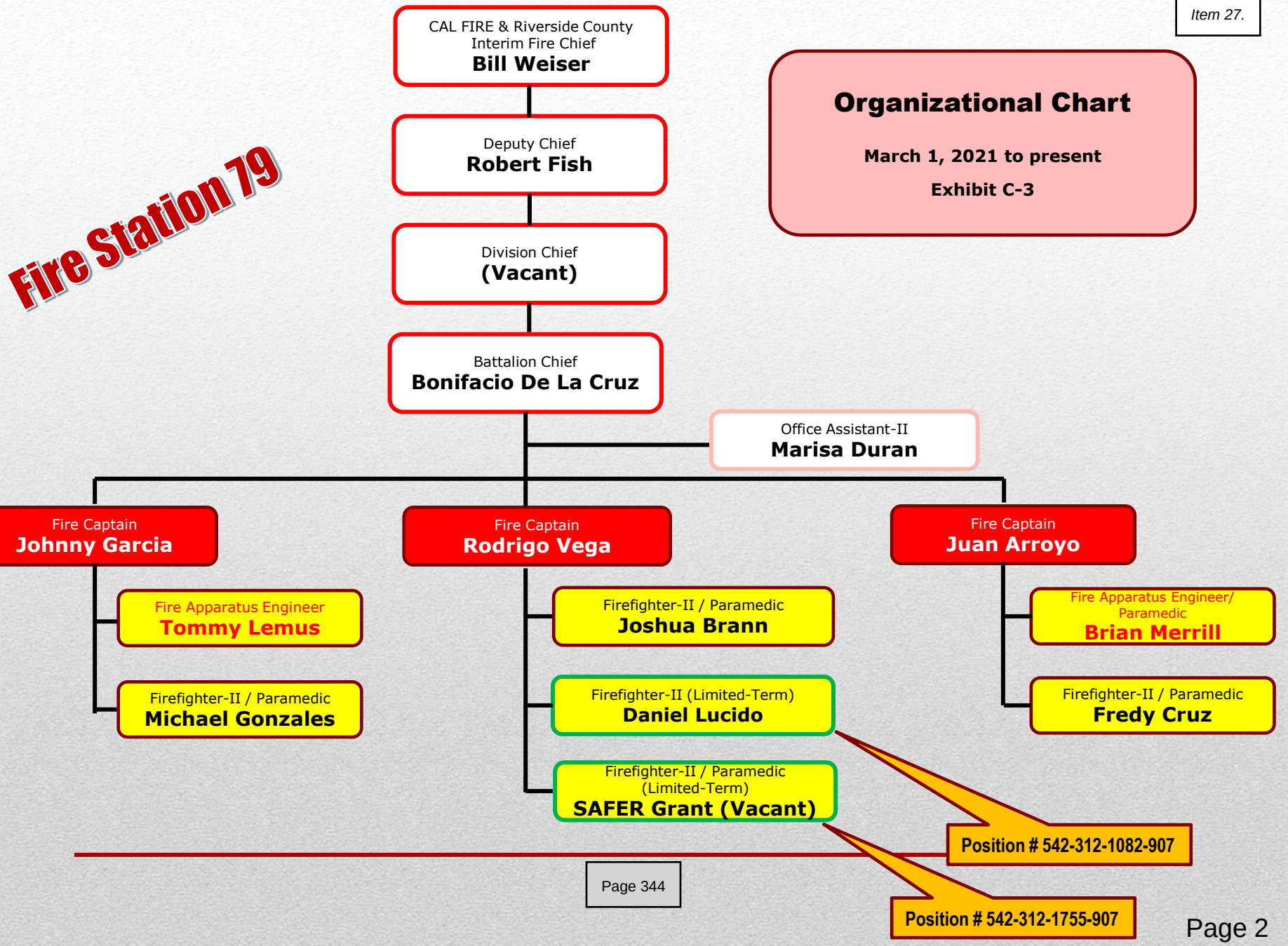
May 2021 – Public Safety Subcommittee Update







City of Coachella – Fire Services



Significant Incident – "Suncrest" January 28, 2021

On January 28, 2001 at 7:34 pm, units from CAL FIRE/Riverside County Fire Department responded to reports of a fire at the Desert Palm Apartment Complex, located at 50905 Suncrest Street in the City of Coachella. Coachella Fire Engine 279 arrived and reported heavy smoke coming from a second story apartment unit and discovered a kitchen fire with flames extending into the common attic space.

A 1st and 2nd alarm response consisting of 11 fire engines, 2 truck companies, 1 breathing support unit and 2 chief officers were on scene. Firefighters were able to contain the fire to four of the 2nd story units with minor water damage to the lower four units. At least 8 occupants were displaced by the fire and were referred to American Red Cross for assistance. Assisting agencies include Riverside County Fire Department, Cathedral City Fire, Palm Springs Fire, Riverside County Sheriff's, Southern California Gas, Imperial Irrigation District and American Red Cross. Loss is estimated at $100,000 with a $800,000 save value.

Significant Incident – "Tripoli" February 26, 2021

On February 26, 2001 at 3:11 pm, units from CAL FIRE/Riverside County Fire Department responded to 52156 Tripoli Way in the City of Coachella. Coachella Fire Engine 279 arrived and reported heavy smoke flames coming from a vacant single-story residential dwelling.

Twenty-four firefighters from 6 fire engines and 1 truck company quickly contained the fire and mitigated the threat to neighboring structures and trees. Loss was estimated to be $90,000.

Significant Incident – "48" March 7, 2021

At 4:39 am on February 26, 2001 units from CAL FIRE/Riverside County Fire Department responded to 83103 Avenue 48, Suite 1-J in the City of Coachella for reports of a fire at the rear of the commercial businesses, located adjacent to the Neighborhood Walmart. Indio Fire Engine 86 arrived and while rapidly extinguishing the blaze, determined that the fire may have extended into the wall space of the Vida En Abudancia Fitness Gym.

Nineteen firefighters from 5 fire engines and 1 truck company breached the exterior wall space above the burn area and quickly contained remaining hot spots thus preventing the fire from affecting surrounding business suites. Although the loss was estimated to be $5,000, saving the fire from the nearby businesses is estimated at $5,000,000..

Significant Incident – "7th" March 10, 2021

On March 10, 2001 at 8:55 pm, units from CAL FIRE/Riverside County Fire Department responded to a multi-family dwelling apartment fire at 1321 Seventh Street in the City of Coachella. Coachella Fire Engine 279 arrived and reported a fire from a laundry dryer had spread into the wall space dividing the two residential units.

Nineteen firefighters from 6 fire engines and 1 truck company quickly contained the fire and mitigated the threat to the adjoining residence. Loss was estimated to be $5,000 and a save of $150,000.

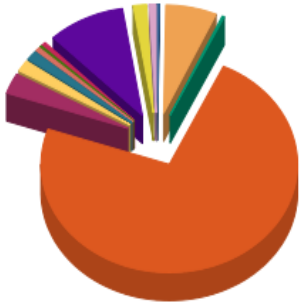
Significant Incident – Vegetation Fires

- February 20, 2021 at 4:29 pm – Northbound Expressway 86, south of Dillon Road. Approximately three acres of brush was consumed requiring 1 chief officer, 8 fire engines and 2 water tenders, consisting of 33 firefighters to battle this blaze for 7 hours.
- March 9, 2021 at 3:35 pm – Dillon Road, north of Vista Del Sur. Approximately 2 acres of mulch, vegetation and 30 mature date palms were burning and although hampered by strong gusts, was eventually contained by 22 firefighters after 4-1/2 hours of heavy work. 7 fire engines and 1 water tender and 1 chief officer were on scene.

Response Activities – January 1 to April 30, 2021

Response Activity

Incidents Reported for Date between 1/1/2021 and 4/30/2021 and City of Coachella And Both (Code 2, Alpha, Omega, Code 3, Charlie, Delta, Bravo, Echo)



Com Fire	2	0.2%
False Alarm	66	6.4%
Haz Mat	4	0.4%
Medical	753	73.3%
Other Fire	32	3.1%
Other Misc	17	1.7%
Public Service Assist	12	1.2%
Res Fire	6	0.6%
Ringing Alarm	4	0.4%
Standby	5	0.5%
Traffic Collision	99	9.6%
Vehicle Fire	17	1.7%
Wildland Fire	10	1.0%
Total:	1,027	100.0%

Com Fire	**2**
False Alarm	**66**
Haz Mat	**4**
Medical	**753**
Other Fire	**32**
Other Misc	**17**
Public Service Assist	**12**
Res Fire	**6**
Ringing Alarm	**4**
Standby	**5**
Traffic Collision	**99**
Vehicle Fire	**17**
Wildland Fire	**10**
Incident Total:	**1,027**

Represents a 9.72% increase from same time period a year ago.

Average Enroute to Onscene Time*

Enroute Time = When a unit has been acknowledged as responding. Onscene Time = When a unit has been acknowledge as being on scene. For any other statistic outside Enroute to Onscene please contact the IT Help Desk at 951-940-6900

<5 Minutes	+5 Minutes	+10 Minutes	+20 Minutes	Average	% 0 to 5 min
747	262	45	4	4.3	72.7%

***CODE 3 and CODE 2 incidents are included in the total count of incidents and the average Enroute to Onscene Time.**

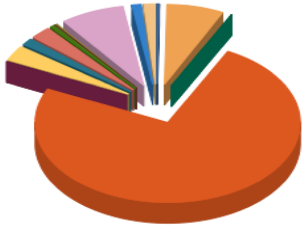
Response Activities – January 1 to April 30, 2021

Incidents by Battalion, Station and Jurisdiction

			Com Fire	False Alarm	Haz Mat	Medical	Other Fire	Other Misc	Public Service	Res Fire	Ringing Alarm	Standby	Traffic Collisio	Vehicle Fire	Wildlan d Fire	Total
Battalion 6	Station 39 Thermal	City of Coachella	0	3	0	4	0	0	0	0	0	0	0	0	0	7
		Station Total	0	3	0	4	0	0	0	0	0	0	0	0	0	7
	Station 70 La Quinta PGA	City of Coachella	0	4	0	0	0	0	0	0	0	0	0	0	0	4
		Station Total	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	Station 79 Coachella	City of Coachella	2	43	3	624	21	15	8	4	4	4	67	9	9	813
		Station Total	2	43	3	624	21	15	8	4	4	4	67	9	9	813
	Battalion Total		2	50	3	628	21	15	8	4	4	4	67	9	9	824
Battalion 7	Station 86 Indio	City of Coachella	0	10	0	90	4	1	4	1	0	1	17	3	0	131
		Station Total	0	10	0	90	4	1	4	1	0	1	17	3	0	131
	Station 87 Terra Lago	City of Coachella	0	6	1	35	7	1	0	1	0	0	15	5	1	72
		Station Total	0	6	1	35	7	1	0	1	0	0	15	5	1	72
	Battalion Total		0	16	1	125	11	2	4	2	0	1	32	8	1	203
Grand Total			2	66	4	753	32	17	12	6	4	5	99	17	10	1,027

Response Activites – One Year Ago

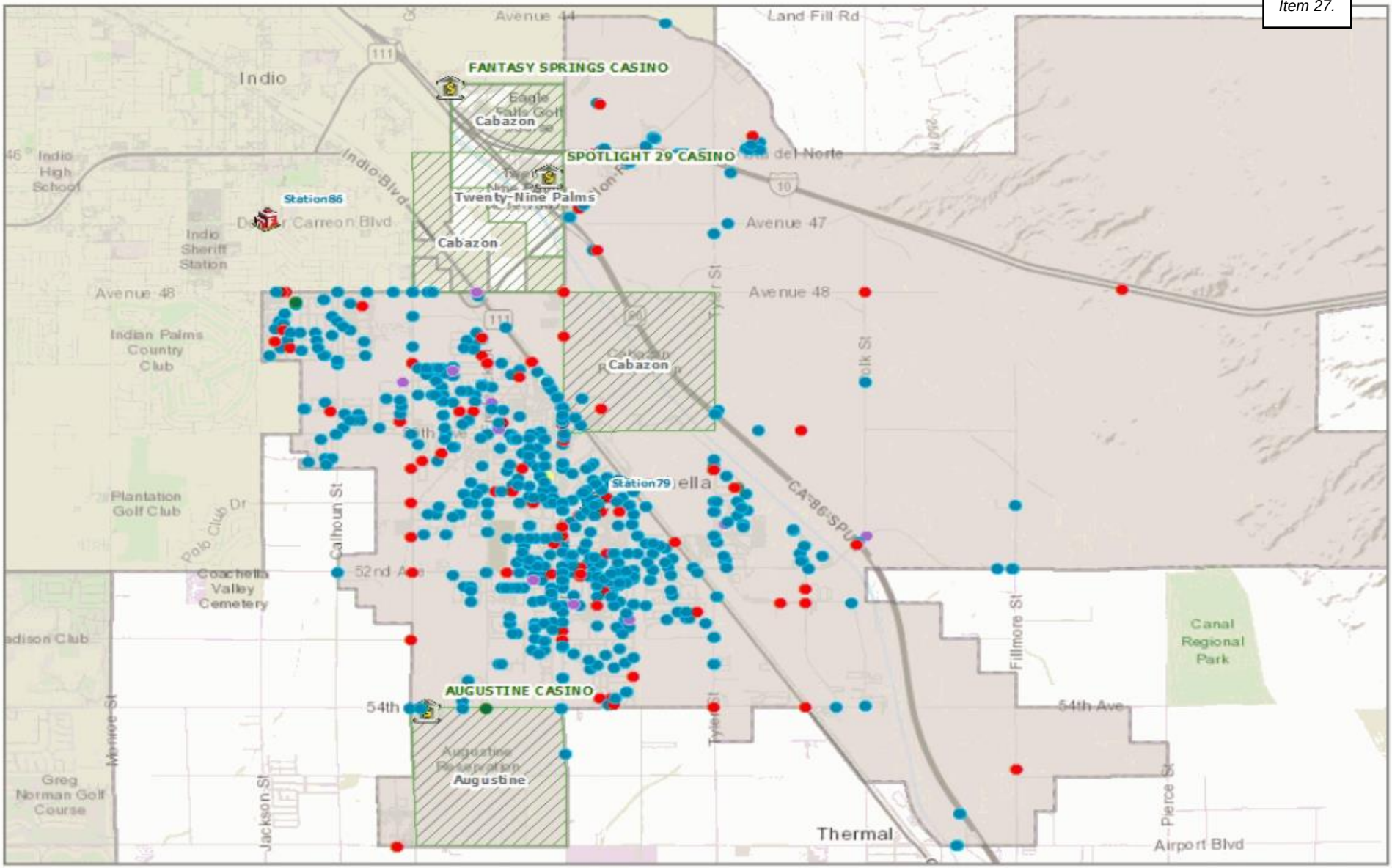
Incidents Reported for Date between 1/1/2020 and 4/30/2020 and City of Coachella And Both (Code 2, Alpha, Omega, Code 3, Charlie, Delta, Bravo, Echo)



Com Fire	3	0.3%
False Alarm	65	6.9%
Haz Mat	1	0.1%
Medical	697	74.5%
Multi-Fam Dwelling Fire	1	0.1%
Other Fire	28	3.0%
Other Misc	13	1.4%
Public Service Assist	23	2.5%
Res Fire	5	0.5%
Rescue	1	0.1%
Ringing Alarm	1	0.1%
Standby	1	0.1%
Traffic Collision	73	7.8%
Vehicle Fire	11	1.2%
Wildland Fire	13	1.4%
Total:	936	100.0%

Com Fire	3
False Alarm	65
Haz Mat	1
Medical	697
Multi-Fam Dwelling Fire	1
Other Fire	28
Other Misc	13
Public Service Assist	23
Res Fire	5
Rescue	1
Ringing Alarm	1
Standby	1
Traffic Collision	73
Vehicle Fire	11
Wildland Fire	13
Incident Total:	**936**

2021 Response Locations – January 1 to April 30, 2021



Legend

- Fire
- Hazard
- Haz Mat
- Medical
- Other Misc
- PSA
- Riverside County
- Reservations
- Fire Station
- Casinos

Riverside County Fire GIS

EXHIBIT "A" – FY 2020/21 Estimated Costs (Revised 3/21)

EXHIBIT "A"

TO THE COOPERATIVE AGREEMENT TO PROVIDE FIRE PREVENTION, RESCUE, FIRE MARSHAL AND MEDICAL EMERGENCY FOR THE CITY OF COACHELLA DATED JULY 1, 2021 FOR FY2021/2022

	CAPTAINS		CAPTAIN MEDICS		ENGINEERS		ENGINEER MEDICS		FF II		FFII MEDICS		TOTALS	
STA #79														
Medic Engine 79	675,813	3			198,282	1	226,431	1	173,831	1	799,839	4	2,074,196	10
SUBTOTALS	675,813				198,282		226,431		173,831		799,839		**$2,074,196**	
SUBTOTAL STAFF		3				1		1		1		4		10
OFFICE ASSISTANT II (PCN 00109678)							83,148	each					83,148	1
SUBTOTAL													**$83,148**	11

ESTIMATED SUPPORT SERVICES (Fire Cost Allocation Plan)

Administrative/Operational (Schedule A)		16,082	per assigned Staff	183,659	11.13
Volunteer Program (Schedule B)		5,504	Per Entity Allocation	5,504	1
Medic Program (Schedule C)	10,648	Medic FTE and	1,370 per Defib	61,396	5.4
Battalion Chief Support (Schedule D)		78,644	.29 FTE per Station	78,644	1
ECC Support (Schedule E)	28.12	per Call and	18,529 per Station	95,510	
Fleet Support (Schedule F)		65,330	per Fire Suppression Equip	65,330	1
Comm/IT Support (Schedule G)	41.21	per Call and	27,160 per Station	139,980	
Facility Support (Schedule H)			Facility Station/FTE	6,105	
Hazmat Support (Schedule I)	1,096	per Call and	4,468 per Station	11,838	
SUPPORT SERVICES SUBTOTAL				**$647,965**	
DIRECT CHARGES				**37,220**	
FIRE ENGINE USE AGREEMENT		36,250	each engine	**36,250**	1
COOPERATIVE TRUCK AGREEMENT 12.5%				**229,677**	12.5%
TOTAL STAFF COUNT					12.4
NET ***ESTIMATED*** CITY BUDGET				**$3,108,456**	

1	Fire Stations	10.00	Assigned Staff	
2,738	Number of Calls	0.29	Battalion Chief Support	
5.67	Assigned Med	1.13	Indio Truck (12.5%)	
3	Monitors/Defib	** 11.13	Total Assigned Staff	
1	Hazmat Stations			
5	Number of Hazmat Calls			

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EXHIBIT "A" Estimated Costs – through FY 2023/24

- **FY 2021/22 - $3,108,456**
- **FY 2022/23 - $3,257,586** — **4.880 %**
- **FY 2023/24 - $3,414,122** — **4.885 %**

$9,780,164

✓ Includes Desert Truck (Truck 86) shared with the Cities of Indio, La Quinta and Coachella. Share of personnel and truck maintenance costs are as follows –

- Indio – 50%
- La Quinta – 12.5%
- Coachella – 12.5%
- County of Riverside – 25%

✓ The Desert Truck cost for Coachella is included within the Cooperative Agreement of the Exhibit "A". The following estimates are provided for comparison purposes only –

- FY 2021/22 - $229,677
- FY 2022/23 - $241,036
- FY 2023/24 - $252,963
- FY 2024/25 - $265,486
- FY 2025/26 - $278,636

Cooperative Ladder Truck Agreement – 12.5%

- As part of the agreement, the City of Indio, City of La Quinta, the City of Coachella and the County of Riverside share the staffing* cost of Truck 86.

  *It must be noted that the three Cities agreed to fund the cost of a replacement Truck 86 at the 10-year mark (May 2016)

- On December 7, 2015, Truck 86 converted to paramedic firefighter staffing, thus providing full-time Advanced Life Support services to all neighboring areas, including the City of Coachella.

- This ladder truck (Truck 86) is dispatched to any residential and commercial structure fire within the City of Coachella. It may also be utilized for aerial master streams, technical rescues, plus other specialized emergencies.

  Essentially this provides the City with a specialty unit with four added firefighters on a daily basis.

Estimated Personnel Cost for Ladder Tru[illegible]ices for FY 2020/21 is $229,677.

- ✓ Includes Fire Engine Use Agreement, referred to as Exhibit "C."
  - ➢ County will ensure a working fire engine is available when needed;
  - ➢ County is responsible for all maintenance and repairs of the fire engine;
  - ➢ When determined the fire engine is due for replacement, the County will purchase a new fire engine at an annual cost calculated at 1/20 of the replacement costs. The current replacement cost is $725,000.

- ✓ Includes 9-1-1 Dispatch and Command Center Support.
- ✓ Includes Administrative and Operational Support Services.
- ✓ Includes Paramedic Program Support and Equipment/Supply Upgrades.
- ✓ Includes Battalion Chief Support.
- ✓ Includes Apparatus/Fleet Support.
- ✓ Includes Communications and Information Technology Support.
- ✓ Includes Facility Support, Maintenance staff with associated operating costs.
- ✓ Includes Hazardous Materials Response and Program Support.
- ✓ Includes Volunteer Reserve and Fire Explorer Program Support.

The Present and the Future

MEMORANDUM

Riverside County Fire Department

Bill Weiser
County Fire Chief

DATE: **March 2021**

FROM: **Diane Sinclair, Fire Deputy Director of Administration**

RE: **FY 21/22 Cooperative Agreement Information**

The following updates are included in each Cooperative Agreement.

Cooperative Agreement Language Update

- The services provided by the County Emergency Management Department (EMD) have been eliminated from Fire's agreement. If EMD services are desired, our City Partner may contract directly with EMD. The costs associated with these services have been eliminated as well.

Exhibit A

- The direct CalFire personnel costs have been calculated using the following available information.
  - All Salaries are based on Salary, Pay Differentials, and Operating Expenses Schedule FY 2021-2022 dated January 12, 2021 (attached) at the highest amount. The salaries include the reinstatement of the FY 20/21 one-time salary cut of 7.5% and a salary increase of 2.5%.
  - Benefits and Admin Fee are based on Staff Benefit Rate Matrix FY 2021-22 dated February 2021 – Preliminary (attached). The benefit percentage decreases by 2.53% from FY 20/21. The decrease from FY 19/20 to FY 20/21 was 24.59%
  - The recent significant benefit percentage decrease is due to a change in how benefits are accounted. The shift is from a percentage to a direct charge. The direct cost of these benefits is accounted for in each position. The direct cost of benefits (COBEN) is based on FY 20/21 1st Quarter AO-17 actual cost data.
  - Attached are the talking points for FY 21/22 and 20/21 provided by the State.
  - Included in each position calculation is 446 hours of overtime.
  - Each subsequent year after FY 21/22 includes a flat increase of 5%. Calfire personnel do not have a completed labor agreement to calculate future years accurately.
  - The staff benefit matrix provided is preliminary. We expect to receive a final rate matrix between August 2021 and November 2021. New Exhibit estimates will be completed once the final is received.

- The direct County employee classifications are based on FY 21/22 highest budgeted amount, not necessarily the highest step. This amount includes a 2% increase effective in May 2021 and another

2% in May 2022. All invoices will be at actual costs for the specific employee in the position. All years past FY 21/22 include a flat increase of 2%.

- Support Services Costs
  - All costs are estimated based on the FY 20/21 Cost Allocation and adjusted with known changes. The Final FY 21/22 Cost Allocation is planned to be completed by July/August 2021, once the Board of Supervisors approves the Final FY 21/22 Budget.
  - The Final FY 21/22 Cost Allocation Plan will be based upon budget and reconciled to actual costs in the 4th quarter invoice.
  - Adjustments to FY 20/21 Allocation Plan to estimate FY 21/22 is as follows:
    - All Calfire personnel updated with the same assumptions outlined under the Exhibit A information.
    - Emergency Management Department (EMD) costs have been removed. The cost was 3.1 million.
    - Historically costs increased 2.5% to 5% annually; each specific rate increased by 2.5% after the adjustments listed above. The years following are increased by 5%. This increase is the result of too many unknowns for the years after FY 21/22. The County only completes single-year budgets, and Calfire personnel will begin bargaining a new labor contract.

- Fire Engine Use Agreement
  - The cost is based on the current contracted costs for a Type I Fire Engine. It has been several years since we updated our purchasing contract for Type I Fire Engines; therefore, the amount has remained flat. This fiscal year, we are completing a new contract for Fire Engines. The initial cost is 725,000 and may be at 770,000 once the contract is fully completed (all amendments). This cost is spread over 20 years to obtain the Use Agreement amount. The FY 21/22 cost is 36,250 per engine. We only adjust this rate when actual known costs change. It may go up a little more in FY 22/23 when a final rate is established (closer to 770K). We do not modify the amount in the middle of a fiscal year.
  - The agreement is not a capital replacement fund. It guarantees a working fire engine is always available. If the city partner retains ownership, all capital improvements and insurance is the responsibility of the city. The city may donate the engine to the County and this responsibility will revert to the County.

Please contact Diane Sinclair at (951) 940-6846 diane.sinclair@fire.ca.gov or Letty Morales at (951) 940-6778 letty.morales@fire.ca.gov with any questions related to the Cooperative Agreement or Exhibit A.

Thank you.

Attachments:
Salary, Pay Differentials, and Operating Expenses Schedule FY 2021-2022 Dated January 12, 2021
Staff Benefit Rate Matrix FY 2021-22 dated February 2021 – Preliminary
2020-21 Final July Rate Talking Points
2021-22 PRELIM FEB Rate Talking Points February 21

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State of California **Natural Resources Agency**

M e m o r a n d u m

To: Region Chiefs
Assistant Region Chiefs
Unit Chiefs
Unit LG Contacts

Date: January 12, 2021

Telephone: (916) 653-6198

Website: www.fire.ca.gov

Chris Anthony

From: **Chris Anthony**
Assistant Deputy Director, Cooperative Fire Protection, Training, Safety and EMS
California Department of Forestry and Fire Protection (CAL FIRE)

Subject: **8500 COOPERATIVE FIRE PROGRAMS**
Local Government Program
Schedule A and Amador Plan
Salary, Pay Differentials, and Operating Expense Schedule FY 2021-2022

The rates in this memorandum are for use in Public Resources Code (PRC) §4142 Schedule A") and PRC §4144 ("Amador") Agreements for Fiscal Year 2021-2022. These rates are based on the current provisions of the negotiated Memorandum of Understanding (MOU) for the various Bargaining Units (BUs), laws, rules, regulations and/or personnel policies established by the California Department of Human Resources (Cal HR). This memorandum and any associated updates can be found on the CALFIRE Intranet under the Local Government Resources Page at: http://calfireweb/organization/fireprotection/localgovernment/rates.shtm. Please refer to the latest update before initiating any contract.

The following components should be reviewed for effects on individual agreements:

PAY DIFFERENTIALS

All pay differentials are classification specific and may be eliminated due to classification, duties, or qualification changes.

1. NIGHT-SHIFT PAY DIFFERENTIAL[1]

In accordance with Night-Shift Pay Differential 85 and applicable BU MOUs, eligible rank and file employees in covered classifications working a qualifying shift and meeting the applicable criteria shall be eligible to receive this pay differential. This differential is included in the rate when calculating overtime.

°Staff Benefit Rate Included; [1]Full Staff Benefit Rate; [2]Retirement, Employee Leave Buyout, Medicare and Prefunding of post-employment benefits; [3]Medicare only. [4]Retirement and Medicare only; [5]Social Security and Medicare only; *Staff Benefit Rates are not included for this expenditure. Salaries identified are b[illegible]rrent negotiated Memorandum of Understandings and applicable projected increases scheduled for implementatio[illegible] 2021, and may be subject to change, as identified by CalHR.

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- For BU 07 employees (e.g., Communications Operators), if four or more hours of the regularly scheduled work shift falls between 1800-0600 hours, add $1.00/hour for the entire shift. BU 07 employees must work the regularly scheduled work shift for a minimum duration of one month.

NOTE: For a complete listing of rates for all eligible BUs, please refer to the pay differential.

2. HAZMAT PAY DIFFERENTIAL[1]

In accordance with Recruitment and Retention Pay Differential - Hazardous Materials (HAZMAT) 143 and the BU 08 MOU, Section 17.9, rank and file employees and excluded employees associated with BU 08 regularly assigned to any CAL FIRE dedicated HAZMAT emergency response unit on a full-time basis, or at the discretion of the Unit Chief, any BU 08 employee who is a HAZMAT Technician or Specialist, who is required to maintain certification and a yearly baseline physical as part of his/her assignment as a member of a HAZMAT Response Team shall be eligible to receive a pay differential of $150 per pay period while so assigned. This differential is included in the rate when calculating overtime.

3. LONGEVITY PAY DIFFERENTIAL[1]

In accordance with Longevity Pay Differential 73 and the BU 08 MOU, Section 17.10, rank and file employees and excluded employees associated with BU 08, shall be eligible to receive a monthly pay differential calculated above the base salary as listed below:

YEARS OF SERVICE	RATE
17 and 18	1%
19	2%
20	3%
21	4%
22, 23, and 24	5%
25	7%

This differential is included in the rate when calculating overtime.

4. BILINGUAL PAY DIFFERENTIAL[1]

In accordance with Bilingual Pay Differential 14 and applicable BU MOUs, eligible rank and file employees and excluded employees meeting the applicable criteria shall be eligible to receive a pay differential for up to $200 per pay period. This differential is included in the rate when calculating overtime for classifications eligible for overtime.

NOTE: For a complete listing of rates for all eligible BUs, please refer to the pay differential.

5. EDUCATIONAL INCENTIVE PAY DIFFERENTIAL[1]

In accordance with Educational Incentive Pay Differential 45 and the BU 08 MOU, Section 17.11, all permanent rank and file employees who meet at least one of the following criteria will be eligible [illegible] a pay differential of $75 per pay period:

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- Permanent employees in fire protection classifications who have been journeyed under the approved Joint Apprenticeship Committee (JAC) program or who have been granted a journey-level equivalency, or permanent employees in fire protection classifications with an appointment prior to the initiation of the California Fire Fighter JAC program on July 1, 1983.

- Employees in the following classifications: Battalion Chief, Forester I, and Fire Captain.

- Permanent employees in classifications that do not require a JAC certificate program [e.g., Forestry Fire Pilot, Fire Prevention Assistant, Fire Prevention Specialist I and II, and Forestry Logistics Officer I who have completed 60 units from and accredited community college, college, or university. This differential is included in the rate when calculating overtime.

6. ASSISTANT CHIEF PAY DIFFERENTIAL[1]

In accordance with Assistant Chief Pay Differential 9, employees in the Assistant Chief classification serving in a qualifying assignment (Deputy Chief) meeting the applicable criteria shall be eligible to receive a pay differential of 1.9% calculated above the base salary per pay period.

CLASSIFICATION	MAX
Assistant Chief	$189

7. CAL FIRE CHIEF OFFICER AND RELATED CAREER EXECUTIVE ASSIGNMENT (CEA) RECRUITMENT AND RETENTION PAY DIFFERENTIAL[1]

In accordance with CAL FIRE Chief Officer and Related CEA Recruitment and Retention Pay Differential 369, eligible incumbents in an identified classification (i.e., Assistant Chief, Senior Aviation Officer, Senior Forestry Equipment Manager, Forestry and Fire Protection Administrator, Unit Chief, or CEA) will receive this monthly pay differential, specific to the classification. This differential is for the purposes of recruiting and retaining experienced staff in the Chief Officer series. For the first 24 months, eligible incumbents will receive a monthly differential with a phased portion subject to CalPERS deduction. After 24 months, eligible incumbents receive the full monthly differential which will be subject to CalPERS deduction for retirement contributions.

NOTE: For a complete listing of rates for all eligible classifications and the staged CalPERSability, please refer to the pay differential. *Retired Annuitants are not eligible unless approved under GC 21232.

°Staff Benefit Rate Included; [1]Full Staff Benefit Rate; [2]Retirement, Employee Leave Buyout, Medicare and Prefunding of post-employment benefits; [3]Medicare only. [4]Retirement and Medicare only; [5]Social Security and Medicare only; *Staff Benefit Rates are not included for this expenditure. Salaries identified are based on current negotiated Memorandum of Understandings and applicable projected increases scheduled for implementation on July 1, 2021, and may be subject to change, as identified by CalHR.

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8. COMMERCIAL DRIVERS LICENSE PAY DIFFERENTIAL (HEM)[1]

In accordance with the Commercial Driver's License Class A or B Pay Differential 34 and the BU 12 MOU, Section 2.15, all Heavy Equipment Mechanics (HEM) shall be eligible to receive a pay differential of 5% per pay period for possession and use of a commercial driver license when regularly assigned to a position operating vehicles which require the appropriate driver's license. The 5% is calculated on the base salary at the maximum of Range A. This differential is included in the rate when calculating overtime.

CLASSIFICATION	MAX
Heavy Equipment Mechanic	$281

9. PASSENGER ENDORSEMENT PAY DIFFERENTIAL (HFEO)[1]

In accordance with Passenger Endorsement Pay Differential 228 and the BU 08 MOU, Section 17.13 all permanent Heavy Fire Equipment Operators (HFEO) possessing a passenger endorsement on their driver's license are eligible to receive a pay differential of $75 per pay period. This differential is included in the rate when calculating overtime.

10. FIRE MISSION PAY DIFFERENTIAL [1]

In accordance with Fire Mission Pay Differential 59 and the applicable MOUs, employees in eligible classifications receive the appropriate increase during the declared fire season for the employee's Unit, Region, or other Administrative Unit. Eligible employees will receive a pay differential of one or two pay step increases in accordance with the pay differential. One step is equivalent to 5%. This differential is included in the rate when calculating overtime.

CLASSIFICATION	MAX
Aviation Officer II (Maintenance)	$438
Aviation Officer III (Maintenance)	$482
Aviation Officer II (Flight Operations)	$438
Aviation Officer III (Flight Operations)	$482
Heavy Equipment Mechanic, Range A	$562
Heavy Equipment Mechanic, Range B	$616
Materials and Stores Specialist, Range A	$212
Materials and Stores Specialist, Range B	$233
Fire Prevention Specialist I	$218
Fire Prevention Specialist II	$249
Forestry Aide	$186
Forestry Assistant I, Range A	$247
Forestry Assistant I, Range B	$270
Forestry Assistant, II Range A	$283
Forestry Assistant, II Range B	$311
Forestry Logistics Officer I, Range A	$229

°Staff Benefit Rate Included; [1]Full Staff Benefit Rate; [2]Retirement, Employee Leave Buyout, Medicare and Prefunding of post-employment benefits; [3]Medicare only. [4]Retirement and Medicare only; [5]Social Security and Medicare only; *Staff Benefit Rates are not included for this expenditure. Salaries identified are based on current negotiated Memorandum of Understandings and applicable projected increases scheduled for implementation on July 1, 2021, and may be subject to change, as identified by CalHR.

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Forestry Logistics Officer I, Range B	$252
Forestry Logistics Officer II	$247
Forestry Technician, Range A	$216
Forestry Technician, Range B	$236

NOTE: For a complete listing of rates for all eligible BUs, please refer to the pay differential.

11. EXTENDED DUTY PAY DIFFERENTIAL[1]

In accordance with Extended Duty Pay – Excluded Employees Pay Differential 54, excluded employees in eligible classifications whose primary responsibility is in a fire protection or resource management program are eligible for a 15% monthly pay differential. This is calculated on the employee's base salary.

CLASSIFICATION	MAX
Assistant Chief	$1,491
Forester II (Supervisory)	$1,278
Forester III	$1,343
Forestry and Fire Protection Administrator	$1,565
Forestry Equipment Manager I	$1,127
Forestry Equipment Manager II	$1,196
Senior Aviation Officer	$1,561
Senior Forestry Equipment Manager	$1,349
Unit Chief	$1,565

NOTE: Retired annuitants are not eligible unless appointed under Government Code section 21232. For a complete listing of rates for all eligible BUs, please refer to the pay differential.

12. PARAMEDIC RECRUITMENT AND RETENTION PAY DIFFERENTIAL[4]

In accordance with Paramedic Recruitment and Retention Pay Differential 247 and the BU 08 MOU, Section 17.12, the pay differential shall be paid annually in the November pay period for the pay periods covering the previous November through October. All qualifying pay periods in one of the following eligible classifications shall count in determining the rate of pay:

CLASSIFICATIONS
Fire Fighter II (Paramedic)
Fire Apparatus Engineer (Paramedic)
Fire Captain (Paramedic)

°Staff Benefit Rate Included; [1]Full Staff Benefit Rate; [2]Retirement, Employee Leave Buyout, Medicare and Prefunding of post-employment benefits; [3]Medicare only. [4]Retirement and Medicare only; [5]Social Security and Medicare only; *Staff Benefit Rates are not included for this expenditure. Salaries identified are based on current negotiated Memorandum of Understandings and applicable projected increases scheduled for implementation on July 1, 2021, and may be subject to change, as identified by CalHR.

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The rates are as follows:

QUALIFYING PAY PERIODS	COST PER PAY PERIOD
1-12	$250
13-24	$300
25-36	$350
37 or more	$500

If the employee transfers/promotes, the Unit receiving the employee will be responsible for the pay periods in the newly assigned Unit. The Unit where the employee came from will be responsible for the remaining pay periods.

13. EMERGENCY RESPONSE BONUS (ERB)[4]

In accordance with the ERB Pay Differential 50, the following positions will be charged for extended staff availability if an employee is assigned to an Emergency Response Assignment. This 5% ERB is calculated on the employee's base salary.

CLASSIFICATION	MAX.
Forestry Equipment Manager I	$376
Forestry Equipment Manager II	$399
Forester I (Non-supervisory)	$361
Forester II (Supervisory)	$426
Forester III	$448

14. FAIR LABOR STANDARDS ACT (FLSA) EXEMPT EMPLOYEE PAY DIFFERENTIAL FOR EXTREMELY ARDUOUS WORK AND EMERGENCIES*

In accordance with the Arduous Pay Differential 62, FLSA exempt employees in specific bargaining units are eligible to receive this pay differential when performing arduous work that exceeds the normal demands of state service employment. Eligible employees are paid in increments of $300 per work week up to $1,200 total per pay period. Employees may receive this pay differential for up to four months per fiscal year (or per event for emergencies involving loss of life or property).

NOTE: For a complete listing of rates for all eligible classifications, please refer to the pay differential.

15. HEALTH CASH PAYMENT[5]

Employees in Bargaining Units 1 and 4 will be eligible for a $260 monthly differential. This payment will be provided commencing with the July 1, 2020 period, expiring after the June 2022 pay period.

°Staff Benefit Rate Included; [1]Full Staff Benefit Rate; [2]Retirement, Employee Leave Buyout, Medicare and Prefunding of post-employment benefits; [3]Medicare only. [4]Retirement and Medicare only; [5]Social Security and Medicare only; *Staff Benefit Rates are not included for this expenditure. Salaries identified are based on current negotiated Memorandum of Understandings and applicable projected increases scheduled for implementation on July 1, 2021, and may be subject to change, as identified by CalHR.

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16. FLEXELECT AND COBEN EXCESS/CASH PAYMENT[3]

Employees may be eligible for a cash payment through FlexElect or COBEN Excess/Cash.

FlexElect: Employees may be eligible to receive cash in lieu of their own State-sponsored medical insurance and/or dental insurance plan.

- $128 per month in lieu of health plan only
- $12 per month in lieu of dental plan only
- $140 per month in lieu of health and dental plans

CoBen Cash:

- $130 per month for employees in lieu of health plan only
- $155 per month for employees in lieu of health and dental plans

CoBen Excess: Eligibility and cash amount varies by employee, Bargaining Unit and benefit plan.

SALARY AND POST COVERAGE

17. PERSONAL SERVICES MONTHLY SALARY RANGES[1]

See attached spreadsheet (Appendix A). For a complete listing of all civil service classifications and associated pay structure, please refer to the State of California Civil Service Pay Scales.

18. CONTRACTUAL POST COVERAGE[1]

The monthly contractual post coverage is calculated at top step for salary and Extended Duty Week Compensation (EDWC) overtime and benefits.

OVERTIME AND OTHER MISCELLANEOUS COMPENSATION

19. EXTENDED DUTY WEEK COMPENSATION (EDWC) (formerly Planned Overtime)[2]

In accordance with the BU 8 MOU, EDWC (76 or 124 hours per work period) is calculated (rounded) utilizing the maximum salary rate of the classification utilizing the BU 8 MOU formula described below. Additionally, the average monthly rate in the chart below is determined by multiplying the monthly EDWC compensation by the number of work periods per year (13), then dividing by 12.

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Formula:
((Salary ÷ 4.33) ÷ Clock) X factor) = Hourly Rate of Pay (HROP)*
* Includes Longevity Pay, but not eligible for Educational Pay Differential.
** Includes Paramedic Recruitment and Retention Pay Differential.

The following budgeted Schedule A positions used by local government must have EDWC budgeted for **each month** at the following rates:

CLASSIFICATION	EDWC WITHOUT HAZMAT PAY DIFFERENTIAL*	EDWC WITH HAZMAT PAY DIFFERENTIAL*
Battalion Chief (84-hour)	$6,303	$6,435
Battalion Chief (72-hour)	$3,863	$3,944
Fire Apparatus Engineer	$2,976	$3,057
Fire Apparatus Engineer (Paramedic)**	$3,452	$3,533
Fire Captain, Range A	$3,334	$3,415
Fire Captain (Paramedic)**	$3,835	$3,915
Fire Fighter I*	$2,382	$2,463
Fire Fighter II	$2,687	$2,768
Fire Fighter II (Paramedic)**	$3,072	$3,221
Fire Lookout*	$2,312	$2,393
Forestry Fire Pilot	$4,531	$4,611
Heavy Fire Equipment Operator, Range A	$3,334	$3,415

20. OVERTIME (OT)

OT requirements beyond the scheduled duty week should be budgeted at 1-1/2 times or the rate set forth in the applicable MOU. OT may also be budgeted to cover positions or may be in-lieu of the emergency response charge when continuous emergency availability is not required.

- Certain classifications may or may not be subject to Social Security and/or Medicare. Eligibility may vary based upon classification and on employment history.

Bargaining Unit 7
OT is calculated (rounded) for the following classification, utilizing the maximum rate of the classification based upon the Civil Service Pay Scale.

CLASSIFICATIONS	OT HOURLY RATE
Communications Operator, Range A	$47
Communications Operator, Range B	$53

°Staff Benefit Rate Included; [1]Full Staff Benefit Rate; [2]Retirement, Employee Leave Buyout, Medicare and Prefunding of post-employment benefits; [3]Medicare only. [4]Retirement and Medicare only; [5]Social Security and Medicare only; *Staff Benefit Rates are not included for this expenditure. Salaries identified are based on current negotiated Memorandum of Understandings and applicable projected increases scheduled for implementation on July 1, 2021, and may be subject to change, as identified by CalHR.

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Bargaining Unit 12

OT is calculated (rounded) for the following classification, utilizing the maximum rate of the classification based upon the Civil Service Pay Scale and includes the Commercial Driver's License Endorsement Pay Differential.

CLASSIFICATION	OT HOURLY RATE	OT HOURLY RATE WITH FIRE MISSION PAY DIFFERENTIAL
Heavy Equipment Mechanic, Range A	$55	$61

Bargaining Unit 8

For the following classifications, OT is calculated (rounded) based upon the maximum salary rate of the classification utilizing the BU 8 MOU formula described below.

Formula:
((Salary ÷ 4.33) ÷ Clock) X factor) = Hourly Rate of Pay (HROP)*
* Includes Longevity Pay, but not eligible for Educational Pay Differential.
** Includes Paramedic Recruitment and Retention Pay Differential.
*** Includes Fire Mission Pay Differential

CLASSIFICATIONS	OT HOURLY RATE	OT HOURLY RATE WITH HAZMAT PAY DIFFERENTIAL
Battalion Chief (84-hour, 72-hour)	$46	$46
Fire Apparatus Engineer	$35	$36
Fire Apparatus Engineer (Paramedic)**	$42	$43
Fire Captain, Range A	$40	$40
Fire Captain (Paramedic)**	$47	$48
Fire Fighter II	$38	$33
Fire Fighter II (Paramedic)**	$38	$39
Fire Lookout*	$28	$29
Fire Prevention Specialist I***	$46	$47
Fire Prevention Specialist II***	$52	$53
Fire Fighter I*	$29	$30
Forestry Logistics Officer I, Range A***	$48	$50
Forestry Logistics Officer I, Range B***	$54	$55
Heavy Fire Equipment Operator, Range A	$40	$41

°Staff Benefit Rate Included; [1]Full Staff Benefit Rate; [2]Retirement, Employee Leave Buyout, Medicare and Prefunding of post-employment benefits; [3]Medicare only. [4]Retirement and Medicare only; [5]Social Security and Medicare only; *Staff Benefit Rates are not included for this expenditure. Salaries identified are based on current negotiated Memorandum of Understandings and applicable projected increases scheduled for implementation on July 1, 2021, and may be subject to change, as identified by CalHR.

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21. WORK WEEK GROUP (WWG) E REALLOCATION TO WWG 2*

The Forester I (Nonsupervisory) classification is eligible to be reallocated. All qualifying emergency overtime will be compensated, with cash or compensating time off (CTO) at the Department's discretion, at the time and one-half rate when the criterion identified in Section 10 of the State of California Civil Service Pay Scales are met.

22. AMADOR PROGRAM

ENGINE STAFFING

Minimum staffing for Amador engines is 2.0. CAL FIRE will assign sufficient personnel to provide one operator, per Amador engine, per day. The cooperator will be responsible for providing funds for a minimum of one employee, per engine, per day for 2.0 staffing and funding for any additional positions to meet engine staffing requirements in excess of 2.0 and all unplanned overtime costs.

SUPPORT STAFF RATES°

Costs for Battalion Chiefs, Emergency Command Center Staff, Fire Prevention staff, Training staff or other positions with a significant commitment to the cooperating agency as determined by the Unit Chief are:

CLASSIFICATION	MONTHLY COST
Battalion Chief (Nonsupervisory) (84-hour)	$1,119.00
Battalion Chief (Nonsupervisory) (72-hour)	$1,107.00
Fire Captain	$935.00
Fire Apparatus Engineer	$831.00

NOTE: See *Amador Plan,* at http://calfireweb/library/handbooks/8500/8554.pdf

23. OPERATING EXPENSES

A. Coveralls for Heavy Fire Equipment Operators (HFEO)*

In accordance with BU 08 MOU, Section 11.12, HFEOs receive two sets of coveralls that are provided and maintained by the employer. The cost may vary depending on location.

- Use $9 per pay period for each HFEO.

°Staff Benefit Rate Included**;** [1]Full Staff Benefit Rate; [2]Retirement, Employee Leave Buyout, Medicare and Prefunding of post-employment benefits; [3]Medicare only. [4]Retirement and Medicare only; [5]Social Security and Medicare only; *Staff Benefit Rates are not included for this expenditure. Salaries identified are based on current negotiated Memorandum of Understandings and applicable projected increases scheduled for implementation on July 1, 2021, and may be subject to change, as identified by CalHR.

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B. Coveralls for HEM*

In accordance with BU 12 MOU, Section 4.4, identified employees and HEMs receive employer-provided-and-maintained coveralls through a cleaning service. The cost may vary depending on location.

- Use $9 per pay period for each HEM.

C. Communications

The communication rate from the Department of General Services (DGS) has been recalculated individually for each CAL FIRE Unit that is using the DGS Telecom Division. Use the following rates for Fiscal Year 2021-2022:

PUBLIC RESOURCES CODE SECTION 4142	
	TOTAL MONTHLY MAINTENANCE COST
Riverside County Fire Department	$48,240.43
City of Highland	$128.41
Yucaipa Telecom	$256.83
Merced County Fire	$170.63

PUBLIC RESOURCES CODE SECTION 4144	
Mobile Radio	$13.75
Electronic Siren	$8.29
Fixed Stations	$66.31
Handie Talkie	$7.08
	HOURLY RATE
Engineer Time	$171.00/hour
Technician Time	$144.00/hour

D. Information Technology

Costs for Information Technology (IT) services are identified below and are either per employee or device:

IT SERVICE/MAINTENANCE	MONTHLY	ANNUALLY
Outlook Email Account	$50.00	$600.00
Target Solutions Account CAL FIRE Uniform		$75.00
Target Solutions Account CAL FIRE Support Staff and Assistant Chief and above		$37.50

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Target Solutions Account Seasonal Firefighter (FF)		$50.00
Target Solutions Account Volunteer or Paid Call FF		$50.00
INTIME Solutions/ ISELINK Account		$57.00

E. Uniform Allowance[3]

For BU 01, BU 07, BU 12, and managers and supervisors, retirement or staff benefits are not deducted. BU 01, BU 07, and BU 12 employees must work an entire year to receive reimbursement.

In accordance with BU 07 MOU, employees receive a $25 monthly uniform cleaning fee. The cleaning fee is included in the yearly and monthly rates.

For employees who work the whole month, bill the monthly rate. For employees who work less than a full month on Schedule A, calculate by the number of days worked within the month.

BARGAINING UNIT	YEARLY RATE	MONTHLY RATE FOR BILLING PURPOSE ONLY
BU 08 and Supervisors/Managers MOU Section 12.3		
Permanent Full-Time Wearer	$2,130	$177.50
Seasonal	N/A	$178.00
BU 12 MOU Section 12.8		
Heavy Equipment Mechanic	$670	$55.83
Materials and Stores Specialist	$670	$55.83
BU 07 MOU Section 12.2		
Communications Operator	$950	$104.17
BU 01 Supervisors MOU Section 12.11		
Business Service Officer I (Supervisor) (with receipts)	$450	$37.50

F. Tool Allowance

In accordance with BU 12 MOU Section 12.6 Permanent, Full-Time HEMs not provided with tools furnished by the contracting agent or having access to the necessary tools to perform required tasks will receive an annual tool allowance of $575.

°Staff Benefit Rate Included; [1]Full Staff Benefit Rate; [2]Retirement, Employee Leave Buyout, Medicare and Prefunding of post-employment benefits; [3]Medicare only. [4]Retirement and Medicare only; [5]Social Security and Medicare only; *Staff Benefit Rates are not included for this expenditure. Salaries identified are based on current negotiated Memorandum of Understandings and applicable projected increases scheduled for implementation on July 1, 2021, and may be subject to change, as identified by CalHR.

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G. Utilities

Utilities and telephone charges are budgeted based on projections of actual expenses for 4142 agreements. Amador Plan utility rates are:

UTILITIES RATE PER MONTH	
Unit Emergency Command Center	$90.00
Fire Station Normally Opened for Administration During Winter	50% of Projected Costs
Fire Station Normally Closed (Except CAL FIRE Costs)	100% of Projected Costs

H. Vehicle Maintenance

- Local Agency-Owned Equipment that are to be maintained and repaired by CAL FIRE must be budgeted and listed by category (e.g., flat rate, mileage rate, or actual cost) in the Exhibit D, Schedule A and then described on Exhibit D, Schedule D of the Cooperative Fire Programs Fire Protection Reimbursement Agreement. Local agency equipment is categorized as follows:

1. RATED EQUIPMENT	2. UNRATED EQUIPMENT
(A) Monthly Flat Rate	(C) Actual Cost
(B) Mileage Rate	
(C) Actual Cost	

- Rated Equipment 1(A) applies to fire apparatus built on commercial chassis less than 15 years old and on custom chassis less than 20 years old. Surveyed CAL FIRE engines and apparatus obtained through federal surplus may not be included. Equipment should be identified to the 3rd element as described below, then a Unit derived monthly flat rate should be set based on past and projected future expenses for the equipment funded in the contract.

Rated Equipment 1 (A) 1st Element Size and Type	2nd Element Main Engine Fuel Type	3rd Element Estimated Monthly Mileage
1. Fast Attack Unit	A = Gasoline	1. 0-500 miles
2. Engine Less Than 1000 GPM	B = Diesel	2. 500+ miles
3. Engine 1000 GPM and Over		
4. Aerial Apparatus or Other Specialized		
5. Water Tender, 1500 Gallons and Over		

°Staff Benefit Rate Included**;** [1]Full Staff Benefit Rate; [2]Retirement, Employee Leave Buyout, Medicare and Prefunding of post-employment benefits; [3]Medicare only. [4]Retirement and Medicare only; [5]Social Security and Medicare only; *Staff Benefit Rates are not included for this expenditure. Salaries identified are based on current negotiated Memorandum of Understandings and applicable projected increases scheduled for implementation on July 1, 2021, and may be subject to change, as identified by CalHR.

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- Rated Equipment 1(B) applies to passenger and service-type vehicles. Surveyed CAL FIRE vehicles and vehicles obtained through federal surplus may not be included.

Rated Equipment 1(B)	$/Mile As of 01/01/21
Sedans/Pickups/Service Vehicles	$0.56

- Rated Equipment 1(C) and Unrated Equipment 2(C) applies to vehicles that will be operated, maintained and repaired at actual cost up to the maximum dollars budgeted in schedules.

- State-Owned Equipment
  State-owned vehicles registered in the name of the state and operated on behalf of the local agency.

Sedans/Pickups	$/Mile As of 01/01/21
Schedule A	$0.56
Amador Plan	$0.56
Engines	**$/Month**
Schedule A	$1,431.00
Amador Plan	$1,431.00

Any questions on the Local Government Program should be directed to Gabrielle Avina at (916) 653-9475.

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°Staff Benefit Rate Included; [1]Full Staff Benefit Rate; [2]Retirement, Employee Leave Buyout, Medicare and Prefunding of post-employment benefits; [3]Medicare only. [4]Retirement and Medicare only; [5]Social Security and Medicare only; *Staff Benefit Rates are not included for this expenditure. Salaries identified are based on current negotiated Memorandum of Understandings and applicable projected increases scheduled for implementation on July 1, 2021, and may be subject to change, as identified by CalHR.

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APPENDIX A
PERSONNEL SERVICES MONTHLY SALARY RANGES

(For a full listing of all civil service classifications, see the State of California Civil Service Pay Scales)

CBID	RET.	CLASSIFICATION	MINIMUM	MAXIMUM
S08	POF	Assistant Chief	$7,881	$9,937
R08	POF	Battalion Chief – 84 hr. or 72 hr.	$5,250	$6,639
R08	POF	Fire Apparatus Engineer	$4,235	$5,098
R08	POF	Fire Apparatus Engineer (Paramedic)	$4,528	$5,458
R08	POF	Fire Captain (Paramedic)	$4,848	$6,122
R08	POF	Fire Captain, Range A	$4,528	$5,720
R08	POF	Fire Fighter II	$3,637	$4,596
R08	POF	Fire Fighter II (Paramedic)	$3,893	$4,917
R08	POF	Firefighter I	$3,273	$4,137
R08	POF	Forester I (Nonsupervisory)	$5,702	$7,211
S08	POF	Forester II (Supervisory)	$6,742	$8,522
S08	POF	Forester III	$7,079	$8,953
M08	POF	Forestry and Fire Protection Administrator	$8,273	$10,436
S08	POF	Forestry Equipment Manager I	$5,940	$7,511
S08	POF	Forestry Equipment Manager II	$6,307	$7,976
R08	POF	Forestry Fire Pilot	$6,064	$7,798
R08	POF	Heavy Fire Equipment Operator, Range A	$4,753	$5,720
M08	POF	Unit Chief	$8,273	$10,436
R08	POF	Aviation Officer II (Flight Operations)	$6,942	$8,768
R08	POF	Aviation Officer III (Flight Operations)	$7,630	$9,645
R08	POF	Aviation Officer II (Maintenance)	$6,942	$8,768
R08	POF	Aviation Officer III (Maintenance)	$7,630	$9,645
R08	POF	Forestry Aide	$3,080	$3,710
R08	POF	Forestry Technician, Range A	$3,413	$4,312
R08	POF	Forestry Technician, Range B	$3,728	$4,712
R08	POF	Forestry Assistant I, Range A	$3,904	$4,933
R08	POF	Forestry Assistant I, Range B	$4,273	$5,401
R08	POF	Forestry Assistant II, Range A	$4,482	$5,665
R08	POF	Forestry Assistant II, Range B	$4,920	$6,218
R07	POF	Deputy State Fire Marshal	$6,111	$7,175
R07	POF	Deputy State Fire Marshal III (Specialist)	$7,698	$9,930
S07	POF	Deputy State Fire Marshal III (Supervisor)	$7,817	$10,186
R07	SAF	Communications Operator, Range A	$3,902	$5,375
R07	SAF	Communications Operator, Range B	$4,416	$6,081
R01	MIS	Accountant I (Specialist), Range A	$3,443	$4,310
R01	MIS	Accounting Technician	$3,164	$3,965
S01	MIS	Administrative Officer I, Res. Agency, Range A	$3,964	$4,892
S01	MIS	Administrative Officer I, Res. Agency, Range B	$4,752	$5,881
S01	MIS	Administrative Officer II, Res. Agency	$5,710	$7,095

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APPENDIX A
PERSONNEL SERVICES MONTHLY SALARY RANGES *(Cont'd.)*

CBID	RET.	CLASSIFICATION	MINIMUM	MAXIMUM
R01	MIS	Business Service Officer I (Specialist), Range A	$4,388	$5,494
R08	MIS	Fire Lookout	$3,273	$4,015
R08	MIS	Fire Prevention Specialist I	$3,413	$4,354
R08	MIS	Fire Prevention Specialist II	$3,904	$4,982
R08	MIS	Forestry Logistics Officer I, Range A	$3,638	$4,588
R08	MIS	Forestry Logistics Officer I, Range B	$3,958	$5,048
S08	MIS	Forestry Logistics Officer II	$3,919	$4,944
R12	MIS	Heavy Equipment Mechanic, Range A	$4,874	$5,618
R12	MIS	Materials and Stores Specialist, Range A	$3,400	$4,245
R12	MIS	Materials and Stores Specialist, Range B	$3,698	$4,655
R04	MIS	Office Assistant (General), Range A	$2,665	$3,336
R04	MIS	Office Assistant (General), Range B	$2,929	$3,666
R04	MIS	Office Assistant (Typing), Range A	$2,755	$3,449
R04	MIS	Office Assistant (Typing), Range B	$2,987	$3,742
R04	MIS	Office Technician (General), Range A	$3,164	$3,965
R04	MIS	Office Technician (Typing), Range A	$3,223	$4,033
R01	MIS	Staff Services Analyst (General), Range A	$3,380	$4,235
R01	MIS	Staff Services Analyst (General), Range B	$3,660	$4,581
R01	MIS	Staff Services Analyst (General), Range C	$4,388	$5,494
R01	MIS	Telecom. Systems Analyst I, Range A	$3,380	$4,444
R01	MIS	Telecom. Systems Analyst I, Range B	$3,660	$4,810
R01	MIS	Telecom. Systems Analyst I, Range C	$4,388	$5,769
R01	MIS	Telecommunications Systems Analyst II	$5,278	$6,940
R12	MIS	Warehouse Worker, Range A	$3,400	$3,882

NOTE: Some civil service classifications include alternate ranges if applicable criteria are met.

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STAFF BENEFIT RATE MATRIX FY 2021-22
February 2021 - Preliminary

STAFF BENEFIT RATES	MISC.	SAFETY BU7	SAFETY BU12	POF
RETIREMENT	29.50%	19.38%	19.38%	32.55%
EMPLOYEE LEAVE BUYOUT	2.07%	2.07%	2.07%	2.07%
HEALTH/DENTAL/VISION (HDV)	15.59%	15.59%	15.59%	15.59%
SOCIAL SECURITY INSURANCE (SSI)	6.20%	n/a	n/a	n/a
MEDICARE TAX	1.45%	1.45%	1.45%	1.45%
LIFE INSURANCE	0.00%	0.00%	0.00%	0.00%
SURVIVOR'S BENEFITS	n/a	0.13%	0.13%	0.13%
PREFUNDING OF POST EMPLOYMENT BENEFITS	3.50%	4.00%	4.60%	4.40%
SUBTOTAL	**58.31%**	**42.62%**	**43.22%**	**56.19%**
WORKERS' COMPENSATION	8.29%	8.29%	8.29%	8.29%
TOTAL	**66.60%**	**50.91%**	**51.51%**	**64.48%**

UNEMPLOYMENT INSURANCE (applied to Fire Fighter I only)	MISC.	SAFETY	SAFETY	POF
UNEMPLOYMENT INSURANCE	n/a	n/a	n/a	11.25%

ADMINISTRATIVE RATE (include in all contract costs)	MISC.	SAFETY	SAFETY	POF
STATEWIDE PRO RATA	4.99%	4.99%	4.99%	4.99%
CAL FIRE INDIRECT	7.02%	7.02%	7.02%	7.02%
TOTAL	**12.01%**	**12.01%**	**12.01%**	**12.01%**

STAFF BENEFIT RATES	MISC.	SAFETY	SAFETY	POF
UNPLANNED OVERTIME**	7.65%	1.45%	1.45%	1.45%
EDWC OVERTIME***	0.00%	0.00%	0.00%	40.47%
UNIFORM ALLOWANCE*	0.00%	0.00%	0.00%	1.45%
PARAMEDIC RETENTION****	0.00%	0.00%	0.00%	34.00%
EMERGENCY RESPONSE BONUS****	0.00%	0.00%	0.00%	34.00%
ARDUOUS DUTY ASSIGNMENT**	7.65%	0.00%	0.00%	1.45%

* Medicare
** Social Security and Medicare
*** Retirement, Employee Leave Buyout, Medicare, and Prefunding of post employment benefits
**** Retirement and Medicare

Please contact Gabrielle Avina at (916) 539-1607 or Gabrielle.Avina@fire.ca.gov
if there are questions.

Local Government Cooperative Agreement Staff Benefit Rate
2021-22 Benefit Rate Matrix
February 2021 - Preliminary

Detailed below is the information on the benefit rates for Fiscal Year (FY) 2021-22 that have changed from the prior FY.

1) Retirement

- The retirement rates are based on the rates displayed in the 2021-22 proposed budget bill under Section 3.60 for Miscellaneous (weighted average of Tier 1 and Tier 2); State Safety; and Peace Officer/Firefighter employees.

- The retirement rates increased by 0.13 percent for Miscellaneous, decreased 0.57 percent for Safety, and decreased 3.55 percent for Peace Officer/Firefighter rate.

- The rates are subject to change when the CalPERS Board adopts the final rates in Spring 2021, and when the Legislature adopts it into the Budget Act of 2021.

2) Employee Leave Buyout

- The Employee Leave Buyout rate is based on a five-year average of the 2014-15 through 2018-19 past year actuals of all local government employees. The rate is calculated by dividing the retirement costs by the salaries and wages.

- The Employee Leave Buyout rate has not changed due to the unavailability of the 2019-20 Employee Leave Buyout expenditures.

3) Health/Dental/Vision (HDV)

- The HDV rate of 15.59 percent is based on actual health care expenditures in 2018-19 that have been adjusted for growth using CalPERS State Health Premiums. This preliminary rate is subject to change when the CalPERS Annual Health Premiums are finalized in Spring 2021.

- The rate is determined by dividing the total health, dental and vision costs by salaries and wages.

- The HDV rate will change when the actual health care expenditures in 2019-20 are available.

4) Workers' Compensation

- The Workers' Compensation rate is determined based on the Department of Finance recommended methodology using an average of three years of past year workers' compensation actuals and a current year projection, which is based on first and second quarter workers' compensation actual expenditures.

Local Government Cooperative Agreement Staff Benefit Rate
2021-22 Benefit Rate Matrix
February 2021 - Preliminary

- The Workers' Compensation rate has not changed for Miscellaneous employees, and for State Safety/Peace Officers/Firefighters due to the unavailability of the 2019-20 Workers' Compensation expenditures.

5) Unemployment Insurance

- The Unemployment Insurance rate is calculated by dividing the total Unemployment Insurance expenditures for Temporary Help by the salaries and wages for Temporary Help.

- The Unemployment rate has not changed due to the unavailability of the 2019-20 Unemployment Insurance expenditures.

6) Administrative Rate

- At the time the final July 2020 rates were done, the 2020-21 admin rates were still preliminary and subject to change after control agency and federal review. The rates still are not finalized by the federal government, but the new revised preliminary rate is 12.01 percent after control agency review and approval.

- The 2021-22 admin rates have not been calculated as of yet due to the unavailability of the 2019-20 departmental expenditures.

Local Government Cooperative Agreement Staff Benefit Rate
2020-21 Benefit Rate Matrix
July 2020

Detailed below is the information on the benefit rates for 2020-21 that have changed from the February 2020 preliminary benefit rates.

1) Retirement

- The retirement rates are based on the rates displayed in Control Section 3.60 of the enacted state budget for 2020-21 (SB 74, Chapter 6, Statutes of 2020) for Miscellaneous (weighted average of Tier 1 and Tier 2); State Safety; and Peace Officer/Firefighter employees. However, the Legislature adopted new employer retirement contribution rates, which have been updated pursuant to the California Public Employees' Retirement System Circular Letter 200-035-20.

- The retirement rate decreased by 2.43 percent for Miscellaneous, decreased 2.83 percent for Safety Bargaining Unit 7, decreased 2.46 percent for Safety Bargaining Unit 12, and decreased 12.55 percent for Peace Officer/Firefighter. The decreases in the rates are due to the impact of the State's continued supplemental contributions to buying down premiums.

2) Employee Leave Buyout

- The Employee Leave Buyout rate is based on a five-year average of the 2014-15 through 2018-19 past year actuals of all local government employees. The rate is calculated by dividing the retirement costs by the salaries and wages.

- The Employee Leave Buyout rate has increased 0.26 percent due to an increase in local government retirements being greater than the increase in the local government salaries and wages.

3) Health/Dental/Vision (HDV)

- The HDV rate of 14.57 percent is based on actual health care expenditures in 2018-19 that have been adjusted for growth using the approved CalPERS State Health Premiums through calendar year 2021.

- The rate is determined by dividing the total health, dental and vision costs by salaries and wages.

- The HDV rate decreased significantly due to a change in how Flex Elect payments are being accounted for in FI$Cal versus historically, which is consistent with direction given by the State Controller's Office and the Department of Finance.

    - Flex Elect payment expenditures were previously accounted for as a staff benefit expenditure in CALSTARS, and as a result, historically accounted for in the HDV rate.

Local Government Cooperative Agreement Staff Benefit Rate
2020-21 Benefit Rate Matrix
July 2020

- In FI$Cal, the statewide treatment of Flex Elect payment expenditures are now accounted for as a salaries and wages expenditure not a staff benefit expenditure, and are now considered direct costs to the Department.

- In 2020-21, local government employees Flex Elect payment costs will be a component of salaries and wages, thereby decreasing the HDV rate but increasing the direct amount the benefit rate is applied to.

4) Survivor's Benefits

- The Survivor's Benefits are based off the required CalPERS employer and employee premiums for 2020-21 for the State 5th Level of 1959 Survivor Benefits. Currently, the benefits are $5.95 each, per member, per month.

- With the change of the Survivor's Benefits to $5.95 each, per member, per month, the rate increased 0.01 percent.

5) Prefunding of Post-Employment Benefits:

- The ratified State and Bargaining Unit 1 Memorandum of Understanding (MOU) requires a State contribution to prefund retiree healthcare.

  - Per the MOU, effective July 1, 2018, the prefunding amount is 1.2 percent of pensionable compensation for State Miscellaneous employees.

  - Effective July 1, 2019, an additional 1.1 percent, for a total of 2.3 percent of pensionable compensation.

  - Effective July 1, 2020, an additional 1.2 percent, for a total of 3.5 percent of pensionable compensation.

- The ratified State and Bargaining Unit 7 MOU requires a State contribution to prefund retiree healthcare.

  - Per the MOU, effective July 1, 2017, the prefunding amount is 1.3 percent of pensionable compensation for State Safety employees.

  - Effective July 1, 2018, an additional 1.4 percent, for a total of 2.7 percent of pensionable compensation.

  - Effective July 1, 2019, an additional 1.3 percent, for a total of 4.0 percent of pensionable compensation.

Local Government Cooperative Agreement Staff Benefit Rate
2020-21 Benefit Rate Matrix
July 2020

- The State and Bargaining Unit 8 MOU requires a State contribution to prefund retiree healthcare.
    - Effective July 1, 2017, the amount is 1.5 percent of pensionable compensation for State Peace Officer/Firefighter employees.
    - Effective July 1, 2018, an additional 1.5 percent, for a total of 3.0 percent of pensionable compensation.
    - Effective July 1, 2019, an additional 1.4 percent, for a total of 4.4 percent of pensionable compensation.
- The State and Bargaining Unit 12 MOU requires a State contribution to prefund retiree healthcare.
    - Effective July 1, 2017, the amount is 1.5 percent of pensionable compensation for State Safety employees.
    - Effective July 1, 2018, an additional 1.0 percent, for a total of 2.5 percent of pensionable compensation.
    - Effective July 1, 2019, an additional 1.0 percent, for a total of 3.5 percent of pensionable compensation.
    - Effective July 1, 2020, an additional 1.1 percent, for a total of 4.6 percent of pensionable compensation.

6) Workers' Compensation

- The Workers' Compensation rate is calculated by dividing the total Department Workers' Compensation expenditures by the total Department salaries and wages.
- The Workers' Compensation rate decreased 0.53 percent due to the relative decrease in total Department Workers' Compensation expenditures being less than the increase in total Department payroll.

7) Unemployment Insurance

- The Unemployment Insurance rate is calculated by dividing the total Department Unemployment Insurance expenditures by the total Department salaries and wages for Temporary Help.

Local Government Cooperative Agreement Staff Benefit Rate
2020-21 Benefit Rate Matrix
July 2020

- The Unemployment rate increased 2.89 percent due to the relative increase in total Department payroll being more than the increase in total Unemployment Insurance costs.

8) Administrative Rate

- The 2020-21 Administrative Rate is still pending due to the timing of the closing of 2018-19; the 2018-19 actual expenditure data was not available until May 2020, allowing CAL FIRE's administrative rates to be developed and then approved by state and federal control agencies.
- The preliminary approved rate of 11.96 percent will be utilized until the new rate methodology is approved by the state and federal control agencies.
- The Budget Office has updated the AO-17 in PACMANS with the new rate, and it will be applied prospectively starting in the quarter federal control agency approval is received.
- CAL FIRE will not go back and retroactively adjust what has already been billed or collected.
    - For example, if the federal control agency approves a new rate of 12.00 percent in September 2020, then the first quarter and on invoices will reflect the 12.00 percent. If, however, the federal control agency approves a new rate of 12.00 percent in October 2020, the first quarter invoice will be 11.69 percent and the second to fourth quarter invoice will be 12.00 percent.

STAFF REPORT
5/26/2021

TO: Honorable Mayor and City Council Members

FROM: Andrea J. Carranza, Deputy City Clerk

SUBJECT: Seeking Direction on the Advertisement of Utility Users Tax Citizen Oversight Committee

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STAFF RECOMMENDATION:

Staff is seeking the direction on the advertisement of the Utility Users Tax Citizen Oversight Committee.

BACKGROUND:

On June 8, 2010, voters in the City of Coachella approved Measure I, an ordinance approving a five percent (5%) utility users tax (the "Ordinance"). Section 1 of the Ordinance added Chapter 4.30 *Utility Users Tax* to the Coachella Municipal Code, which establishes a five-member citizens oversight committee of members appointed by the City Council. The citizens oversight committee annually reviews revenues and expenditures from the utility users taxes and presents its findings to the City Council for review.

On February 10, 2021, the City Council adopted Resolution No. 2021-12, establishing the Utility Users Tax Citizen Oversight Committee Appointment Procedure. On February 11, 2021, the City Clerk's Office advertised for the five open positions.

A total of two (2) applications were received by the filing deadline of Monday, April 13, 2021.

On April 28, 2021, the City Council directed staff to extend the deadline for the open seats to Friday, May 7, 2021. New advertisements extending the deadline were posted.

DISCUSSION/ANALYSIS:

No new applications have been received at the time of this writing.

Staff is seeking direction to extend the application period to a new date.

STAFF REPORT
5/26/2021

TO: Honorable Mayor and City Council Members

FROM: Maritza Martinez, Public Works Director

SUBJECT: Appointments to the Coachella Parks and Recreation Commission, five new Commissioners and one Alternate Commissioner.

STAFF RECOMMENDATION:

Appoint to the Coachella Parks and Recreation Commission, five new Commissioners and one Alternate Commissioner.

EXECUTIVE SUMMARY:

Council action approval of Ordinance 1172 amended the existing Municipal Code Chapter 2.28 addressing the Coachella Parks and Recreation Commission. This Ordinance identifies that each council member may nominate one individual to serve on each city commission and committee subject to appointment by the mayor, with approval by the city council.

The application period ended on May 7th and we have received nine (9) applications from Coachella residents for the identified vacancies:

Parks and Recreation Commission *(five open seats, plus one alternate)*

- Rosalio Avila
- Victor Alcantara
- J. Carlos Ayala *(current member)*
- Ezra Cadena
- Javier Figueroa *(current member)*
- Lesly Figueroa
- Yvonne Franco
- Karina Rodriguez *(current member)*
- Rosario Sabala *(current member)*

Council may at this time direct selection of Commissioners as follows: 1) vote to elect the applicants currently on file (attached hereto), 2) choose to establish a new application period to invite additional applicants to apply for the vacant Commissioner and Alternate Commissioner positions and/or 3) provide alternate direction.

FISCAL IMPACT:

Neither recommended action has a direct fiscal impact on the adopted budget.

Attachments:

Applications received

CITY OF COACHELLA

PARKS AND RECREATION COMMISSION APPLICATION

Application **deadline** is **6:00 p.m.** on **Monday, April 12, 2021**
Application must be received by the deadline in order to be considered

NAME: Rosalio Avila

ADDRESS: 49783 Corte Percebe

TELEPHONE: 7609898422 **E-MAIL:** StayFreshtint@gmail.com

To be eligible for appointment to the Commission you must be a resident of the City of Coachella. Members may only serve on one commission/committee.

Note: In the event a member of the commission has three (3) consecutive unexcused absences from meetings of the Commission, the City Council may declare the office of such member vacant.

PLEASE FURNISH BRIEF RESPONSES TO THE QUESTIONS BELOW:

1. Why do you think you should be appointed? What is there specifically in your background, training, education and interests that qualifies you as a candidate?

   Having 2 young kids age 7-9 and wanted them to get involved more in sports like how i used growing up. Being a father figure that wants whats best for their kids would make me a great candidate

2. What do you see as the goals and objectives of the Commission? How would you help achieve these objectives and goals?

3. What special qualities can you bring to the Commission?

4. Do you have any questions or comments about the Commission's structure or functions?

5. What roles or involvement have you had in sports leagues? Please identify the league(s), if any, of which you have been a member or parent.

i payed soccer in my youth and also sponserd soccer teams

6. Other comments and/or ideas as to how you as a member of the Parks and Recreation Commission could benefit the City of Coachella.

Signature

8/12/2024
Date

Note: Members of commissions shall be appointed for four year terms or less. The term of each commission member shall continue for the term of the nominating council member and automatically terminate when the council member's term ends. If a council member is reelected, that council member is entitled to make all new nominations or may choose to re-nominate the council member's previous nominee.

PLEASE RETURN THIS COMPLETED APPLICATION TO:

Andrea Carranza, Deputy City Clerk
City of Coachella
53-462 Enterprise Way
Coachella, CA 92236

acarranza@coachella.org

(Revised 02-10-2021)

CITY OF COACHELLA

PARKS AND RECREATION COMMISSION APPLICATION

Application **deadline** is **6:00 p.m.** on **Monday, April 12, 2021**
Application must be received by the deadline in order to be considered

NAME: Victor Alcantara

ADDRESS: 52447 Calle Alicia Coachella

TELEPHONE: 7606092084 **E-MAIL:** Alexandert1276@gmail.com

To be eligible for appointment to the Commission you must be a resident of the City of Coachella. Members may only serve on one commission/committee.

Note: In the event a member of the commission has three (3) consecutive unexcused absences from meetings of the Commission, the City Council may declare the office of such member vacant.

PLEASE FURNISH BRIEF RESPONSES TO THE QUESTIONS BELOW:

1. Why do you think you should be appointed? What is there specifically in your background, training, education and interests that qualifies you as a candidate?

I think there are many reasons as why I would be a very good appointee, one of them being that I am very well known in our community. What qualifies me is I have been a coach/trainer for sports for almost about a decade with different types of teams in our city and out of the valley as well.

2. What do you see as the goals and objectives of the Commission? How would you help achieve these objectives and goals?

I think the main goal is to get the youth participated as much as they can so that the likelihood of them making bad actions would be low.

3. What special qualities can you bring to the Commission?

Special qualities that I can bring are the ability to coach and mentor, knowledge and supportive.

4. Do you have any questions or comments about the Commission's structure or functions?

No, I believe it is a working structure.

5. What roles or involvement have you had in sports leagues? Please identify the league(s), if any, of which you have been a member or parent.

I have been a coach in most coachella leagues, a coach in the Coast Soccer League. I have also been a parent in the Development Academy and now am a parent in the Elite Clubs National League.

6. Other comments and/or ideas as to how you as a member of the Parks and Recreation Commission could benefit the City of Coachella.

I feel as I could help and improve the parks and maintenance as that is an important factor for sports and people who generally generally go there. I also feel I could help and make leagues run smoother.

Signature

Date

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acarranza@coachella.org

(Revised 02-10-2021)

CITY OF COACHELLA

PARKS AND RECREATION COMMISSION APPLICATION

Application **deadline** is **6:00 p.m.** on **Monday, April 12, 2021**
Application must be received by the deadline in order to be considered

NAME: J.Carlos Ayala

ADDRESS: 86774 Romualda ct. Coachella Ca, 92236

TELEPHONE: 760-989-7245 **E-MAIL:** carlos4434@gmail.com

To be eligible for appointment to the Commission you must be a resident of the City of Coachella. Members may only serve on one commission/committee.

Note: In the event a member of the commission has three (3) consecutive unexcused absences from meetings of the Commission, the City Council may declare the office of such member vacant.

PLEASE FURNISH BRIEF RESPONSES TO THE QUESTIONS BELOW:

1. Why do you think you should be appointed? What is there specifically in your background, training, education and interests that qualifies you as a candidate?

   I feel that I am a great candidate for this position based on this would be my 2nd term, my passion for sports, and my experience with coaching at multiple schools in the valley. As I been a Coachella native my whole life, I support the growth of the community. I hold an AA degree with an emphasis in Kinesiology and a Bachelors in Social Science.

2. What do you see as the goals and objectives of the Commission? How would you help achieve these objectives and goals?

   The goals of the commission are to provide positive opportunities for a community to come together and strengthen support for each other. I enjoy being a part of the commission and help reach the goals set forth by the city.

3. What special qualities can you bring to the Commission?

   I bring a positive and energetic personality to the commission. Growing up in Coachella and being involved in many sports and attending community events, I feel I understand some of the unique needs of the community. My motivation will help me be successful in this position.

4. Do you have any questions or comments about the Commission's structure or functions?

Just one comment, there is nothing i want more for my community but to continue to help finish building La Ponderosa park, the neighborhood i lived in my whole life. i would be honored if i am granted the opportunity to do so.

5. What roles or involvement have you had in sports leagues? Please identify the league(s), if any, of which you have been a member or parent.

I have assisted many coaches with basketball leagues at the recreational center. I have also coached many sports in schools throughout the school district and currently the head coach of the Indio High School golf team. In the past, I helped out with softball leagues as well.

6. Other comments and/or ideas as to how you as a member of the Parks and Recreation Commission could benefit the City of Coachella.

I feel my go-getter attitude, passion for sports, relationships in the community, and experience as a commissioner will benefit the City of Coachella and make me a strong team member on the commission.

Juan Carlos Ayala
Signature

2/22/2021
Date

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53-462 Enterprise Way
Coachella, CA 92236

acarranza@coachella.org

(Revised 02-10-2021)

CITY OF COACHELLA

PARKS AND RECREATION COMMISSION APPLICATION

Application **deadline** is **6:00 p.m.** on **Monday, April 12, 2021**
Application must be received by the deadline in order to be considered

NAME: Ezra Cadena

ADDRESS: 52356 Calle Empalme

TELEPHONE: (442)-234-8736 **E-MAIL:** e.cadena017@gmail.com

To be eligible for appointment to the Commission you must be a resident of the City of Coachella. Members may only serve on one commission/committee.

Note: In the event a member of the commission has three (3) consecutive unexcused absences from meetings of the Commission, the City Council may declare the office of such member vacant.

PLEASE FURNISH BRIEF RESPONSES TO THE QUESTIONS BELOW:

1. Why do you think you should be appointed? What is there specifically in your background, training, education and interests that qualifies you as a candidate?

   See attached

2. What do you see as the goals and objectives of the Commission? How would you help achieve these objectives and goals?

   See attached

3. What special qualities can you bring to the Commission?

   See attached

4. Do you have any questions or comments about the Commission's structure or functions?

See attached

5. What roles or involvement have you had in sports leagues? Please identify the league(s), if any, of which you have been a member or parent.

See attached

6. Other comments and/or ideas as to how you as a member of the Parks and Recreation Commission could benefit the City of Coachella.

See attached

Signature

04/12/2021
Date

Note: Members of commissions shall be appointed for four year terms or less. The term of each commission member shall continue for the term of the nominating council member and automatically terminate when the council member's term ends. If a council member is reelected, that council member is entitled to make all new nominations or may choose to re-nominate the council member's previous nominee.

PLEASE RETURN THIS COMPLETED APPLICATION TO:

Andrea Carranza, Deputy City Clerk
City of Coachella
53-462 Enterprise Way
Coachella, CA 92236

acarranza@coachella.org

(Revised 02-10-2021)

1. I think that I should be appointed to the position because I have a strong passion and commitment for my community. I have participated in past community engagement activities with Raices Cultura where I helped coordinate the annual Dia de Los Muertos Event, helped with community tabling and the Coachella Valley Arts Festival installation.
2. I really value community engagement and involvement. Before the renovation of Veterans Park I remember the parking being a center for congregation within the senior community as well as with other community members. After the renovation I have noticed a significant decrease in the amount of utilization of the park aside from community events being hosted at the park. If appointed one of my goals would be to get the community back outside, after COVID restrictions though. To achieve this I would advocate for access to heat resistant areas to bring people to avoid the desert heat.
3. I am from Coachellita, I have grown up on Ave 53 and Ave 52 and the reality is, is that visually the parks in the nearby area need greater investment. The only parks that I had access to as a child were Bagduma Park and a nameless park on Ave 53. Those two areas visually reflect a lower income area in comparison to Rancho Las Flores. If appointed I would love to advocate for the residents within those areas that have been neglected.
4. I would be interested in assuring that the commission has a real policy making role within the City Council. I want to know what are the metrics for measuring the commissions effectiveness in relation to the expectations of the City Counsil.
5. As a child I participated in the city of Coachella's Bronco Little League. Most of our games and practices were held at Bagduma park on Ave 52. Shortly after the Bronco league, I then aged into a different league that practiced and held games at Dateland Park.
6. My appointment to this commission will merge my passion for art and civic engagement. I love the City of Coachella and would love the opportunity to showcase my leadership skills while showing my love for this city and my passion for art.

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CITY OF COACHELLA

PARKS AND RECREATION COMMISSION APPLICATION

Application **deadline** is **6:00 p.m.** on **Monday, April 12, 2021**
Application must be received by the deadline in order to be considered

NAME: JAVIER FIGUEROA

ADDRESS: 49974 AVENIDA DEL PARQUE COACHELLA CA 92236

TELEPHONE: 7608345165

E-MAIL: eljavio@gmail.com

To be eligible for appointment to the Commission you must be a resident of the City of Coachella. Members may only serve on one commission/committee.

Note: In the event a member of the commission has three (3) consecutive unexcused absences from meetings of the Commission, the City Council may declare the office of such member vacant.

PLEASE FURNISH BRIEF RESPONSES TO THE QUESTIONS BELOW:

1. Why do you think you should be appointed? What is there specifically in your background, training, education and interests that qualifies you as a candidate?

   I HAVE SERVED IN THE PARKS AND RECS COMMISION IN THE PAST.

2. What do you see as the goals and objectives of the Commission? How would you help achieve these objectives and goals?

   BETTER SERVE THE COMMUNITY BY HELPING IN WHATEVER WAY WE CAN.

3. What special qualities can you bring to the Commission?

   OPEN MIND, IDEAS, AND EXECUTE GOALS.

4. Do you have any questions or comments about the Commission's structure or functions? NA

5. What roles or involvement have you had in sports leagues? Please identify the league(s), if any, of which you have been a member or parent.

I HAVE COACHED BASEBALL LITTLE LEAGUE IN COACHELLA FOR APPROXIMATELY 6 YEARS.

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6. Other comments and/or ideas as to how you as a member of the Parks and Recreation Commission could benefit the City of Coachella.

I WILL ASSIST IN WHATEVER TASKS I AM GIVEN AND NEW ONES I CAN THINK OF THAT MAY HELP MY COMMUNITY.

JAVIER FIGUEROA_____ Signature Date 4-12-21

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Andrea Carranza, Deputy City Clerk
City of Coachella
53-462 Enterprise Way
Coachella, CA 92236

acarranza@coachella.org *(Revised 02-10-2021)*

CITY OF COACHELLA

PARKS AND RECREATION COMMISSION APPLICATION

Application **deadline** is **6:00 p.m.** on **Monday, April 12, 2021**
Application must be received by the deadline in order to be considered

NAME: Lesly Figueroa

ADDRESS: 83952 Moonlit Dr. Coachella, CA 92236

TELEPHONE: 760-972-6337 **E-MAIL:** lesly.figueroa70@gmail.com

To be eligible for appointment to the Commission you must be a resident of the City of Coachella. Members may only serve on one commission/committee.

Note: In the event a member of the commission has three (3) consecutive unexcused absences from meetings of the Commission, the City Council may declare the office of such member vacant.

PLEASE FURNISH BRIEF RESPONSES TO THE QUESTIONS BELOW:

1. Why do you think you should be appointed? What is there specifically in your background, training, education and interests that qualifies you as a candidate?

   I have lived in the City of Coachella most of my life and in my upbringing I have personally experienced the changes and benefits of the community parks in my City. Through personal and professional experience, my urban planning degree, role as a community organizer, policy advocate, and active community member, I am confident in my abilities to truly participate in my community and ensure equitable growth of parks and other recreational opportunities in the City.

2. What do you see as the goals and objectives of the Commission? How would you help achieve these objectives and goals?

   The parks and recreations commission should advance broader communication efforts with the community to inform all community members of the projects, grant applications, and challenges to improve transparency in the City. Additionally, the commission should actively assist in gathering input and project ideas from the broader community.

3. What special qualities can you bring to the Commission?

   In my role as a community organizer, I have effective community outreach strategies and strong connections within the community that assist my ability to communicate broadly with the residents of the City. As a native Spanish speaker and urban planner, I share the ability to communicate community development projects in simple and effective ways.

4. Do you have any questions or comments about the Commission's structure or functions?

The commission should work closely with the planning or community development department to create mid-year or end of the year reports on the status of development projects to inform community members of these updates. Also, the commission should work closely with planning commission, city council, and other relevant departments to conduct adequate outreach and request broad community input for upcoming projects and recreational opportunities.

5. What roles or involvement have you had in sports leagues? Please identify the league(s), if any, of which you have been a member or parent.

I have had limited involvement with the sports leagues however, I maintain networks with community members actively engaged in the sports leagues and I am more than willing to continue to foster effective relationships with community members in the sports leagues and the City of Coachella.

6. Other comments and/or ideas as to how you as a member of the Parks and Recreation Commission could benefit the City of Coachella.

N/A.

Signature

04/04/2021
Date

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PLEASE RETURN THIS COMPLETED APPLICATION TO:

Andrea Carranza, Deputy City Clerk
City of Coachella
53-462 Enterprise Way
Coachella, CA 92236

and urban planner, I share the ability to communicate community development projects in simple and effective ways.

acarranza@coachella.org

(Revised 02-10-2021)

CITY OF COACHELLA

PARKS AND RECREATION COMMISSION APPLICATION

Application **deadline** is **6:00 p.m.** on **Monday, April 12, 2021**
Application must be received by the deadline in order to be considered

NAME: Yvonne Franco

ADDRESS: 52643 Calle Camacho, Coachella, CA 92236

TELEPHONE: 619-987-7258 **E-MAIL:** yvonnedfranco@gmail.com

To be eligible for appointment to the Commission you must be a resident of the City of Coachella. Members may only serve on one commission/committee.

Note: In the event a member of the commission has three (3) consecutive unexcused absences from meetings of the Commission, the City Council may declare the office of such member vacant.

PLEASE FURNISH BRIEF RESPONSES TO THE QUESTIONS BELOW:

1. Why do you think you should be appointed? What is there specifically in your background, training, education and interests that qualifies you as a candidate?

   As a resident I think it is important for a city to provide its residents with the benefit of parks for recreational and passive activities. I have a backgroud in land use planning, my college internship was with the National Parks Service, and have a B.A. in Geography.

2. What do you see as the goals and objectives of the Commission? How would you help achieve these objectives and goals?

   My goal is to work collaboratively with other commissioners and staff to make recommendations to the council in the development and improvement of parks. It's important to be aware of the needs and expectations of the public and the goals of the city council.

3. What special qualities can you bring to the Commission?

   During my NPS internship, I learned the importance of parks and their ability to improve one's physical health and the tranquility that being outdoors can provide.

4. Do you have any questions or comments about the Commission's structure or functions?

No questions or comments at this time.

5. What roles or involvement have you had in sports leagues? Please identify the league(s), if any, of which you have been a member or parent.

My son participated in t-ball at a very young age.

6. Other comments and/or ideas as to how you as a member of the Parks and Recreation Commission could benefit the City of Coachella.

The last twelve months have motivated many of us to think of the importance of health, family, and friends. Being outside and the benefit of parks became important to connect with ourselves and others to stay healthy. Hopefully, future park designs can incorporate amenities for individual activities such as trails.

Yvonne Garcia
Signature

May 7, 2021
Date

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PLEASE RETURN THIS COMPLETED APPLICATION TO:

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53-462 Enterprise Way
Coachella, CA 92236

acarranza@coachella.org

(Revised 02-10-2021)

CITY OF COACHELLA

PARKS AND RECREATION COMMISSION APPLICATION

Application **deadline** is **6:00 p.m.** on **Monday, April 12, 2021**
Application must be received by the deadline in order to be considered

NAME: Karina Rodriguez

ADDRESS: 83600 San Mateo Avenue Coachella Ca 92236

TELEPHONE: 760.701.2626 **E-MAIL:** krodriguez@drd.us.com

To be eligible for appointment to the Commission you must be a resident of the City of Coachella. Members may only serve on one commission/committee.

Note: In the event a member of the commission has three (3) consecutive unexcused absences from meetings of the Commission, the City Council may declare the office of such member vacant.

PLEASE FURNISH BRIEF RESPONSES TO THE QUESTIONS BELOW:

1. Why do you think you should be appointed? What is there specifically in your background, training, education and interests that qualifies you as a candidate?

   I have been an active commissioner since 2013. I am a Coachella resident as well as the Supervisor for the Eastern Coachella Valley for Desert Recreation District. I am very familiar with the recreation policies, procedures, and I am aware of the recreation programs in the city of Coachella.

2. What do you see as the goals and objectives of the Commission? How would you help achieve these objectives and goals?

   My primary goal for the Commission is to help establish consistency, open communication assist with any issues or concerns regarding the leagues. I have over 10 years of expereince in community programming which includes recreation. I would love to bring my knowledge and share it with others.

3. What special qualities can you bring to the Commission?

   Familiarity with current leagues and agreements. Experience with planning, organizing, and programming.

4. Do you have any questions or comments about the Commission's structure or functions?

None

5. What roles or involvement have you had in sports leagues? Please identify the league(s), if any, of which you have been a member or parent.

My child has participated in youth leagues. for DRD. I have helped organize youth sports leagues including schedules, field/light reservations, registration, etc.

6. Other comments and/or ideas as to how you as a member of the Parks and Recreation Commission could benefit the City of Coachella.

As a lifelong Coachella resident I would like to continue seeing the growth in our community, parks, and programs. I would like to share my skills and knowledge to help better recreation in Coachella.

Karina Rodriguez
Signature

3/25/2021
Date

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(Revised 02-10-2021)

CITY OF COACHELLA

PARKS AND RECREATION COMMISSION APPLICATION

Application **deadline** is **6:00 p.m.** on **Monday, April 12, 2021**
Application must be received by the deadline in order to be considered

NAME: Rosario Sabala

ADDRESS: 83464 Ixtapa Ave Coachella Ca 92236

TELEPHONE: 7602854023 **E-MAIL:** sabalarso@aol.com

To be eligible for appointment to the Commission you must be a resident of the City of Coachella. Members may only serve on one commission/committee.

Note: In the event a member of the commission has three (3) consecutive unexcused absences from meetings of the Commission, the City Council may declare the office of such member vacant.

PLEASE FURNISH BRIEF RESPONSES TO THE QUESTIONS BELOW:

1. Why do you think you should be appointed? What is there specifically in your background, training, education and interests that qualifies you as a candidate?

   I'm a licensed clinical therapist who often promotes engaging in physical activities in the community to improve mental and physical health. I'm an avid distant runner and have lived in the city of Coachella for more than 10 years.

2. What do you see as the goals and objectives of the Commission? How would you help achieve these objectives and goals?

   The goals and objectives of the commission is to represent or be an advocate for the poeple of Coachella to improving access and quality to recreational activities for individuals and families.

3. What special qualities can you bring to the Commission?

   Long-term Coachella of city resident, insight to barriers in accessing recreational activities

4. Do you have any questions or comments about the Commission's structure or functions?

   none

5. What roles or involvement have you had in sports leagues? Please identify the league(s), if any, of which you have been a member or parent.

   none

6. Other comments and/or ideas as to how you as a member of the Parks and Recreation Commission could benefit the City of Coachella.

   Proposals on how to improve access to older adults concerning recreational activities.

Rosario Sabala LMFT
Signature

4/12/2021
Date

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PLEASE RETURN THIS COMPLETED APPLICATION TO:

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City of Coachella
53-462 Enterprise Way
Coachella, CA 92236

acarranza@coachella.org

(Revised 02-10-2021)

STAFF REPORT
5/26/2021

TO: Honorable Mayor and City Council Members

FROM: Luis Lopez, Development Services Director

SUBJECT: Consideration to Appoint Five (5) Coachella Residents to the Coachella Cultural and Arts Commission for alternating terms.

STAFF RECOMMENDATION:

Staff recommends that the Mayor and City Council appoint five (5) Art Commissioners from the applications received, attached to this staff report, or appoint any other qualifying Coachella resident prior to the hearing.

BACKGROUND:

Chapter 2.68 of the Coachella Municipal Code (recently amended) establishes a new Cultural and Arts Commission to be made up of five members, who are appointed to either 2 or 4-year terms that are staggered to coincide with the City Council seats. The Mayor and each council member is authorized to appoint one Commissioner subject to ratification by the Mayor and City Council vote. Generally the Coachella Municipal Code states that all Commissioners are appointed by the Mayor, with approval by the City Council. Sub-section 2.23.010 of the Coachella Municipal requires all members of any Commission to be residents of the City.

DISCUSSION/ANALYSIS:

At the time that this staff report was written, the City Clerk had received the following 10 applications for Cultural and Arts Commissioners:

Maria Aceves
Yurema Arvizu
Keila Cupil
Javier Figueroa (1st choice Parks and Recreation, 2nd choice Cultural and Arts Commission)
Andrew Gallegos
Armando Lerma
Irene Ortiz
James Partida
Julio Ramirez
Jonathan Rivera

From the above list whose applications are currently on file with the City Clerk, the Mayor and City Council may consider appointments. The City Council may nominate one individual to serve on each city commission subject to appointment by the Mayor, with approval by the City Council and terms staggered to coincide with the City Council seats.

FISCAL IMPACT:

There are no direct fiscal impacts by appointment of Cultural and Arts Commissioners on the adopted budget for Fiscal Year 2021/2022 other than nominal costs for meals and training.

Attachments: Applications Received

CITY OF COACHELLA

CULTURAL AND ARTS COMMISSION APPLICATION

Application **deadline** is **6:00 p.m.** on **Monday, April 12, 2021**
Application must be received by the deadline in order to be considered

NAME: Marisa Aceves

ADDRESS: 50080 Calle Tolosa Coachella Ca 92236

TELEPHONE: (760)238-2370 **E-MAIL:** marisa@alianzacv.org

To be eligible for appointment to the Commission you must be a resident of the City of Coachella. Members may only serve on one commission/committee.

Note: In the event a member of the commission has three (3) consecutive unexcused absences from meetings of the Commission, the City Council may declare the office of such member vacant.

PLEASE FURNISH BRIEF RESPONSES TO THE QUESTIONS BELOW:

1. Why do you think you should be appointed? What is there specifically in your background, training, education and interests that qualifies you as a candidate?

   I am a member that cares about my community. I grew up in this community, attended local schools and returned to raise my family after graduating. I know the needs of my community through life long experience. I am also very passionate about arts and culture.

2. What do you see as the goals and objectives of the Commission? How would you help achieve these objectives and goals?

   The goals of this commission should be to develop creative avenues that benefit our community at large. It is our job as adults to provide said opportunities for our youth to have positive outlets in the arts. Coachella is a budding art hub and we need to expand on it. By creating more areas of interest to attract tourist, we can bring more revenue to our city which can be reinvested in programming for our community.

3. What special qualities can you bring to the Commission?

   I am passionate about art and culture. While in college I was asked to be part of a commission formed by Wasc(resposible for school accredidation). Because there was a lack of diversity. Such involvement resulted in adding a wing to the library for more diverse authors and more culturally diverse class topics.

4. Do you have any questions or comments about the Commission's structure or functions?

Not at this time.

5. Other comments and/or ideas as to how you as a member of the Cultural and Arts Commission could benefit the City of Coachella.

One of our best assests are our people. We have a lot of local talent that needs to be developed and our children need to develop a sense of pride as they learn about their culture. As a person that is extremely passionate about culture and the various mediums that it can offer, I would like to be part of that change.

Marisa Acuna
Signature

4/29/2021
Date

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PLEASE RETURN THIS COMPLETED APPLICATION TO:

Andrea Carranza, Deputy City Clerk
City of Coachella
53-462 Enterprise Way
Coachella, CA 92236

acarranza@coachella.org

(Revised 02-10-2021)

CITY OF COACHELLA

CULTURAL AND ARTS COMMISSION APPLICATION

Application **deadline** is **6:00 p.m.** on **Monday, April 12, 2021**
Application must be received by the deadline in order to be considered

NAME: Yurema Arvizu

ADDRESS: 85885 Avenida Aleenah, Coahcella CA 922366

TELEPHONE: 760-625-4338 **E-MAIL:** yuremaarvizu@gmail.com

To be eligible for appointment to the Commission you must be a resident of the City of Coachella. Members may only serve on one commission/committee.

Note: In the event a member of the commission has three (3) consecutive unexcused absences from meetings of the Commission, the City Council may declare the office of such member vacant.

PLEASE FURNISH BRIEF RESPONSES TO THE QUESTIONS BELOW:

1. Why do you think you should be appointed? What is there specifically in your background, training, education and interests that qualifies you as a candidate?

I am a lifetime member of the community. My passion in public service led me to pursue a degree in public policy concentrated on urban and environmental policy.

I've been actively involved in the community as a promotorx for Planned Parenthood actively advocating for the reproductive health of community members.

I'm also a social media coordinator making me skilled in online communications which are crucial for communicating with the youth.

Through my education + work experience, I believe I can make a great addition to the committee.

2. What do you see as the goals and objectives of the Commission? How would you help achieve these objectives and goals?

I would precieve the goals and objectives to be: ensuring we are actively communiting with the community, ensuring we have community involvement

actively enriching the community through art, create and implement programs involving the arts.

I would help achieve these obejectives and goals by reviewing archives of past city-run activities and drafting plans as well as help with implementation.

I would suggest conducting more surveys via social media to get the feedback of community members on what they would like to see and incentivicing the survey itself to increase engagement.

3. What special qualities can you bring to the Commission?

My enthusiasm with ensuring our city continues to grow is a good quality that will motivate me to do my best in this commitee.

I am also skilled in social media communications and copywriting which may be useful when promoting a new activity, event or idea for the parks. Additionally,

my education in public policy allows me to best analyze every step of the planning process to ensure successful outcomes.

4. Do you have any questions or comments about the Commission's structure or functions?

Will we be working off the previous commitee member's plans? How hands on can commitee members be?

5. Other comments and/or ideas as to how you as a member of the Cultural and Arts Commission could benefit the City of Coachella.

I believe art brings us together. It's beautiful to see the art around the city and see the amount of cultural references that were put into it. As someone who used art as a coping mechanism as a kid, I feel passionate about being a part of a commitee that preserves the cultural arts. I hope to be of influence and expand on existing and/or partake in programs that will extend the love for the cultural arts that many of us share to the youth of the city.

Signature

4/12/21
Date

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PLEASE RETURN THIS COMPLETED APPLICATION TO:

Andrea Carranza, Deputy City Clerk
City of Coachella
53-462 Enterprise Way
Coachella, CA 92236

acarranza@coachella.org

(Revised 02-10-2021)

CITY OF COACHELLA

CULTURAL AND ARTS COMMISSION APPLICATION

Application **deadline** is **6:00 p.m.** on **Monday, April 12, 2021**
Application must be received by the deadline in order to be considered

NAME: Keila Cupil

ADDRESS: 52336 Calle Camacho, Coachella, CA 92236

TELEPHONE: (760)673-8295 **E-MAIL:** Kecupil88@gmail.com

To be eligible for appointment to the Commission you must be a resident of the City of Coachella. Members may only serve on one commission/committee.

Note: In the event a member of the commission has three (3) consecutive unexcused absences from meetings of the Commission, the City Council may declare the office of such member vacant.

PLEASE FURNISH BRIEF RESPONSES TO THE QUESTIONS BELOW:

1. Why do you think you should be appointed? What is there specifically in your background, training, education and interests that qualifies you as a candidate?

   I have been a member of Culturas Music & Arts since 2012. I have volunteered by painting 2 panels for the Shady Lane Mural; the Mexican Revolution and the Golden Era of Mexican Cinema and Music.

2. What do you see as the goals and objectives of the Commission? How would you help achieve these objectives and goals?

   The Cultural and Arts commision should facilitate new works of art in the City of Coachella. It should do so keeping in mind that the works improve the lives of Coachella residents, reflect the community, & provide opportunities for local artists. Through my work with Culturas I have gained the experience to achieve these goals.

3. What special qualities can you bring to the Commission?

   I have a deep and sincere love for Coachella. I have a passion for art because of the impact it has had in my life. I have experience organizing art events and creating artwork as an artist myself.

4. Do you have any questions or comments about the Commission's structure or functions?

5. Other comments and/or ideas as to how you as a member of the Cultural and Arts Commission could benefit the City of Coachella.

I feel that local artists should be showcased more in new works throughout the city. There is so much local talent in the city of a Coachella and throughout the Valley who would benefit from opportunities the city can provide through public art.

Signature

4-12-21
Date

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Coachella, CA 92236

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(Revised 02-10-2021)

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CITY OF COACHELLA

CULTURAL AND ARTS COMMISSION APPLICATION

Application **deadline** is **6:00 p.m.** on **Monday, April 12, 2021**
Application must be received by the deadline in order to be considered

NAME:JAVIER FIGUEROA

ADDRESS: 49974 AVENIDA DEL PARQUE

TELEPHONE: 760-834-5165

E-MAIL:760javier@gmail.com

To be eligible for appointment to the Commission you must be a resident of the City of Coachella. Members may only serve on one commission/committee.

Note: In the event a member of the commission has three (3) consecutive unexcused absences from meetings of the Commission, the City Council may declare the office of such member vacant.

PLEASE FURNISH BRIEF RESPONSES TO THE QUESTIONS BELOW:

1. Why do you think you should be appointed? What is there specifically in your background, training, education and interests that qualifies you as a candidate?

   I have been part of the parks and recs committee since 2019

2. What do you see as the goals and objectives of the Commission? How would you help achieve these objectives and goals?

   Further support the local arts through our youth.

3. What special qualities can you bring to the Commission?

   Several classes in college in the arts department.

4. Do you have any questions or comments about the Commission's structure or functions?

No questions.

5. Other comments and/or ideas as to how you as a member of the Cultural and Arts Commission could benefit the City of Coachella.

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I will attempt to help with what ever tasks i am given with what ever i can help with.

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JAVIER FIGUEROA _____ Signature Date 4-12-21

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PLEASE RETURN THIS COMPLETED APPLICATION TO:

Andrea Carranza, Deputy City Clerk
City of Coachella
53-462 Enterprise Way
Coachella, CA 92236

acarranza@coachella.org *(Revised 02-10-2021)*

CITY OF COACHELLA

CULTURAL AND ARTS COMMISSION APPLICATION

Application **deadline** is **6:00 p.m.** on **Monday, April 12, 2021**
Application must be received by the deadline in order to be considered

NAME: Andrew Gallegos

ADDRESS: 49-615 Cesar Chavez st. spc 107 Coachella CA 92236

TELEPHONE: 760-574-9283 **E-MAIL:** sirknightandrew1980@gmail.com

To be eligible for appointment to the Commission you must be a resident of the City of Coachella. Members may only serve on one commission/committee.

Note: In the event a member of the commission has three (3) consecutive unexcused absences from meetings of the Commission, the City Council may declare the office of such member vacant.

PLEASE FURNISH BRIEF RESPONSES TO THE QUESTIONS BELOW:

1. Why do you think you should be appointed? What is there specifically in your background, training, education and interests that qualifies you as a candidate?

I have a strong background with local and State non-profit organizations. Which I am on a local board that helps out the residents of the city of Coachella.

2. What do you see as the goals and objectives of the Commission? How would you help achieve these objectives and goals?

One of my goals would be having a Cultural & Arts fair. To make this goal possible is to get the community involve as much as possible.

3. What special qualities can you bring to the Commission?

My special quality is event planning I have organized from black tie events to Golf tournaments.

4. Do you have any questions or comments about the Commission's structure or functions?

Not at the moment.

5. Other comments and/or ideas as to how you as a member of the Cultural and Arts Commission could benefit the City of Coachella.

I am a "Go Getter" and I will bring Coachella Cultural & Arts to our residents.

Signature

4-5-2021
Date

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(Revised 02-10-2021)

CITY OF COACHELLA

CULTURAL AND ARTS COMMISSION APPLICATION

Application **deadline** is **6:00 p.m.** on **Monday, April 12, 2021**
Application must be received by the deadline in order to be considered

NAME: Armando Lerma

ADDRESS: 83-983 Fiesta Rd. Coachella

TELEPHONE: 760-799-8623 **E-MAIL:** chiefssigns@gmail.com

To be eligible for appointment to the Commission you must be a resident of the City of Coachella. Members may only serve on one commission/committee.

Note: In the event a member of the commission has three (3) consecutive unexcused absences from meetings of the Commission, the City Council may declare the office of such member vacant.

PLEASE FURNISH BRIEF RESPONSES TO THE QUESTIONS BELOW:

1. Why do you think you should be appointed? What is there specifically in your background, training, education and interests that qualifies you as a candidate?
   I am an artist with a bachelors degree in fine arts. I grew up in this community and continue to live and work in Coachella. I have over 20 years experience as an artist exhibiting my work at galleries, museums, and public art projects. I am the founder of the Coachella Walls mural project.

2. What do you see as the goals and objectives of the Commission? How would you help achieve these objectives and goals?
   The goals of the commission is to create a plan that will best represent our community in regards to public art and how best to use resources to achieve those goals. I hope to work with the rest of the commission to create a standard in regard to quality and experience as well as artistic expression.

3. What special qualities can you bring to the Commission?
   My 20+ years experience as an artist and my relationships with other artists are special qualities I would bring to the Commission. I also have a good understanding of what is needed in executing a public art project.

4. Do you have any questions or comments about the Commission's structure or functions?
   No

5. Other comments and/or ideas as to how you as a member of the Cultural and Arts Commission could benefit the City of Coachella.
   It is important that we include artists from the community for this Commission.
   Artists have the sensitivity to inspire and help create an identity for a community.
   All public art should inspire and help create an identity for a community.

Signature

March 1, 2021
Date

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53-462 Enterprise Way
Coachella, CA 92236

acarranza@coachella.org

(Revised 02-10-2021)

CITY OF COACHELLA

CULTURAL AND ARTS COMMISSION APPLICATION

Application **deadline** is **6:00 p.m.** on **Monday, April 12, 2021**
Application must be received by the deadline in order to be considered

NAME: Irene Ortiz

ADDRESS: 51668 Calle Avila, Coachella, CA 92236

TELEPHONE: 760-289-9007 **E-MAIL:** ireneoritzi@gmail.com

To be eligible for appointment to the Commission you must be a resident of the City of Coachella. Members may only serve on one commission/committee.

Note: In the event a member of the commission has three (3) consecutive unexcused absences from meetings of the Commission, the City Council may declare the office of such member vacant.

PLEASE FURNISH BRIEF RESPONSES TO THE QUESTIONS BELOW:

1. Why do you think you should be appointed? What is there specifically in your background, training, education and interests that qualifies you as a candidate?

   Please see attached.

2. What do you see as the goals and objectives of the Commission? How would you help achieve these objectives and goals?

   See Attached

3. What special qualities can you bring to the Commission?

   I have a genuine interest in what happens within my city. I see improvement, but more needs to be done. I will bring in honesty, loyalty, an open mind, opened eyes and more importantly intergity.

4. Do you have any questions or comments about the Commission's structure or functions?

Not at this time.

5. Other comments and/or ideas as to how you as a member of the Cultural and Arts Commission could benefit the City of Coachella.

I am applying for this position for no other reason then to see this city of our's grow, not only financially but culturally.

Irene Ortiz
Signature

4/26/21
Date

Note: Members of commissions shall be appointed for four year terms or less. The term of each commission member shall continue for the term of the nominating council member and automatically terminate when the council member's term ends. If a council member is reelected, that council member is entitled to make all new nominations or may choose to re-nominate the council member's previous nominee.

PLEASE RETURN THIS COMPLETED APPLICATION TO:

Andrea Carranza, Deputy City Clerk
City of Coachella
53-462 Enterprise Way
Coachella, CA 92236

acarranza@coachella.org

(Revised 02-10-2021)

April 26, 2021

City of Coachella

Application Art's Commission

Dear City of Coachella/Art's Commission Counsel

My name is Irene Ortiz and have lived in my community of Coachella for 58 years. I could have moved out many years ago but chose to remain here. My parents were very proud to live in Coachella and Instilled that pride to us. In saying that, your first question of why should I be considered for this position is simply this, while I have no formal educational training in Art (besides taking Art classes in College) I have a deep and respectful love for the Art's. I have traveled to many places and visit many, many museums and architectural wonders in my life, inclusive of the Prado in Spain showcasing my favorite artist's such as Goya, and Gaudi. In very country/city that I have traveled my first stops are always to museums. I have a passion for the Arts and our city has the full capability of becoming a community who has a special interest in all forms of Art.

Your next question of how I see the objective's and how to achieve these goals; this question is very easy to answer, I have heard and read what a terrible and "scary" city Coachella is. It very much upsets me when I hear this comments. We have a city filled with youth that are talented and have no output to showcase their talent. I see this commission has a voice not only for our local artists but for all artists, I see this commission has an opportunity to show the western part of the valley that we are not a "bad" city or bad people, we can show what a community that stands together can achieve and what better way to show other's then through Art. But how do we achieve this, this takes a person who can see things objectively, who has the city and its community in its best interest, it takes a person with an open mind, heart and eyes. That is me, this commission cannot be political it should base only on Improving our city, this commission can and will change the terrible reputation that we unfortunately possess.

In closing I would like to thank the city of Coachella for this great opportunity, for its continued effort to improve our community. Thank you for time.

Irene Ortiz

CITY OF COACHELLA

CULTURAL AND ARTS COMMISSION APPLICATION

Application **deadline** is **6:00 p.m.** on **Monday, April 12, 2021**
Application must be received by the deadline in order to be considered

NAME: James Partida

ADDRESS: 47150 Tyler St

TELEPHONE: (760)835-8438 **E-MAIL:** jamespartida98@gmail.com

To be eligible for appointment to the Commission you must be a resident of the City of Coachella. Members may only serve on one commission/committee.

Note: In the event a member of the commission has three (3) consecutive unexcused absences from meetings of the Commission, the City Council may declare the office of such member vacant.

PLEASE FURNISH BRIEF RESPONSES TO THE QUESTIONS BELOW:

1. Why do you think you should be appointed? What is there specifically in your background, training, education and interests that qualifies you as a candidate?

   I think I should be appointed for a number of reasons. I was a highly decorated Art student during my time at Coachella Valley High School and even received a scholarship to pursue my interests in the arts during my undergrad at University of California, Santa Barbara. I was involved with Raices Culturas for nearly 2 years in high school, so I have experience building, planning, and establishing culturally significant art installations and events. While in my Art classes in college, my professors and superiors took note of my developed and advanced skills in a number of mediums. My education is in Applied Math, and I believe that combining my creativity with my strong reasoning and planning, I would be an excellent appointment to the commission.

2. What do you see as the goals and objectives of the Commission? How would you help achieve these objectives and goals?

   The goals and objectives I see for the Commission are to highlight the voices and history of our community, while also contributing to the development of Coachella. I would achieve these objectives by having local artists or artists with similar experiences to those in Coachella, submit detailed proposals to the Commission and decide whether or not their ideas align with the values our community shares. Another way I would aim to achieve the goals is create a sense of necessity for Art in Coachella. I believe that murals and sculptures would inspire our youth and give them a creative outlet as opposed to getting into trouble or staying indoors and being inactive.

3. What special qualities can you bring to the Commission?

   I am highly detailed, an effective communicator, and have the ability to see projects out ahead of time. I am an excellent problem solver so any issues that may arise, I am more than able to sort them out in a timely manner.

4. Do you have any questions or comments about the Commission's structure or functions?

How often and when do we have meetings?

How are these projects funded and how were these items managed in the past?

Who ultimately gets to approve or deny proposed art works?

5. Other comments and/or ideas as to how you as a member of the Cultural and Arts Commission could benefit the City of Coachella.

I am a long time resident of the City of Coachella. A number of people in our community can validate my experience, talent, training, and will support my vision. I have been a creative individual my entire life, have a great eye for talent, and have full confidence in the decisions I would make to benefit the place I call home.

Signature

April 12, 2021
Date

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Coachella, CA 92236

acarranza@coachella.org

(Revised 02-10-2021)

CITY OF COACHELLA

CULTURAL AND ARTS COMMISSION APPLICATION

Application **deadline** is **6:00 p.m.** on **Monday, April 12, 2021**
Application must be received by the deadline in order to be considered

NAME: Julio Ramirez

ADDRESS: 52389 Las Palmas st, Coachella CA 92236

TELEPHONE: (760) 600-1098 **E-MAIL:** JulioWestCoast@gmail.com

To be eligible for appointment to the Commission you must be a resident of the City of Coachella. Members may only serve on one commission/committee.

Note: In the event a member of the commission has three (3) consecutive unexcused absences from meetings of the Commission, the City Council may declare the office of such member vacant.

PLEASE FURNISH BRIEF RESPONSES TO THE QUESTIONS BELOW:

1. Why do you think you should be appointed? What is there specifically in your background, training, education and interests that qualifies you as a candidate?

As an artist my passion for the culture and Art I believe I would be a great addition to the committe.

2. What do you see as the goals and objectives of the Commission? How would you help achieve these objectives and goals?

My goal would be to promote artist of the city of Coachella. I would like to include artist of the city in all of the activities and events.

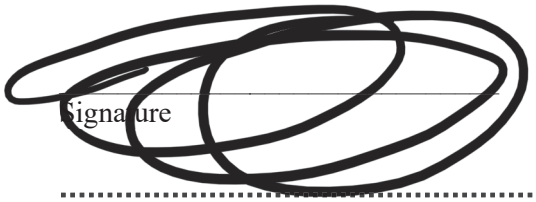
3. What special qualities can you bring to the Commission?

As an artist I feel like my creativity would serve a great purpose in helping local artist.

4. Do you have any questions or comments about the Commission's structure or functions?

5. Other comments and/or ideas as to how you as a member of the Cultural and Arts Commission could benefit the City of Coachella.

To see more artwork from the community in public.



Signature

4/12/2021

Date

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(Revised 02-10-2021)

CITY OF COACHELLA

CULTURAL AND ARTS COMMISSION APPLICATION

Application **deadline** is **6:00 p.m.** on **Monday, April 12, 2021**
Application must be received by the deadline in order to be considered

NAME: Jonathan Rivera

ADDRESS: 52443 Jennifer Way, Coachella California 92236

TELEPHONE: (442) 324-9502 **E-MAIL:** Jonathanrivera92236@Outlook.com

To be eligible for appointment to the Commission you must be a resident of the City of Coachella. Members may only serve on one commission/committee.

Note: In the event a member of the commission has three (3) consecutive unexcused absences from meetings of the Commission, the City Council may declare the office of such member vacant.

PLEASE FURNISH BRIEF RESPONSES TO THE QUESTIONS BELOW:

1. Why do you think you should be appointed? What is there specifically in your background, training, education and interests that qualifies you as a candidate?

   My appointment to this committe would provide diversity in the fields of art that could be explored. The city of Coachella has done an incredible job of creating and nurturing the visual arts and I believe I can aid in doing the same through different artistic mediums. I am a recent graduate of the University of California Riverside school of English and have also taken a variety of creative writing courses that have openened my eyes to the need for creative storytelling to be encouraged locally.

2. What do you see as the goals and objectives of the Commission? How would you help achieve these objectives and goals?

   The goals of this commission are to continue to foster the growth of the arts among our local residents and collaboratively bring about even more local artistry flourishing from our city. The visual arts are booming in the city of Coachella and what I hope to achieve through my appointment is to explore and find ways to create a foundation for storytellers to be able to showcase thier work and hone their skills through the written arts.

3. What special qualities can you bring to the Commission?

   Growing up in Coachella, I have a sense of what resources are and have been available not only outside of schooling but also in more academic settings. This awareness and exposure to resources in my higher education and even in creative social circles have given me insight into what creative writers could benefit from having access to such as workshops.

4. Do you have any questions or comments about the Commission's structure or functions?

This would be my first experience in terms of being a part of a commission and so it is difficult for me to formulate questions. More than anything the only comment I I have is that I am eager and full of motivated curiosity to see what can be done through the collaborative work of this commission.

5. Other comments and/or ideas as to how you as a member of the Cultural and Arts Commission could benefit the City of Coachella.

I have lived in this city my entire life and love it dearly. That being said, I know that many residents of this city have stories that are worth telling and only need the resources to be able to tell those stories. I live with the philosophy that every single person in the world has a story to tell and it would bring me immense fulfillment if I, in any way possible, am able to be a part of those stories being told.

Signature

04-19-2021
Date

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Coachella, CA 92236

acarranza@coachella.org

(Revised 02-10-2021)

Jonathan Rivera

52443 Jennifer Way, Coachella, CA 92236, (442)324-9502, Jonathanrivera92236@outlook.com

EDUCATION

University of California Riverside

Bachelor of Arts in English – GPA 3.7 expected March 2021

College of the Desert

Associate of Arts in English Completed June 2019

Associate of Arts Liberal Arts: Arts, Humanities and Comm. Completed June 2019

WORK EXPERIENCE

Coachella Valley Unified School District, Thermal, CA September 2016 – September 2019

ASES After School Instructor

- Led classroom instruction in K-6 curriculum while fulfilling state standards of learning.
- Began Reader's Theatre program that encouraged student social and educational growth.
- Coached variety of sports with a focus on inclusion, teamwork and leadership.

College of the Desert, Palm Desert, CA

English Tutor August 2016 -

- Collaborated with students to develop academic confidence in their work as well as their understanding of course curriculum.
- Peer reviewed work ensuring it met all standards in formats including but not limited to MLA and APA.
- Worked closely with instructors and developed group tutoring sessions focused on weekly course assignments and lessons.

Volunteer Experience

AmeriCorps with The Valley Partnership – Coachella, CA

- Worked one-on-one with low-performing students at Peter Pendleton Elementary School ranging from second to third grade.
- Led after school classes for second and third grade students.

SKILLS

- **Communications:** Strong oral and written communication abilities.
- **Computer:** Microsoft Word, Microsoft PowerPoint
- **Language:** Bilingual in English and Spanish

Organizational Involvement

Raices Cultura – Coachella, CA September 2010 – July 2012

STAFF REPORT
5/26/2021

TO: Honorable Mayor and City Council Members

FROM: Maritza Martinez, Public Works Director

SUBJECT: Establishment of a SB 1383 Organics Waste Reduction Ad Hoc Subcommittee.

STAFF RECOMMENDATION:

Establishment of a SB 1383 Organics Waste Reduction Ad Hoc Subcommittee.

EXECUTIVE SUMMARY:

SB 1383 (Lara, Chapter 395, Statutes of 2016) is a significant waste reduction state mandate. SB 1383 requires the state to reduce organic waste [food waste, green waste, paper products, etc.] disposal by 75% by 2025. The law also requires the state to increase edible food recovery by 20 percent by 2025. This has significant policy and legal implications for local governments.

SB 1383 requires the following of local governments:

- Provide organic waste collection to all residents and businesses
- Establish an edible food recovery program that recovers edible food from the waste stream
- Conduct outreach and education to all affected parties, including generators, haulers, facilities, edible food recovery organizations, and city/county departments
- Capacity Planning: Evaluating your jurisdiction's readiness to implement SB 1383
- Procure recycled organic waste products like compost, mulch, and renewable natural gas (RNG)
- Inspect and enforce compliance with SB 1383
- Maintain accurate and timely records of SB 1383 compliance

To comply with SB 1383, all local jurisdictions must adopt an ordinance and execute a hauler agreement that addresses all of the above noted requirements. Staff is recommending establishment of a SB 1383 Organics Waste Reduction Ad Hoc Subcommittee to provide staff recommendations on the required ordinance language and revised services provided by the City's waste hauler to comply with SB 1383.

The recommended subcommittee would include two members of City Council. The City Council annually selects two members for the Coachella/Indio Waste Transfer Station Authority; the

current Coachella Commissioners are Council Member Beaman-Jacinto and Council Member Galarza. Due to the interrelated function the Coachella Valley Transfer Station has with the core topic of SB 1383, waste, staff would recommend the same membership for the establishment of the proposed SB 1383 Organics Waste Reduction Ad Hoc Subcommittee.

FISCAL IMPACT:

None.

STAFF REPORT
5/26/2021

TO: Honorable Mayor and City Council Members

FROM: Maritza Martinez, Public Works Director

SUBJECT: Display of the Pride Flag at City Hall for the month of June to commemorate Lesbian, Gay, Bisexual and Transgender Pride Month and display of the Transgender Flag on March 31 commemorating Transgender Day of Visibility.

STAFF RECOMMENDATION:

Provide staff direction: 1) display of the Pride Flag at City Hall for the month of June to commemorate Lesbian, Gay, Bisexual and Transgender Pride Month and 2) display of the Transgender Flag on March 31 commemorating Transgender Day of Visibility.

EXECUTIVE SUMMARY:

According to the Library of Congress, Lesbian, Gay, Bisexual and Transgender Pride Month (LGBT Pride Month) is celebrated each year in the month of June, to honor the 1969 Stonewall riots in Manhattan. The Stonewall riots were a tipping point for the Gay Liberation Movement in the United States. In major cities across the nation the "day" soon grew to encompass a month-long series of events. Today, celebrations include pride parades, picnics, parties, workshops, symposia and concerts. Memorials are also held during this month for those members of the community who have been lost to hate crimes of HIV/AIDS. The purpose of the commemorative month is to recognize the impact that lesbian, gay, bisexual and transgender individuals have had on history locally, nationally and internationally.

Transgender Day of Visibility (or TDOV) was founded in 2009 by Rachel Crandall, a Michigan-based transgender activist and the Executive Director of Transgender Michigan. It was started as a day of awareness to celebrate the successes of transgender and gender-nonconforming people and is an important day for the LGBTQ community. TDOV is a day dedicated to honor and empower the lives of transgender and nonbinary people. This day is commemorated annually on March 31.

Staff has been asked to place both of the above requests before the Council for direction. Please provide direction to staff as it pertains to the display of the Pride Flag during the month of June annually and display of the Transgender Flag annually on March 31; flags requested would be flown at City Hall.

FISCAL IMPACT:

Request would not have a significant fiscal impact.

STAFF REPORT
5/26/2021

TO: Honorable Mayor and Members of the City Council

FROM: Luis Lopez, Development Services Director

SUBJECT: Pueblo Cannabis Project

SPECIFICS:

a) Resolution 2021-29 approving Conditional Use Permit No. 336 to convert an existing 3,400 square foot commercial building into a 1,500 square foot indoor retail cannabis business and 1,900 square foot coffee shop with art gallery. The project entails façade renovations and a new parking lot/ landscaping with outdoor patio improvements on property located at 85-591 Grapefruit Boulevard.

b) Ordinance No. 1181 approving Change of Zone No. 20-08 to add the R-C (Retail Cannabis Overlay) Zone to the existing M-S (Manufacturing Service) Zone on a 13,000 square foot developed parcel located at the northwest corner of 3rd Street and Grapefruit Boulevard.

STAFF RECOMMENDATION:

Staff recommends that the City Council approve the Pueblo Cannabis project by taking the following actions:

1) Adopt Resolution No. 2021-29 approving Conditional Use Permit No. 336 to allow the conversion of an existing 3,400 square foot commercial building into a 1,500 square foot retail cannabis business and 1,900 square foot coffee shop with art gallery, including facade renovations and a new parking lot / landscaping, with outdoor patio improvements on property located at 85-591 Grapefruit Boulevard.

2) Introduce for the 1st Reading, by title only, Ordinance No. 1181 approving Change of Zone No. 20-08 that proposes to add the R-C (Retail Cannabis Overlay) Zone to the existing M-S (Manufacturing Service) Zone on a 13,000 square foot lot at the northwest corner of 3rd Street and Grapefruit Boulevard.

EXECUTIVE SUMMARY:

The Pueblo Cannabis Project is proposing to convert the existing building located at 85-591 Grapefruit Blvd into Pueblo Cannabis, a proposed 1,500 square foot indoor retail cannabis business. Pueblo Coffee will be the secondary on-site business and will utilize over

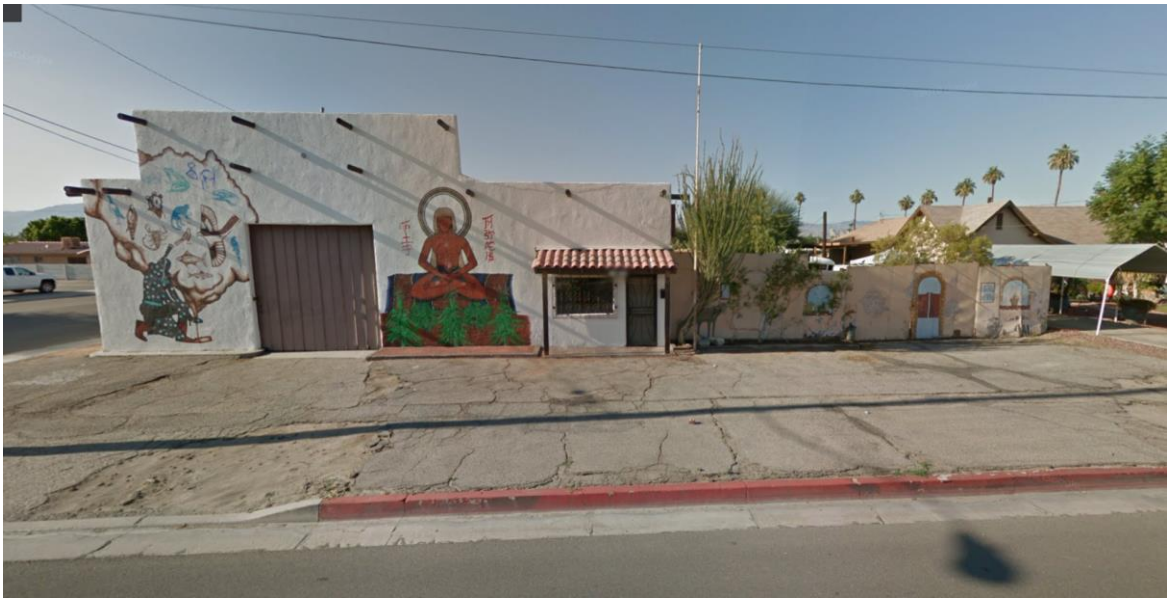
1900 square feet of indoor and outdoor seating. The secondary uses will include temporary art exhibitions, outdoor art installations, murals and special events. A proposed General Store will be the art component of Pueblo Coffee and will utilize over 1,500 square feet of indoor space and 2,000 square feet of outdoor patio area. The project entails improvements to both the interior of the building and exterior of the site. Improvements to indoor structural, electrical, plumbing and HVAC systems are proposed as part of the Project. Exterior improvements include a new parking lot, new and upgraded landscaping along with building façade and patio area improvements.

Change of Zone No. 20-08 proposes to add the Retail Cannabis Overlay zone (RC) to the existing M-S (Manufacturing Service) Zone on the project site.

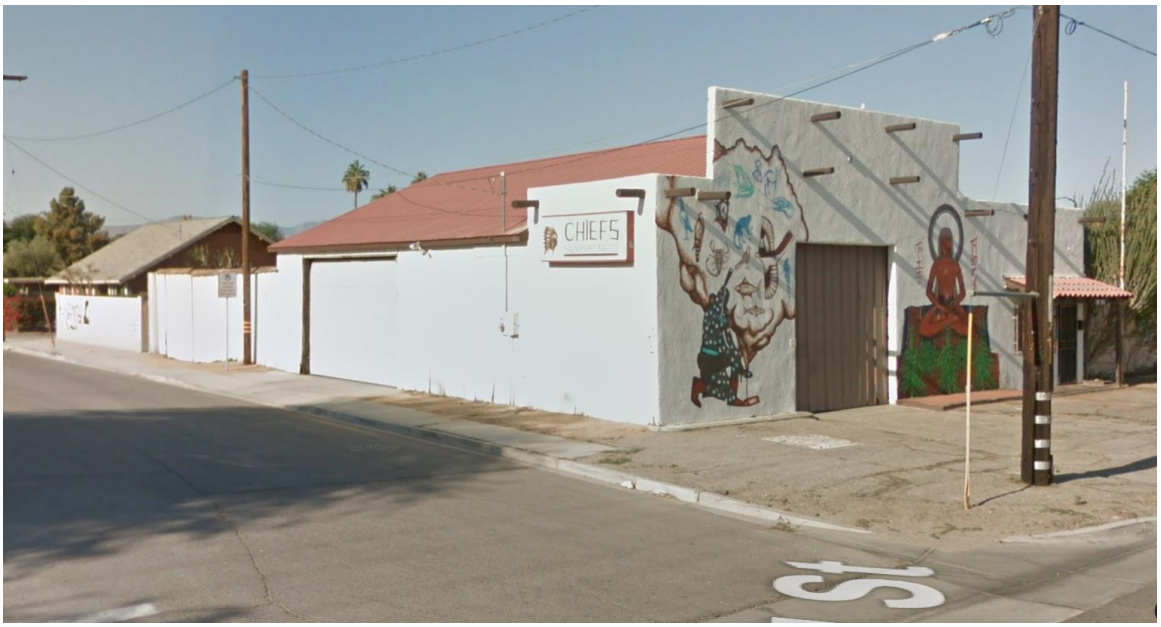
BACKGROUND:

The above referenced applications are proposed on a 13,000 square foot lot that was recorded in November 1908, located on the northwest corner of 3rd Street and Grapefruit Blvd (known as 85-591 Grapefruit Blvd). The aerial photograph below illustrates the subject site for the conditional use permit and change of zone applications. According to Riverside County Assessor records, the existing building was constructed around 1935.

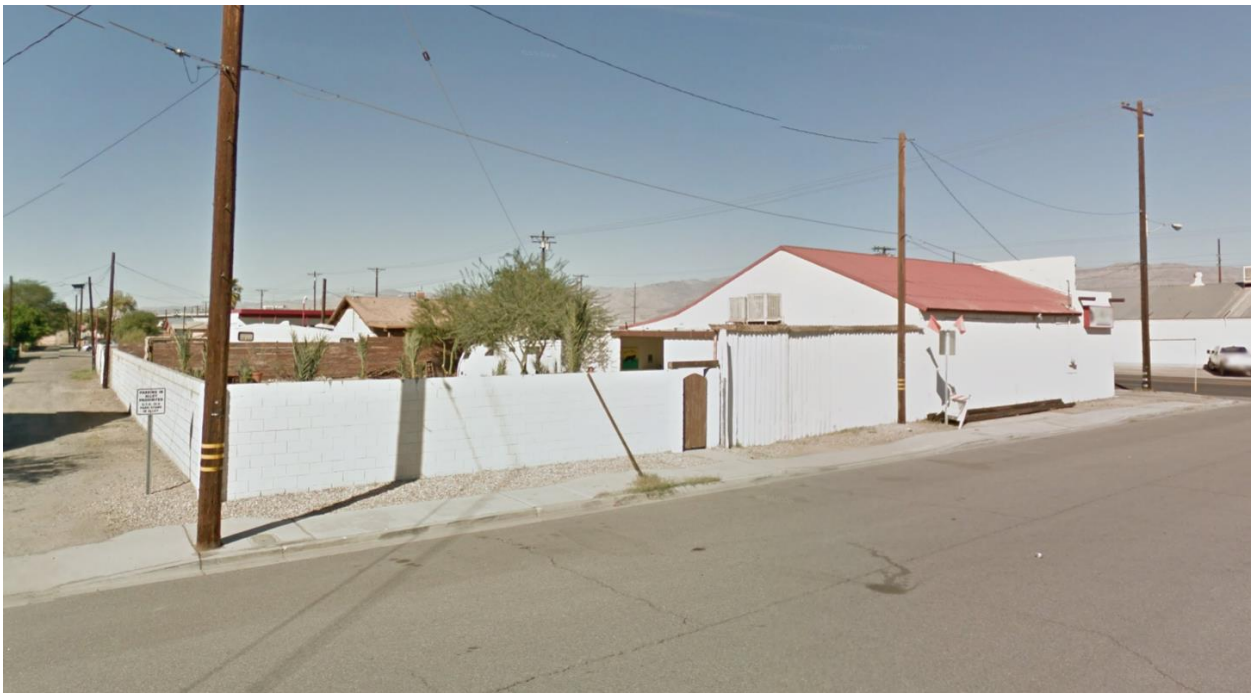
The photographs below were taken in November 2018. The first photograph illustrates the exterior elevation of the existing building from Grapefruit Blvd as it looked in November 2018. The existing garage door along Grapefruit Boulevard, closest to Third Street will be removed to accommodate a sales showroom for the dispensary.



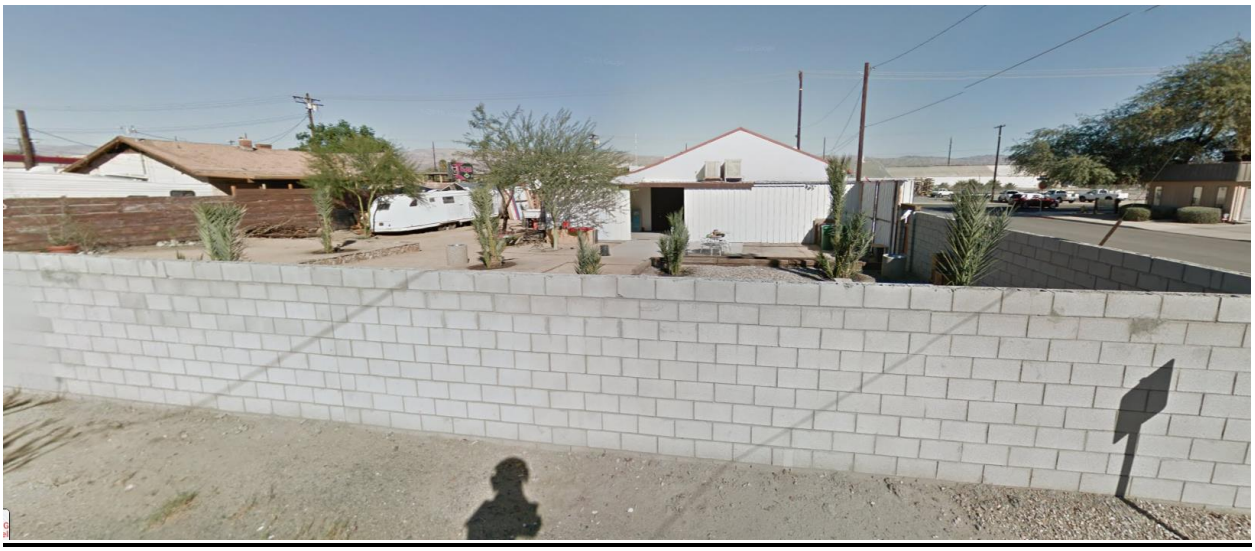
The photograph below shows the exterior elevation of the building along the Third Street frontage as it looked in November, 2018.



The photograph below illustrates the rear yard and side yard frontage along Third Street and the alley adjacent to the rear yard of the lot as it looked in November 2018.The garage door along 3rd Street will remain to create a public entrance for the art gallery.



The photograph below was taken from the alley at the rear of the subject site and shows the location of the proposed café outdoor seating area and sculpture garden.



Building Permit/Business License History of the Project Site

According to records from the County Assessor, the existing building was constructed in 1935. The earliest building permit on record with the City is dated March 8, 1963 for an electric permit for 100 amps. At that time the building was used as a garage. In August 1971, a building permit was issued to Chief Sign Crafts for alterations and to refurbish the building. An additional building

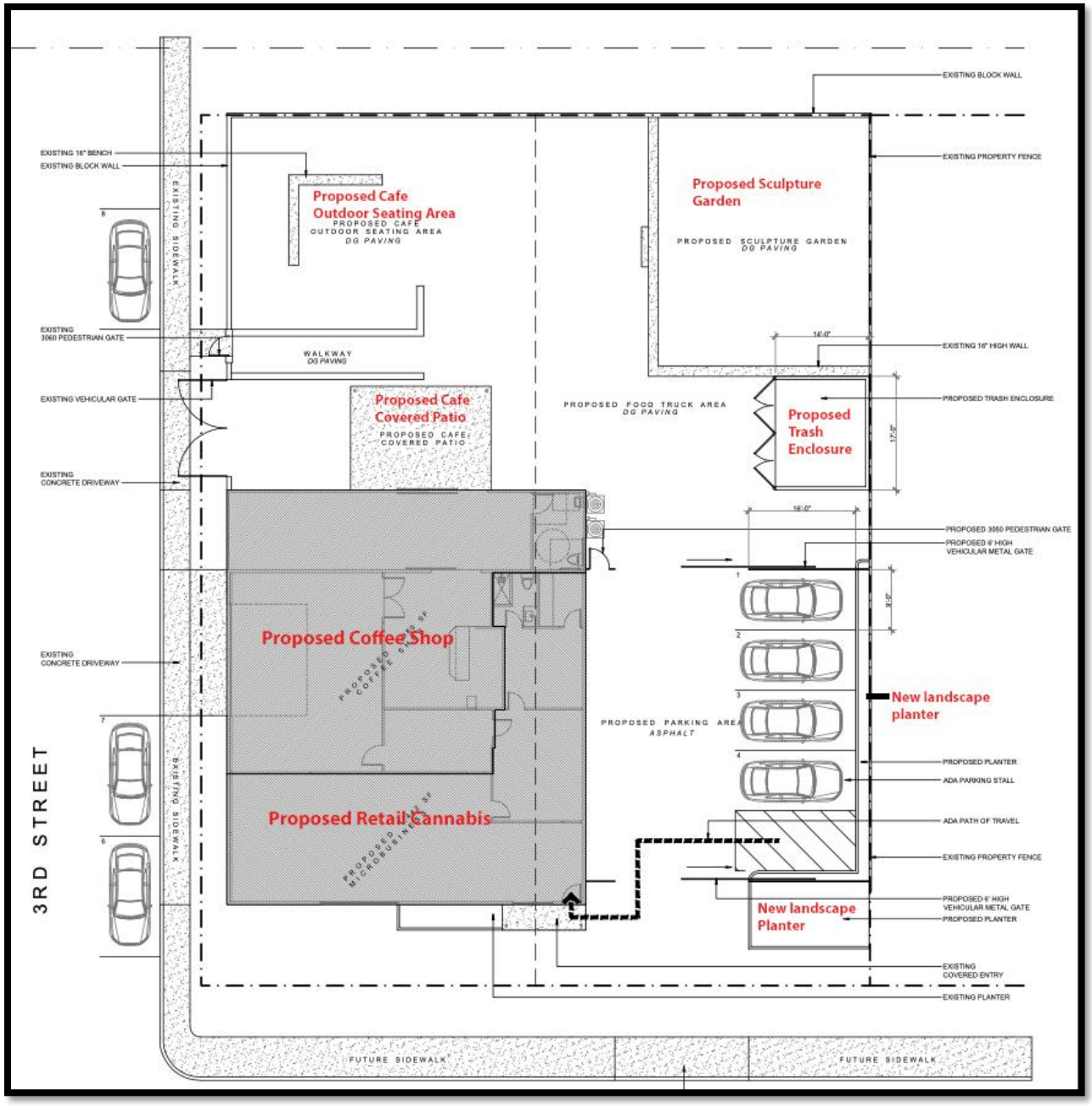
permit was issued in August 1971 for an on-site wall sign. In June, 1999, a building permit was issued to install a gas line. In May 2001, a building permit was issued to reroof a 2700 square foot commercial building. No additional building permits have been issued since May, 2001. A search of business licenses issued for 85-591 Grapefruit Blvd found that the only business license issued for the property was in 2015 for an Art Studio. That business license has not been renewed nor have any other business licenses been issued since that date.

Overview of the Pueblo Cannabis Project (CUP 336) and Change of Zone 20-08

The Pueblo Cannabis project is proposing to convert the existing building located at 85-591 Grapefruit Blvd into, a new 1,500 square foot retail cannabis business. Additionally, a 1,900 square foot coffee shop with art gallery are proposed in a separate tenant suite within the same building. Outdoor uses include seating/lounging areas and outdoor art installations, murals and special events. Improvements to indoor structural, electrical, plumbing and HVAC systems are proposed as part of the Project. Exterior improvements include a new parking lot, new and upgraded landscaping along with building facade and patio area improvements.

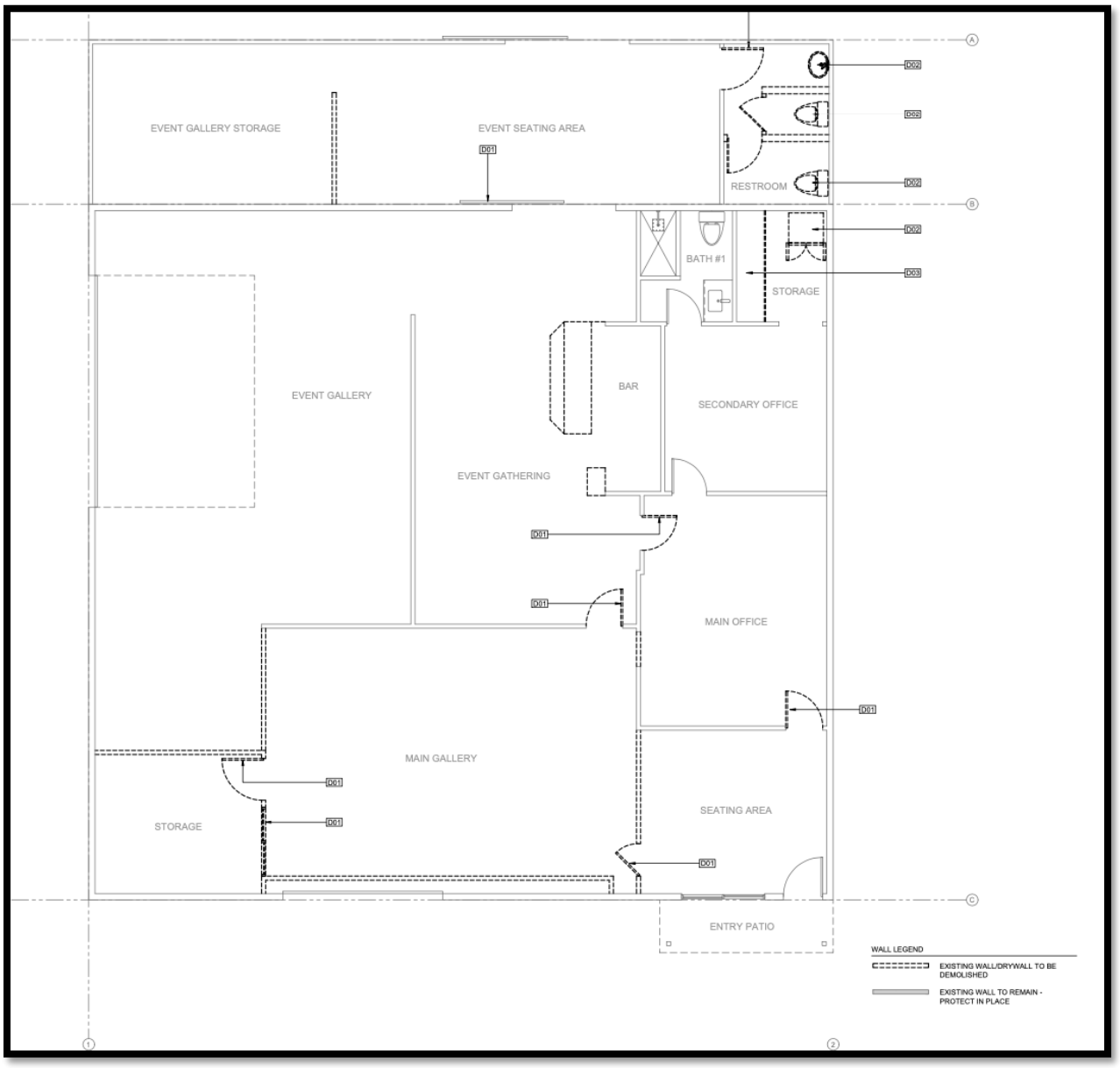
Change of Zone No. 20-08 proposes to add the Retail Cannabis Overlay zone (RC) to the existing M-S (Manufacturing Service) Zone on the project site.

The proposed site plan for the Pueblo Cannabis Project is illustrated below:

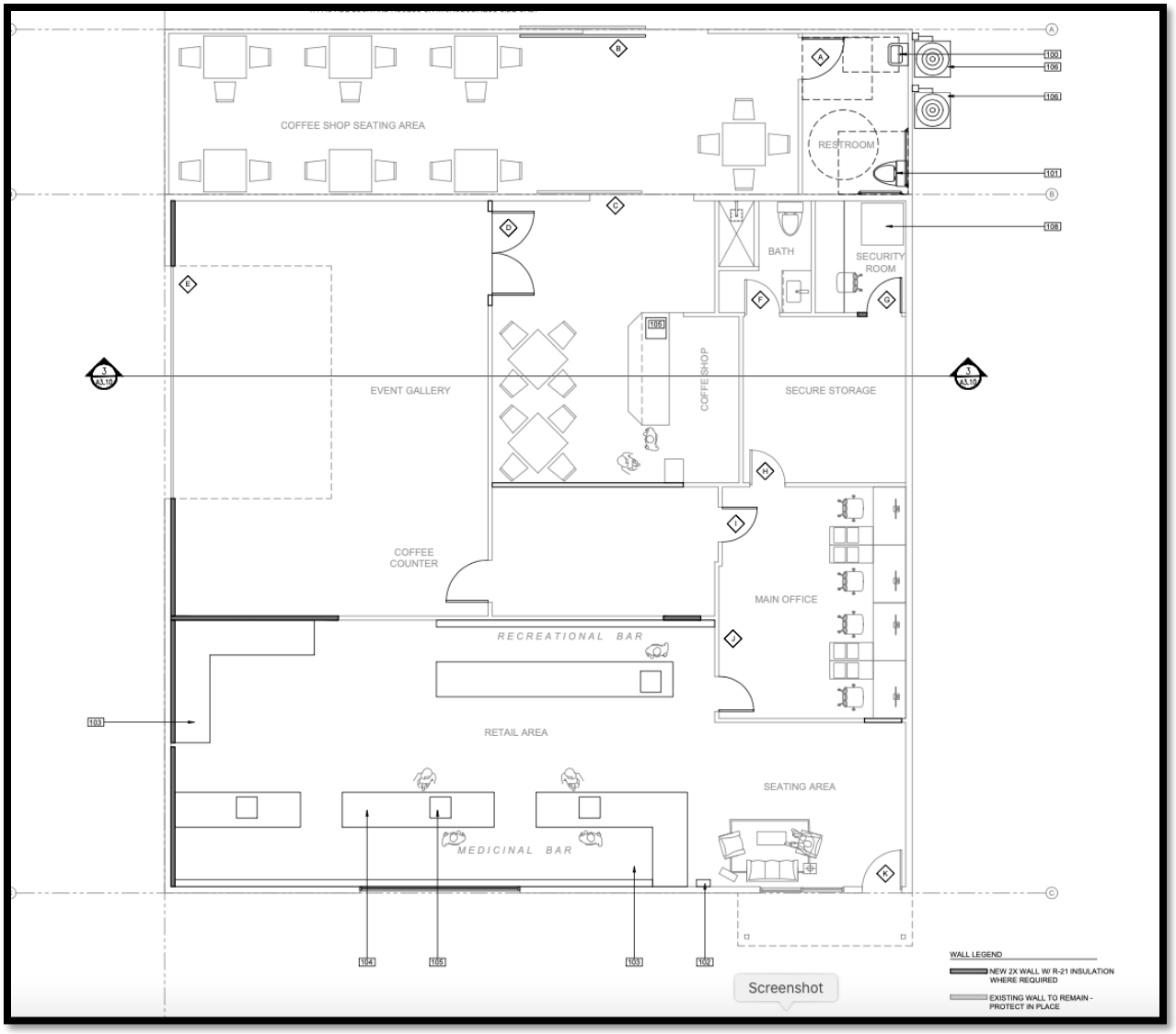

Proposed Cafe
Outdoor Seating Area
PROPOSED CAFE
OUTDOOR SEATING AREA
DG PAVING
Proposed Sculpture
Garden
PROPOSED SCULPTURE GARDEN
DG PAVING
Proposed Cafe
Covered Patio
PROPOSED CAFE
COVERED PATIO
PROPOSED FOOD TRUCK AREA
DG PAVING
Proposed
Trash
Enclosure
Proposed Coffee Shop
Proposed Retail Cannabis
PROPOSED PARKING AREA
ASPHALT
New landscape
planter
New landscape
Planter
WALKWAY
DG PAVING
EXISTING BLOCK WALL
EXISTING PROPERTY FENCE
EXISTING 16" BENCH
EXISTING BLOCK WALL
EXISTING SIDEWALK
EXISTING
3060 PEDESTRIAN GATE
EXISTING VEHICULAR GATE
EXISTING
CONCRETE DRIVEWAY
EXISTING 16" HIGH WALL
PROPOSED TRASH ENCLOSURE
PROPOSED 3060 PEDESTRIAN GATE
PROPOSED 6' HIGH
VEHICULAR METAL GATE
PROPOSED PLANTER
ADA PARKING STALL
ADA PATH OF TRAVEL
EXISTING
COVERED ENTRY
EXISTING PLANTER
3RD STREET
FUTURE SIDEWALK
FUTURE SIDEWALK

As can be seen from the exhibit, the site plan proposes the retail cannabis business at the front of the building with direct access off the front door facing Grapefruit Blvd. The proposed coffee shop is located at the rear of the building. Outside improvements include the construction of a covered patio, outdoor seating area for the proposed café, a sculpture garden, a new four space parking lot and trash enclosure located along the northern property line.

The floor plan of the existing building is illustrated below that represents the current use of the building as an art studio and gallery.



The proposed floor plan for the retail cannabis business, coffee shop, event gallery and outdoor seating area is shown on the exhibit below.



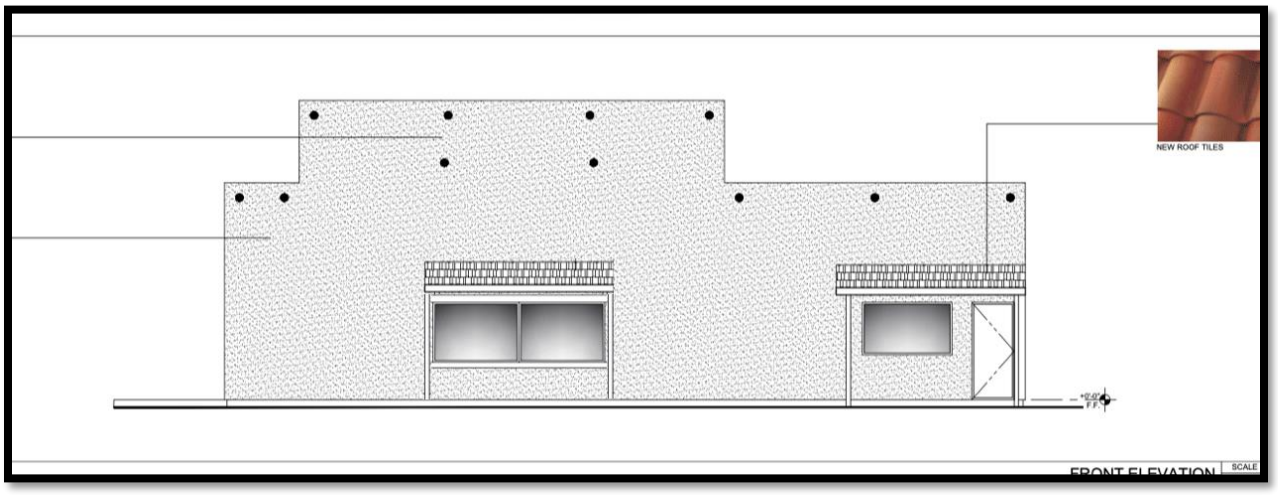
Perspectives of the interior and exterior of the building are presented in the two artist renderings below.

FOOD TRUCK AREA
COFFEE SHOP SEATING AREA
COFFEE SHOP
OUTDOOR SEATING AREA
EVENT GALLERY
PERSPECTIVES

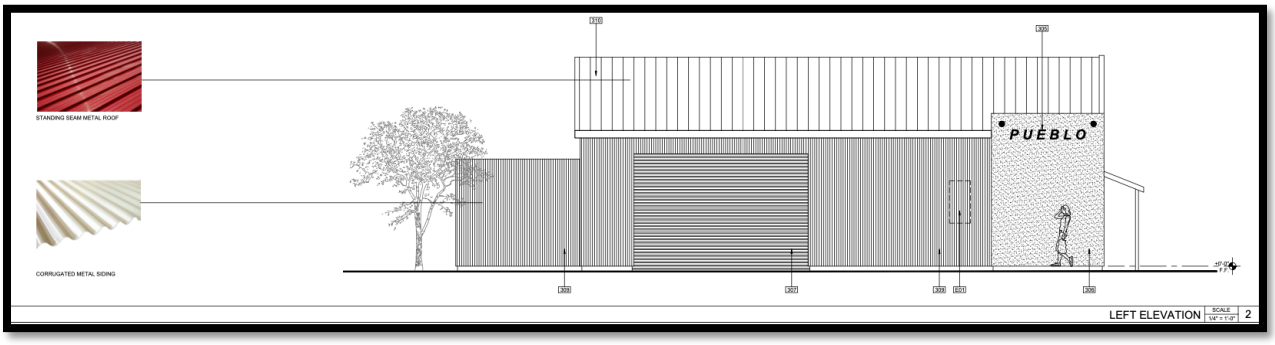
OUTDOOR SEATING
COFFEE SHOP
EVENT GALLERY
PERSPECTIVES

The proposed building elevations for the Pueblo Cannabis Project are illustrated below:

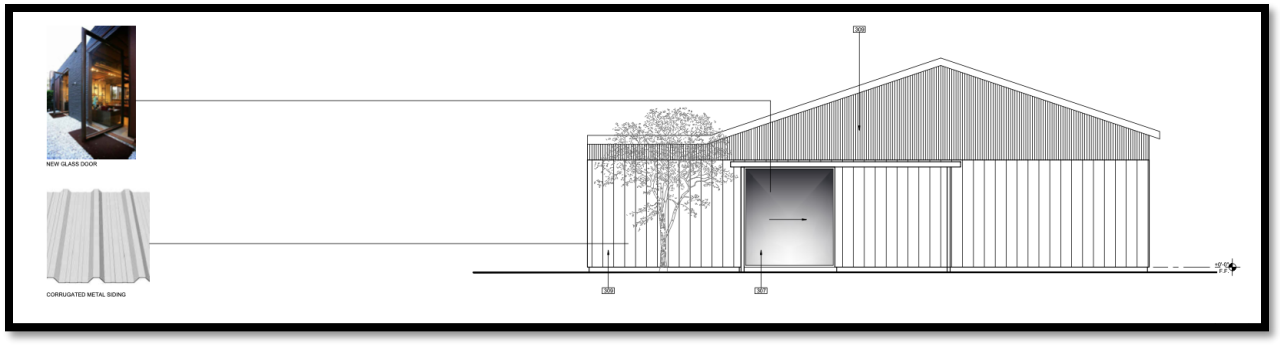
The front elevation will be enhanced with a new stucco finish along with a new tile roof over the existing awning. The existing roll up garage door will be removed and an additional awning along with a faux window will be added to match the existing awning located over the front door. A new wall sign will be placed in the center of the building.



The south elevation towards Third Street will retain the existing metal roof and corrugated metal siding. A new wall sign will be added to the side of the building as shown on the exhibit below.



As seen on the exhibit below, the rear elevation facing the alley will retain the existing metal roof and corrugated metal siding. A new door will be installed at the rear of the building to provide access from the coffee shop to the outside seating area.

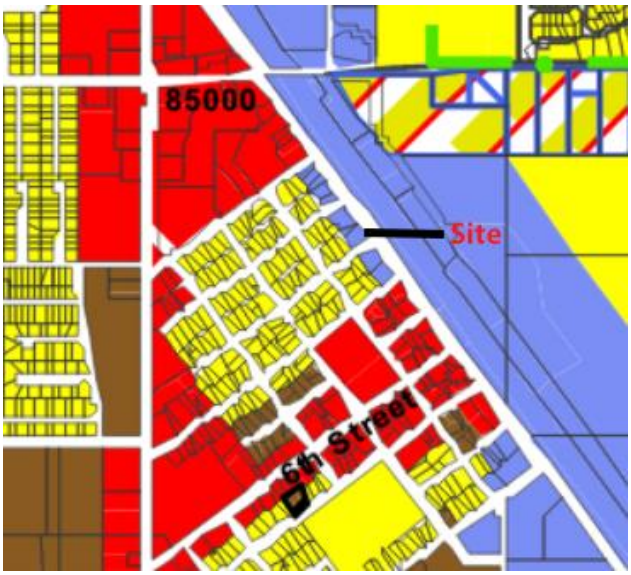


DISCUSSION/ANALYSIS:

Environmental Setting:

The site is designated Downtown Center on the 2035 Coachella General Plan as illustrated on the exhibit below:

The project site is zoned Manufacturing Service (M-S) as illustrated on the exhibit below. Surrounding properties to the north, south and east are zoned M-S (Manufacturing Service) and properties to the west are zoned (R-S) Residential Single Family.



Surrounding land uses to the north consist of a single-family residence. Champion Seed Company is located across the street from the site at the southwest corner of Third and Grapefruit. Industrial and manufacturing uses are located on the east side of Grapefruit Blvd across from the Project site and residential uses are located west of the Project site.

Consistency with the Coachella General Plan

The proposed project is within the Downtown Center land use designation of the General Plan 2035 Land Use Element. The project is consistent with the development intensity permitted by the Downtown Center land use category.

Consistency with the (M-S) Manufacturing-Service

The project is consistent with the development standards of the M-S, Manufacturing Service Zone in that it allows retail cannabis uses subject to obtaining a conditional use permit. The ancillary uses of the coffee shop and retail art gallery, are permit uses in the industrial zones.

Consistency with Chapter 17.84 (Retail Cannabis Businesses and Chapter 17.85 (Commercial Cannabis Activity)

The proposed project is consistent with the requirements of both Chapters 17.84 and Chapter 17.85 of the Coachella Municipal Code. There are no public schools or playgrounds, or youth centers within 250 feet of the subject site.

Consistency with Section 17.54.010: Parking Standards

Section 17.54.010 of the Municipal Code specifies the number of parking spaces required for a project in the Manufacturing Service (M-S) zone. The Project is proposing a 1500 square foot retail cannabis business and 2000 square foot coffee shop for a total of 3500 square feet. The M-S zone requires 1 parking space for each 400 square feet of retail space, or in this case 9 parking

spaces. As illustrated on the site plan the Project is proposing 4 parking spaces. Based on the size of this lot and the size of the existing building, it would be impossible for the proposed project to provide the required number of parking spaces.

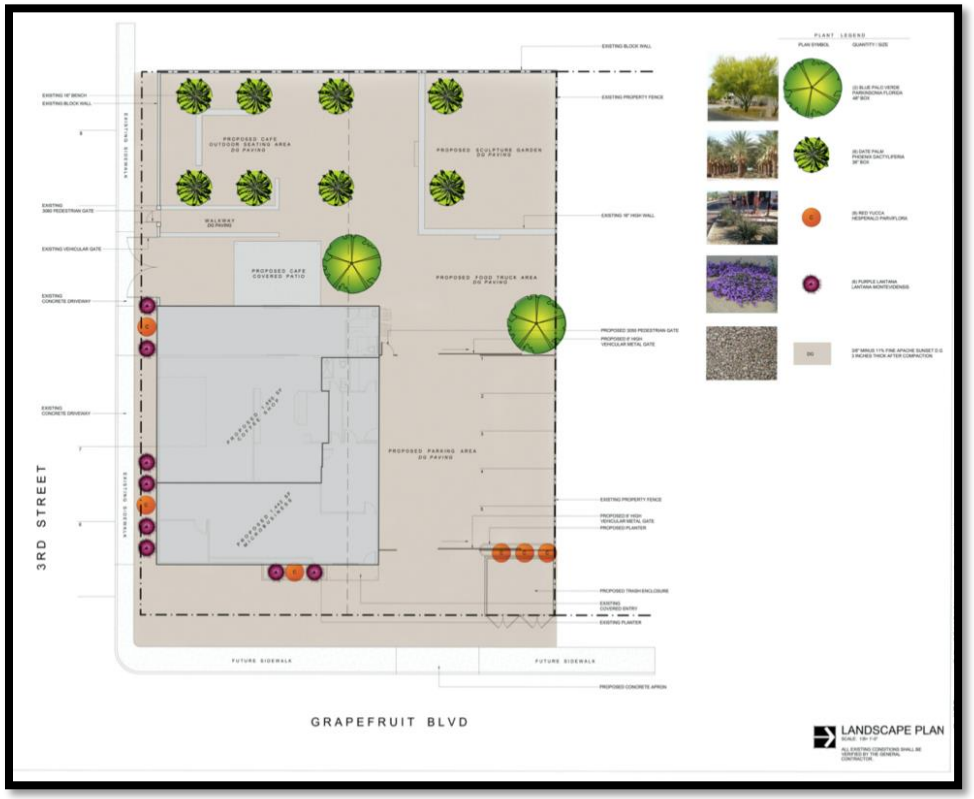
The Planning Department considers the existing building a non-conforming use and as such, the Director has the discretion of allowing the proposed uses to proceed without adherence to the above reference specific zoning standards.

Furthermore, Conditional Use Permit 336 will be in compliance with the standards of the Zoning Ordinance with respect to the MS-RC (Manufacturing Service-Retail Cannabis) including minimum lot size, minimum lot depth, and minimum lot width.

Additionally, the existing building will be brought up to all current building codes prior to the issuance of a certificate of occupancy.

Project Landscaping

The project proposes new landscape planters adjacent to the parking lot along the northern property line, along Third Street and along Grapefruit Blvd as shown on the exhibit below. Staff has conditioned that the Applicant prepare and submit a detailed landscaping plan for review and approval prior to the issuance of building permits.

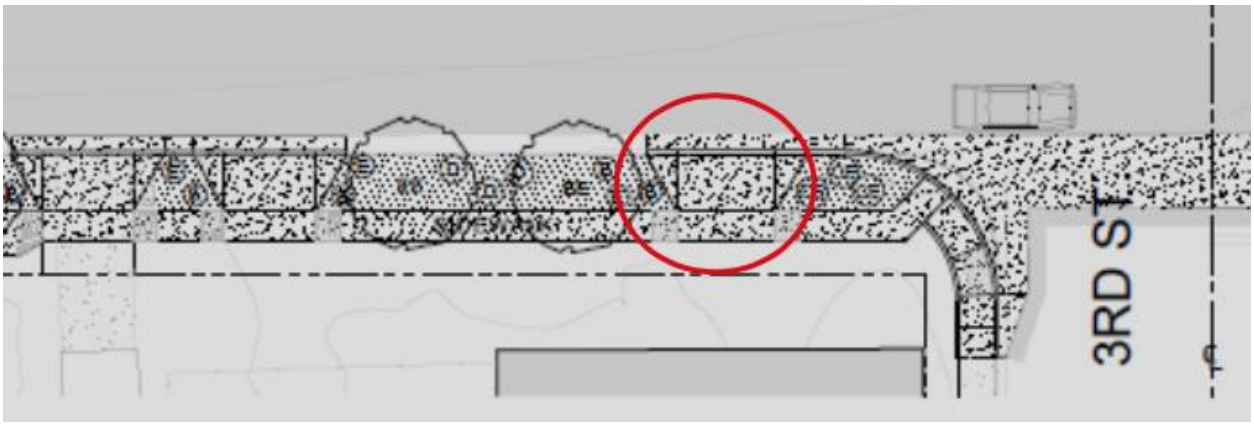


Grapefruit Blvd Urban Greening and Connectivity Project

The proposed project is adjacent to the Grapefruit Blvd Urban Greening and Connectivity Project that is now under construction from Leoco Lane to 9th Street. The Urban Greening Project will provide new street trees, shrubs/plants, new and connecting sidewalks, drinking fountains, bike lanes, a landscaped center median, street paving art and other amenities along Grapefruit Blvd. The plans call for a landscaped parkway along the curbline frontage of the Pueblo Cannabis building and a new sidewalk. For purposes of coordinating the public street improvements for Pueblo Cannabis, staff has included a condition of approval requiring the owners to remove an existing drive approach nearest the Third street intersection. That drive approach originally served the garage door on Grapefruit Boulevard and should be replaced with new curb, gutter and landscaping improvements.

The photograph below shows the Urban Greening construction work that is in process as of April 1, 2021.

The landscaping plan shown below for the Urban Greening project in front of the subject site with a highlighted area where the existing drive approach will be removed.



ENVIRONMENTAL REVIEW:

The City has determined that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15301, (Class 1) Existing Facilities, of the CEQA guidelines that provides an exemption for the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use including interior or exterior alterations involving such things as interior partitions, plumbing and electrical conveyances. CUP 336 and Change of Zone 20-08 meet the criteria for a Section 15301, Class 1 CEQA exemption.

CORRESPONDENCE

Please see attachments for correspondence received on this project.

ALTERNATIVES:

1) Approve Conditional Use Permit No. 336 and Change of Zone No. 20-08 with the findings and conditions as recommended by Staff.

2) Deny Conditional Use Permit No. 336 and Change of Zone No. 20-08.

3) Continue these items and provide staff and the applicant with direction.

RECOMMENDED ALTERNATIVE(S):

It is staff's recommendation that the City Council open the public hearing and allow input from all proponents and opponents of the proposed project. Because the proposed Project is in conformance with the City's General Plan and the proposed use would be consistent with the Municipal Code and compatible with the surrounding uses in the area, it is staff's recommendation that the proposed project be approved by taking the following actions:

1. Motion to adopt Resolution No. 2021-29 approving Conditional Use Permit No. 336 with the findings and attached conditions of approval.

2. Motion to adopt Ordinance 1181 approving Change of Zone 1181 approving Change of Zone No. 20-08 with the attached findings.

Attachments: Resolution No. 2021-29 for CUP No. 336
Ordinance No. 1181 – 1st Reading
Exhibit A: Conditions of Approval for CUP 336
Historical Building Permits
Correspondence

RESOLUTION NO. 2021-29

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COACHELLA APPROVING CONDITIONAL USE PERMIT NO. 336 TO CONVERT AN EXISTING COMMERCIAL BUILDING INTO A 1,500 SQUARE FOOT RETAIL CANNABIS BUSINESS WITH A 2,000 SQUARE FOOT ART STUDY AND COFFEE SHOP WITH OUTDOOR LOUNGING SPACE AND OUTDOOR ART INSTALLATIONS AND RELATED EVENTS ON A 13,000 SQUARE FOOT DEVELOPED PARCEL LOCATED AT 85-591 GRAPEFRUIT BOULEVARD. PUEBLO CANNABIS, LLC (ARMANDO LERMA), APPLICANT.

WHEREAS Armando Lerma (on behalf of Pueblo Cannabis) filed an application for Conditional Use Permit 336 that proposes to convert an existing commercial building into a 1,500 square foot retail cannabis business with coffee shop and art gallery and outdoor lounging and art exhibition space. The art gallery will utilize 1,500 square feet of indoor space and 2,000 square feet of outdoor patio area. The project entails improvements to both the interior of the building and exterior of the site. Improvements to indoor structural, electrical, plumbing and HVAC systems are proposed as part of the Project. Exterior improvements include a new parking lot, new and upgraded landscaping along with building façade and patio area improvements on property located at 85-591 Grapefruit Boulevard (Assessor's Parcel No. 778-041-003); and

WHEREAS the Planning Commission conducted a duly noticed public hearing on Conditional Use Permit No. 336 on April 7, 2021 at the Coachella Permit Center, 53-990 Enterprise Way, Coachella, California: and

WHEREAS at the Planning Commission hearing the Applicant and members of the public were present and were afforded an opportunity to testify regarding the Project, and the Planning Commission recommended to the City Council approval of Conditional Use Permit No. 336 and the attendant Change of Zone (CZ 20-08); and

WHEREAS, the Project is permitted pursuant to Chapter 17.38 of the Coachella Municipal Code, and the attendant applications for Change of Zone (CZ 20-08) to allow the Project; and

WHEREAS the proposed use is necessary or desirable for the development of the community, is consistent with the objectives of the City's General Plan, and is not detrimental to the existing uses or the uses specifically permitted in the zone in which the proposed use is to be located; and

WHEREAS the proposed site is adequate in size and shape to accommodate the proposed development; and

WHEREAS the site for proposed use relates properly to streets which are designed to carry the type and quantity of traffic to be generated by the proposed use; and

WHEREAS, the proposed project is exempt from the California Environmental Quality Act, as amended; and

WHEREAS the conditions as stipulated by the City are necessary to protect the public health, safety and welfare of the community

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Coachella, California does hereby approve Conditional Use Permit No. 336 subject to the findings listed below and the attached Conditions of Approval for the Pueblo Cannabis Project (CUP 336) (contained in "Exhibit A" and made a part herein).

Findings for Conditional Use Permit No. 336

1. The Conditional Use Permit is consistent with the goals, objectives, policies, and implementation measures of the Coachella General Plan 2035. The site has a Downtown Center land use designation that allows for the proposed developments. The proposed uses on the site will be in keeping with the policies of the Downtown Center land use classification and the Project because it will promote pedestrian-friendly retail uses and a coffee shop, which is internally consistent with other General Plan policies for this type of development along Grapefruit Boulevard.

2. The Project is in compliance with the applicable land use regulations and development standards of the City's Zoning Code. The site plan for CUP 336 proposes to convert the existing building into Pueblo Cannabis, a proposed 1,500 square foot indoor retail cannabis business. Pueblo Coffee will be the secondary on-site business and will utilize over 2,000 square feet of indoor and outdoor space and will be used for temporary art exhibitions, outdoor art installations, murals and special events. The proposed General Store will be the art component of Pueblo Coffee and will utilize over 1,500 square feet of indoor space and 2,000 square feet of outdoor patio area. The project entails improvements to both the interior of the building and exterior of the site. Improvements to indoor structural, electrical, plumbing and HVAC systems are proposed as part of the Project. Exterior improvements include a new parking lot, new and upgraded landscaping along with building façade and patio area improvements. The project site is located on approximately .3 acres at 85-591 Grapefruit Boulevard. The Project complies with the applicable MS-RC (Manufacturing Service-Retail Cannabis Overlay Zone) zoning standards as proposed and with Chapter 17.84 and 17.85 of the Coachella Municipal Code regarding Retail Cannabis Businesses and Commercial Cannabis Activity.

3. Every use, development of land and application of architectural guidelines and development standards shall be considered on the basis of the suitability of the site for a particular use or development intended, and the total development, including the prescribed development standards, shall be so arranged as to avoid traffic congestion, ensure the protection of public health, safety and general welfare, prevent adverse effects on neighboring property and shall be in accord with all elements of the general plan. The Project site is within the Downtown Center land use designation of the City's general plan. This category provides for a broad spectrum of commercial land uses. The proposed uses are compatible with existing adjacent and proposed land uses.

4. The Project will be compatible with neighboring properties with respect to land development patterns and application of architectural treatments. The plans submitted for this Project proposes a 1,500 square foot indoor retail cannabis business and 2,000 square foot indoor and outdoor coffee shop that will be used for temporary art exhibitions, outdoor art installations, murals and special events. Surrounding properties to the project site include commercial land uses and residential properties. As such, the Project will be in keeping with the scale, massing, and aesthetic appeal of existing land uses and future development.

5. The City has determined that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15301-(Class 1) Existing Facilities of the CEQA guidelines that provides an exemption for the operation, repair, maintenance, permitting, leasing, licensing, or

minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use including interior or exterior alterations involving such things as interior partitions, plumbing and electrical conveyances. CUP 336 meets the criteria for a Section 1530-Class 1 CEQA exemption.

PASSED APPROVED and ADOPTED this 12th day of May 2021.

_____
Stephen A. Hernandez, Mayor

ATTEST:

_____
Angela M. Zepeda
City Clerk

APPROVED AS TO FORM:

_____
Carlos Campos
City Attorney

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF COACHELLA)

I HEREBY CERTIFY that the foregoing Resolution No. 2021-29 was duly adopted by the City Council of the City of Coachella at a regular meeting thereof, held on this 12th day of May 2021 by the following vote of the City Council:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Andrea J. Carranza, MMC
Deputy City Clerk

ORDINANCE NO. 1181

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COACHELLA APPROVING CHANGE OF ZONE 20-08 TO ADD THE R-C (RETAIL CANNABIS OVERLAY) ZONE TO THE EXISTING M-S (MANUFACTURING SERVICE) ZONE ON PROPERTY LOCATED AT 85-591 GRAPEFRUIT BOULEVARD. PUEBLO CANNABIS COMPANY (ARMANDO LERMA), APPLICANT. ***(1st Reading)***

WHEREAS Armando Lerma (on behalf of Pueblo Cannabis Company) filed an application for Change of Zone 20-08 on property located at 85-591 Grapefruit Boulevard (Assessor's Parcel No. 778-041-003), and attendant application Conditional Use Permit (CUP 336) ("Project"); and,

WHEREAS the Planning Commission conducted a duly noticed public hearing on Change of Zone (CZ 20-08) and CUP 336 on April 7, 2021 at the Coachella Permit Center, 53-990 Enterprise Way, Coachella, California and recommended that the City Council approve Change of Zone 20-08 and CUP 336: and,

WHEREAS, the Applicant and members of the public were present and were afforded an opportunity to testify regarding the Project; and,

WHEREAS, the Project is permitted pursuant to Chapter 17.47 of the Coachella Municipal Code, and the attendant application for a Conditional Use Permit to allow the Project; and,

WHEREAS, the proposed use is necessary or desirable for the development of the community, is consistent with the objectives of the City's General Plan, and is not detrimental to the existing uses or the uses specifically permitted in the zone in which the proposed use is to be located; and,

WHEREAS, the proposed site is adequate in size and shape to accommodate the proposed development; and,

WHEREAS, the site for proposed use relates properly to streets which are designed to carry the type and quantity of traffic to be generated by the proposed use; and,

WHEREAS, the Project is exempt from the provisions of the California Environmental Quality Act, as amended; and,

WHEREAS, the conditions as stipulated by the City are necessary to protect the public health, safety and welfare of the community.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COACHLLA CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. That the City of Coachella Official Zoning Map be amended as shown on the attached Change of Zone 20-08 map marked "Exhibit A" from MS (Manufacturing Service) to MS-RC (Manufacturing Service -Retail Cannabis Overlay Zone) on property located at 85-591 Grapefruit Blvd, with the findings listed below:

Findings for Change of Zone 20-08:

1. The Project is consistent with the goals, objectives, policies, and implementation measures of the Coachella General Plan 2035. The site has a Downtown Center land use designation that allows for the proposed development. The proposed change of zone is in keeping with the policies of the Downtown Center land use classification and the Project is internally consistent with other General Plan policies for this type of development.

2. The Project is in compliance with the applicable land use regulations and development standards of the City's Zoning Code. The site plan proposes a retail cannabis business and coffee shop including indoor and outdoor space that will be used for temporary art exhibitions, outdoor art installations, murals and special events. The Project complies with applicable M-S (Manufacturing Service) and Section 17.47.020 property development standards as proposed.

3. Every use, development of land and application of architectural guidelines and development standards shall be considered on the basis of the suitability of the site for a particular use or development intended, and the total development, including the prescribed development standards, shall be so arranged as to avoid traffic congestion, ensure the protection of public health, safety and general welfare, prevent adverse effects on neighboring property and shall be in accord with all elements of the general plan. The proposed change of zone is compatible with existing surrounding land uses that include commercial, residential and manufacturing land uses.

4. The Project will be compatible with neighboring properties with respect to land development patterns and application of architectural treatments. The plans submitted for this Project propose a retail cannabis business and coffee shop that is permitted in the M-S (Manufacturing Service) zone pursuant to an approved Conditional Use Permit. Surrounding properties to the project site include commercial, manufacturing and residential land uses. As such, the Project will be in keeping with the scale, massing, and aesthetic appeal of the existing area and future development.

5. The Project is exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Section 15303 (C) that exempts the conversion of existing small structures from one use to another where only minor modifications are made to the interior and exterior of the structure.

Section 2. SEVERABILITY. The City Council declares that, should any provision, section, paragraph, sentence or word of this ordinance be rendered or declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences or

words of this ordinance as hereby adopted shall remain in full force and effect.

Section 3. EFFECTIVE DATE. This ordinance shall take effect thirty (30) days after it's second reading by the City Council.

Section 4. CERTIFICATION. The City Clerk shall certify to the adoption of this Ordinance and shall cause it to be published and circulated in the City of Coachella.

ORDINANCE PASSED APPROVED and ADOPTED this ___th day of _____ 2021.

_____
Steven A. Hernandez, Mayor

ATTEST:

_____
Angela M. Zepeda, City Clerk

APPROVED AS TO FORM:

_____
Carlos Campos
City Attorney

I, Angela M. Zepeda, City Clerk, City of Coachella, California, certify that the foregoing Ordinance No.1181 was adopted by the City Council at a regular meeting held on the __th day of _____ 2021, by the following roll call vote:

AYES:

NOES:

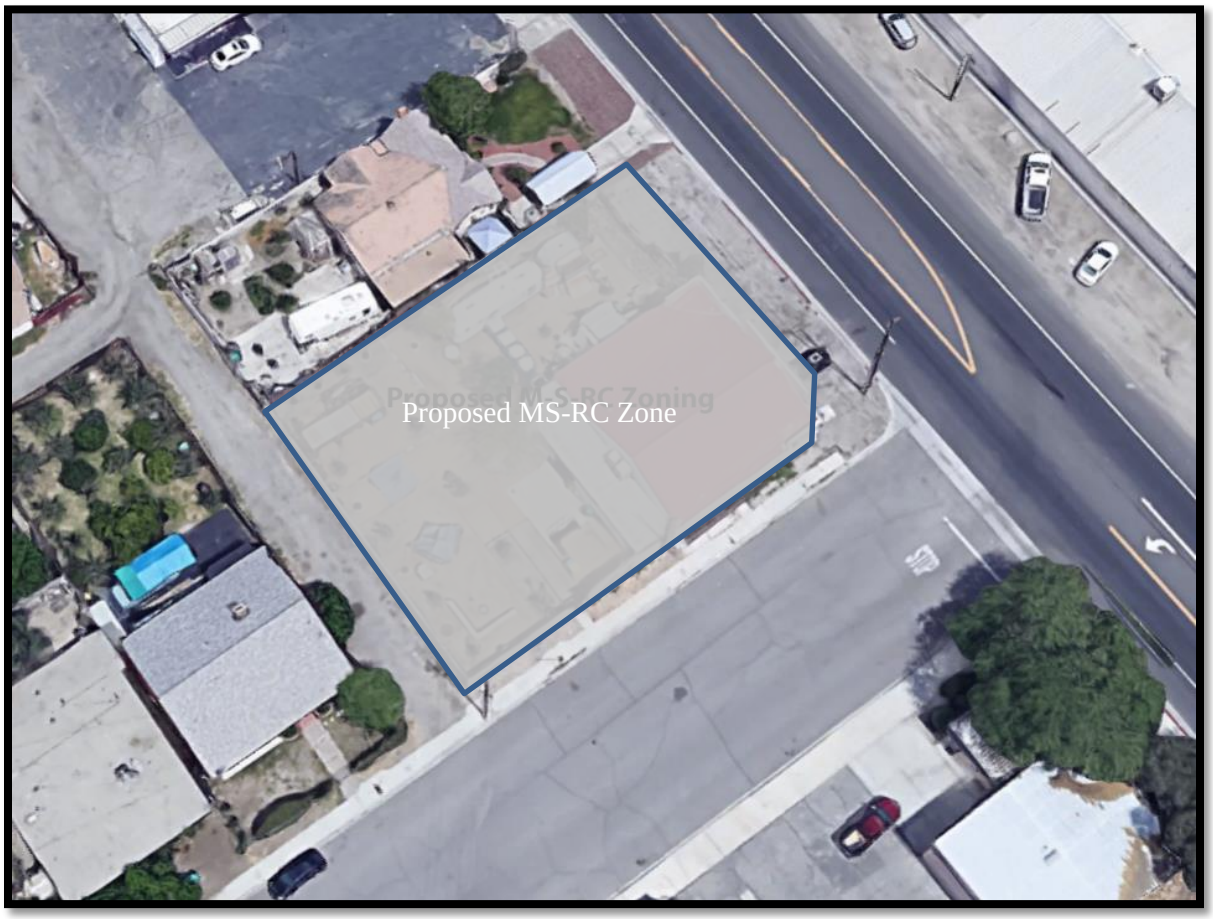
ABSENT:

ABSTAIN:

_____

Angela M. Zepeda, City Clerk

Exhibit A
Change of Zone 20-08



"EXHIBIT A"
CONDITIONS OF APPROVAL FOR CUP 336
PUEBLO CANNABIS RETAIL CANNABIS BUSINESS

General Conditions

1. Conditional Use Permit No. 336 is contingent upon City Council approval and adoption of the attendant Change of Zone 20-08 application. Conditional Use Permit No. 336 hereby approves a 1,500 square foot indoor retail cannabis business (Pueblo Cannabis) along with a secondary on-site business, Pueblo Coffee. Pueblo Coffee will utilize both indoor and outdoor space that will be used for temporary art exhibitions, outdoor art installations, murals and special events. Pueblo Cannabis and Pueblo Coffee are located at 85-591 Grapefruit Blvd.

2. The Applicant shall secure building permits for all tenant improvements for the businesses through the City's Building Division and the Riverside County Fire Marshal's office prior to the commencement of business activities. Hours of operation for the retail cannabis microbusiness (CUP 336) shall be from 9:00 am to 10:00 pm daily, unless otherwise restricted by the State of California. The owner shall procure a City Cannabis Regulatory Permit and a State License prior to commencement of business activities.

3. Conditional Use Permit No. 336 shall be valid for 12 months from the effective date of said City Council approvals unless the applicant requests an extension of time and granted by the Planning Commission. Issuance of building permits and diligent pursuit of construction will vest the Conditional Use Permit.

4. Construction plans for tenant improvements shall be in conformance with construction drawings and landscaping plans designed in accordance with the Pueblo Cannabis Retail Cannabis Business and the proposed Pueblo Coffee and the conditions of approval imposed below:

    a. All exterior building materials and colors shall substantially match the exhibits submitted with the Pueblo Cannabis Development applications.

    b. All fencing or garden walls shall be subject to issuance of a separate building permit by the City Building Division.

    c. All parking lot lighting for the Project shall be consistent with the architectural design exhibits of the Project, as approved by the Development Services Director.

    d. All masonry/wrought iron perimeter walls and garden walls shall be consistent with the submitted plans, subject to review by the Development Services Director, and subject to the City's Building Codes.

5. All plans, as shown, are considered "conceptual," subject to revisions as called out by the conditions of this resolution. The plans shall not be stamp-approved until all conditions requesting revisions have been satisfied during the building plan check process. Any substantial changes to the plans, including changes shown on future building permit plans deemed by Staff to not be within substantial conformance with this approval, will require an amendment to the approval of the conditional use permits, including architectural features, materials and site layout.

6. The project shall comply with all applicable codes, laws and regulations, regardless of whether they are listed in these conditions. This includes conformance with the requirements of the adopted U.B.C., U.P.C., U.M.C., N.E.C., including all requirements of the South Coast Air Quality Management District, the Riverside County Fire Department and any requirements by any other agency having jurisdiction on the project.

7. The applicant shall defend, indemnify and hold harmless the City of Coachella, its officials, officers, employees, and agents from and against any claim, action, or proceeding against the City, its officials, officers, employees or agents to attack, set aside, void or annul any project approval or condition of approval of the city concerning this project, including but not limited to any approval or condition of approval or mitigation measure imposed by the City Council or Planning Commission. The City shall promptly notify the applicant of any claim, action, or proceeding concerning the project and the City shall cooperate fully in the defense of the matter. The City reserves the right, at its own option, to choose its own attorney to represent the City, its officials, officers, employees and agents in the defense of the City Attorney, within five days of the effective date of this approval.

8. All plan submittals are the responsibility of the developer; this includes plan submittals to the City of Coachella, the Riverside County Fire Department or to other agencies for whom plan review and approval is required.

9. Prior to the issuance of building permits, grading or construction, the following mitigation measures shall be implemented:

    a) In the event any onsite structures are demolished, an asbestos inspection of onsite structures shall be conducted by a qualified professional in accordance with currently accepted methods and protocols. The inspection shall include, but not be limited to

visual inspection, sampling, and laboratory analysis for the presence of asbestos products, including asbestos-containing material (ACM) and asbestos-containing construction material (ACCM). Polarized Light Microscopy and other methods consistent with the US EOA 600 method shall be applied to this investigation. A comprehensive report that documents methods, findings, and appropriate mitigation measures and/or recommendations shall be provided to the City.

b) In the event any onsite structures are demolished, a lead-based paint inspection of onsite structures shall be conducted by a qualified professional in accordance with currently accepted methods and protocols. Inspections shall be carried out in accordance with US Department of Housing and Urban Development (HUD) guidelines, as well as OSHA Lead Exposure in Construction, Code of Federal Regulations, Title 29, Section 1926. The inspection shall include, but not be limited to visual inspection, sampling, and analysis of materials suspected of containing lead paint or other lead-based materials and coatings. A comprehensive report that documents methods, findings, and appropriate mitigation measures and/or recommendations shall be provided to the City.

c) Prior to the start of any activity that might disturb materials potentially containing asbestos, lead, and/or other hazardous or potentially hazardous materials, a qualified and licensed contractor shall be hired to complete necessary abatement procedures. All demolition and other project related actions that might potentially disturb hazardous materials shall be performed by properly trained and qualified personnel. Remediation actions are expected to include but will not be limited to the following:

    1. Each part of the building from which asbestos is being removed shall, as appropriate, be sealed off in order to prevent contamination of the other area. Methods of area containment may include polyethylene film, duct tape, negative air pressure machines and other appropriate means depending on the type of asbestos materials encountered.

    2. Specially designed vacuum cleaners that are designed for asbestos containment (class H) can be safely used when cleaning up during and after asbestos removal.

    3. Removed asbestos and materials with embedded or coated with asbestos shall, as appropriate, be double wrapped in plastic and driven to a landfill.

d) If surficial or buried materials within the project site are found to contain potentially hazardous materials (such as: asbestos-containing material, lead-based paint, and mercury or PCB-containing material) such materials shall be removed properly prior to any further site disturbance in the affected area, and disposed of at appropriate landfills or recycled, in accordance with the regulatory guidance provided in California Code of Regulation (CCR) and following the requirements of the Universal Waste Rule (40 CFR part 9).

e) During project construction and implementation, the handling, storage, transport, and

disposal of all chemicals, including herbicides and pesticides, runoff, hazardous material and waste used on, or at, the project site, shall be in accordance with applicable local, state, and federal regulations.

f) Vapor Encroachment Screening shall be conducted in accordance with the ASTM Standard E2600-10 Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions to identify the likelihood of migrating vapors to encroach on the subject property, thereby creating a Vapor Encroachment Condition (VEC). A complete report of findings and recommended mitigation measures, if any, shall be provided to the City prior to the issuance of buildingpermits.

g) A vapor intrusion risk evaluation shall be conducted in accordance with most recent version of the CalEPA Department of Toxic Substances Control's "Final Guidance for the Evaluation and Mitigation of Subsurface Vapor Intrusion to Indoor Air" to identify the likelihood of vapor intrusion into future buildings and potential impacts on indoor air quality. A complete report of findings and recommended mitigation measures, if any, shall be provided to the City prior to the issuance of grading and building permits.

h) The applicant shall provide the City with copies of permits required by the South Coast Air Quality Management District, or a written confirmation that no permits are necessary.

i) The applicant shall satisfy all requirements of the Fire Department relating to construction, operation, and emergency response. No building permits shall be issued, and no occupancy of the buildings shall be permitted prior to written approval by the Fire Department.

Engineering – Grading and Drainage:

10. Site access improvements shall be in conformance with the requirements of Title 24 of the California Administrative Code. This shall include access ramps for off-site and on-site streets as required.

11. If the applicant is planning to build a wall(s), separate permits shall be required for wall construction. The maximum height of any wall shall be limited to six (6) feet as measured from an average of the ground elevations on either side.

Engineering – Street Improvements:

12. The applicant shall construct all off-site and on-site improvements including street pavement, curb, gutter, sidewalk, street trees, perimeter walls, perimeter landscaping and irrigation, storm drain, street lights, and any other incidental works necessary to complete the improvements. The main driveway along Grapefruit Boulevard serving the proposed parking lot shall be re-constructed to conform to City of Coachella standards for commercial driveways. The existing drive approach along Grapefruit Boulevard nearest the street intersection of 3rd Street shall be removed and replaced with curb, gutter and landscaping improvements to match the City's urban greening capital project improvements.

13. The applicant shall obtain an encroachment permit for any improvements constructed within public right-of-way including alleys.

Engineering-Sewer and Water Improvements

14. Sewer & Water Improvement Plans prepared by a California Registered Civil Engineer shall be submitted for engineering plan check and City Engineer approval.
15. Applicant shall construct all off-site and on-site water improvements and any other incidental works necessary to complete the improvements

Engineering – General:

16. The developer shall submit a Fugitive Dust Control and Erosion Control plan in accordance with Guidelines set forth by CMC and SCAQMD to maintain wind and drainage erosion and dust control for all areas disturbed by grading. Exact method(s) of such control shall be subject to review and approval by the City Engineer. No sediment is to leave the site. Additional securities, in bond form, in amount of $2,000.00 per acre of gross area, and a one-time cash deposit of $2,000.00 are required to insure compliance with this requirement. No work may be started on or off site unless the PM-10 plan has been approved, the original plans, and executed dust control agreement, are filed in the engineering department at the City of Coachella.

17. The applicant shall pay all necessary plan check, permit and inspection fees. Fees will be determined when plans are submitted to the City Engineering Department for plan check.

18. If applicable, Applicant shall comply with the valley wide NPDES permit requirements including but not limited to submittal of a Preliminary WQMP for plan review accompanied by a $3,000 plan check deposit and a Final WQMP for final approval including executed maintenance agreement. All unused plan check fees will be refunded to the applicant upon approval of the Final WQMP.

Engineering – Completion:

19. “As-built" plans shall be submitted to and approved by the City Engineer prior to acceptance of the improvements by the City. All off-site and on-site improvements shall be completed to the City Engineer prior to acceptance of improvements for maintenance by the City.

20. Prior to issuance to of certificate of occupancy, all public improvements, including landscaping and lighting of the retention basin, and landscaped areas along the exterior streets, shall be completed to the satisfaction of the City Engineer

Environmental Compliance:

21. The applicant shall comply with the following items prior to issuance of building permits:

    a) Facility will be required to submit detailed plumbing plans for water and sewer
    b) Facility will be required to verify required backflow device
    c) Facility will be required to submit sizing criteria for a grease interceptor
    d) Facility will be required to submit a wastewater survey for all food service establishments
    e) All floor drains must have 3/8-inch strainers to prevent debris from entering sewer

22. Prior to the issuance of a building permit, the applicant shall pay all Development Fees to the City; including outside agency fees such as sewer water and utilities. Copies of receipts shall be provided to the Development Services Department prior to permit issuance.

23. The applicant shall be responsible for paying all applicable development and processing (plan check, inspection, etc.) fees associated with this project.

24. The applicant shall pay all required water connection fees.

25. The Coachella Unified School District is authorized by the State Legislature to levy developer fee on commercial development. The Applicant or successor in interest shall pay fees in effect at the time of building permit issuance. The fees collected will be used to assist in the housing of students within the District.

26. The applicant shall obtain separate sign permits for all proposed on-site signs, including all wall signs.

27. Prior to the issuance of building permits, detailed landscaping and irrigation plans shall be submitted for review and approval by the City Development Services Director.

BUILDING DEPARTMENT
CITY OF COACHELLA

APPLICATION FOR PERMIT
ELECTRIC

APPLICANT TO FILL IN BETWEEN HEAVY LINES

Building Address 85-391 Ave 11 Coachella

Owner — Name: Orval R. Marshall — Address: 89-190 San Angelo Ave Thermal — City: Thermal — Tel. No. PL-71638

Electrician — Name: — Address: — City: — Tel. No.

Building Address

Date Issued	Ready First Insp.	Group	Zone	Permit No.
3-8-63				E 99

I hereby acknowledge that I have read this application and state that the information I have provided is correct and agree to comply with all City Ordinances and State Laws regulating electrical wiring.

I hereby certify that I am properly registered and/or licensed as required by the City and State of California or that I am the legal owner of the residential property described hereon.

Signature of Permittee Orval R. Marshall

NUMBER AND TYPE OF OUTLETS

	Number	Each	Fee
Light Outlets	17		
Receptacles	7		
Switches	6		
Total Outlets	25	$ .10	$ 2.50
Electric Ranges		.50	
Electric Heaters		.50	
Fixtures		.10	
Miscellaneous			
Number of Light Circuits			
Number of Receptacle Circuits			

MOTORS

Number New	Number Mvd.	H. P.	Horsepower Over	Horsepower Inc.	Fee Each	Fee
				½ & Less	$ .25	
			½	2	.50	
			1 2 V	5	1.00	1.00
			5	15	1.50	
			15	50	2.50	
			50	200	5.00	
			Over 200		10.00	
M. G. Set/Freq. Changer—H. P.						
Welders: AC-KVA						
Generators—KW						
Transformers—KVA						
Temp. Motors (75% of Orig.)						
Miscellaneous						

SIGNS

No.	No. Lamps	
No.	No. Trans	

For Each Permit			75
Wiring	$1.00		
Fixtures	1.00		
Supplementary	.50		
Total Fee	Min. $2.00	4	25

INSPECTION RECORD

3 Ph — 1 Ph — U. G. — O. H. — 110 V. — 220 V. — 440 V.

Service: Conduit _____ Wire #12 Switch _____ Fuse _____ 100 AMP

APPROVALS

	Date	Inspector
Conduit		E Hoy
Wiring		
Fixtures		
tified		
Final		

BUILDING DEPARTMENT
CITY OF COACHELLA

765-252-003

APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY

APPLICANT TO FILL IN BETWEEN HEAVY LINES

Building Address 85391 Ave 111 Coachella Calif.

Owner
- Name Orval R. Marshall
- Address 83-490 Emerald ave Indio
- City Indio Tel. No. DI-71638

Architect Engineer
- Name
- Address
- City
- State License No. Tel. No.

Contractor
- Name Owner
- Address
- City
- State License No. Tel. No.

Legal
- Lot No. 27 & 10 Block 24
- Tract Coachella Land & Water Co

Description of Work
- New Add Alter Repair Demolish
- Use of Building GARAGE
- Size Building Height
- No. Rooms No. Families
- No. Stories Size of Lot
- No. Buildings Now on Lot Use of Bldg. Now on Lot

1. Type of Construction I II III IV V VI
2. Occupancy Group A B C D E F G H I J K
   Division 1 2 3 4
3. Use Zone A B C D E F G H I J K L M
   N O P Q R S T U V W X Y Z
   1 2 3 4 5 6 7 8 9
4. Fire Zone 1 2 3 4

I certify that in the performance of the work for which this permit is issued I shall not employ any person in any manner so as to become subject to the Workmen's Compensation Laws of California; or I certify that my Workmen's Compensation Insurer is _____ Policy No. _____ which expires _____

I hereby acknowledge that I have read this application and state that the above is correct and agree to comply with all City Ordinances and State Laws regulating building construction.

Authorized Agent ORVAL R. MARSHALL

Signature of Permittee

$ Valuation 1,500.00

Plan Check Fee

Permit Fee 10.00

Building Address

Receipt No.	Group	Plan Check No.	Permit No.
			B 169
Date Received	**Zone**	**Type**	**Date Issued**
			3-8-63

INSPECTION RECORD

Set Back
Excavation and Forms
Concrete
Reinforcing Steel
Bond Beam
Frame
Roofing
Room Ventilation
Kitchen Vent
Foundation Vent
Access Hole
Garage Fire Proofing
Fireplace
Water Closet
Water Heater
Sewage Disposal
Lathing
Plastering
Certificate of Occupancy
Correction Order Left
Stop Order Issued
Stop Order Released

SPECIAL INFORMATION

BUILDING DEPARTMENT
CITY OF COACHELLA

765-253-003

APPLICATION FOR
BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY

APPLICANT TO FILL IN BETWEEN HEAVY LINES

Building Address 55-591 HWY 111 COACHELLA CALIF

Owner
- Name ORVAL MARSHALL
- Address SAME
- City COACHELLA CALIF Tel. No.

Architect Engineer
- Name
- Address
- City
- State License No. Tel. No.

Contractor
- Name OWNER
- Address
- City
- State License No. Tel. No.

Legal
- Lot No. 9 & 10 Block
- Tract COACHELLA LAND & WATER CO

Description of Work
- New ✓ Add Alter Repair Demolish
- Use of Building SIGN 4.FT X 12.FT.
- Size Building Height
- No. Rooms No. Families
- No. Stories Size of Lot
- No. Buildings Now on Lot Use of Bldg. Now on Lot

1. Type of Construction I II III IV V VI

2. Occupancy Group A B C D E F G H I J K
   Division 1 2 3 4

3. Use Zone A B C D E F G H I J K L M
   N O P Q R S T U V W X Y Z
   1 2 3 4 5 6 7 8 9

4. Fire Zone 1 2 3 4

I certify that in the performance of the work for which this permit is issued I shall not employ any person in any manner so as to become subject to the Workmen's Compensation Laws of California; or I certify that my Workmen's Compensation Insurer is _____ Policy No. _____ which expires _____

I hereby acknowledge that I have read this application and state that the above is correct and agree to comply with all City Ordinances and State Laws regulating building construction.

Authorized Agent _____

Signature of Permittee E/Owner

$ Valuation 200.00

Plan Check Fee

Permit Fee 2.00

Building Address

Receipt No.	Group	Plan Check No.	Permit No.
			B234
Date Received	**Zone**	**Type**	**Date Issued**
7-9-63			July 9

INSPECTION RECORD

Set Back
Excavation and Forms
Concrete
Reinforcing Steel
Bond Beam
Frame
Roofing
Room Ventilation
Kitchen Vent
Foundation Vent
Access Hole
Garage Fire Proofing
Fireplace
Water Closet
Water Heater
Sewage Disposal
Lathing
Plastering
Certificate of Occupancy
Correction Order Left
Stop Order Issued
Stop Order Released

SPECIAL INFORMATION

BUILDING PERMIT No. 1944

CITY OF COACHELLA, CALIFORNIA
Phone (714) 398-0161
Parcel No. 765-252-003

OWNER CHIEF SIGN CRAFTS
85-591 Cantaloupe
CONTRACTOR Owner

JOB ADDRESS 85-591 Cantaloupe
LOT ____ BLK ____ TRACT Map of Coachella
ARCHITECT ____
ENGINEER ____

PURPOSE OF PERMIT REFURBISH & ALTERATIONS

PLAN CK ____ SPECIAL INSP ____
AIR COND NO PLUMB NO ELECT NO
LOT SIZE ____ BLDG. SIZE ____
VALUATION $1,000.00 FOOTAGE ____
OCCUPANCY GROUP F-2 USE ZONE M-S
TYPE CONSTR. V FIRE ZONE 3
SETBACK-FRONT ____ REAR ____ SIDE ____
CURBING In TYPE V CEMENT ____
DATE REC. 6/30/71 DATE APP. 8/6/71
APPROVED BY ____
SPECIAL NOTES: ____

OWNER-BUILDER CONTRACTOR

I certify that in the performance of the work for which this permit is issued I shall not employ any person in violation of the workmen's compensation laws of California.

I hereby acknowledge that I have read this application and state that the above is correct and agree to comply with all City Ordinances and State laws applicable.

Signed: X Jack Rutter

FEES: PLAN CK ____ BUILDING ____
TOTAL OF ALL FEES $10.00

NOTICE TO CONTRACTORS & SUB-CONTRACTORS

Final inspection of this job may be withheld until all contractors or sub-contractors having performed work under the above building permit have signed this card below as having valid Coachella business licenses.

GRADING ____
SEWERS ____
FRAMING ____
ROOFING ____
PLUMBING ____
LATHING ____
FLOORING ____
TILES 1600
PAVING ____
PAINTING ____
OTHER ____
CEMENT ____
MASONRY ____
ELECTRIC ____
HEATING ____
PLASTERING ____
CABINETS ____
GLAZING ____
SHEET METAL ____
INSULATION ____
OTHER: ____

INSPECTION RECORD

	INT.	DATE
EXCAVATION & SETBACKS: Pour no concrete until signed here.		
SETBACKS		
FOOTINGS		
FORMS OR STEEL		
CONCRETE SLAB FLOOR: Do not pour until signed		
ELECTRIC Gnwrk		
PLUMBING Gnwrk		
SLAB HEIGHT		
ELECT GROUND		
CRUSHED ROCK		
ROUGH INSPECTIONS: Cover no work until signed		
ELECTRIC		
PLUMBING		
T & P VALVE		
GAS LINES		
A/C & HEATING		
ATTIC ACCESS		
ATTIC VENTS		
GARAGE VENTS		
FRAMING		
ROOF NAILING		
OTHER:		
SPECIAL INSPECTION: Cover no work until signed		
INSULATION		
LATH & PLASTER: Cover no work until signed		
EXT. LATH		
INT. LATH		
SHOWER BACKING		
CORNER BEAD		
VENEER ANCHORS		
FINISH INSPECTION: Do not occupy until signed		
ELECTRICAL		
PLUMBING		
GAS		
A/C & HEATING		
BUILDING		
SEWAGE		
CURBING		
PARKING		
DOOR CLOSER		
T & P VALVE		
OTHER:		

AIR CONDITIONING PERMIT

AMOUNT	CLASSIFICATION	FEE
	PERMIT	
	APPLIANCES	
	AIR DUCTS	
	VENTS	
	VENT DUCTS	
	COMPRESSORS	
	COILS	
	TOWERS	
	COOLERS	
	PRE-COOLERS	
	SPECIAL INSP.	
	OTHER:	
	TOTAL FEE	

Special Notes: ____

ELECTRICAL PERMIT

AMOUNT	CLASSIFICATION	FEE
	PERMIT	
	SERVICE	
	ONE CENT RATE	
	½ CENT RATE	
	FIXTURES	
	GENERATORS	
	APPLIANCES	
	MISC.	
	MOTORS	
	OUTLETS	
	SIGNS	
	CONSTR. POLE	
	TRANSFORMERS	
	ANNUAL PERMIT	
	SPECIAL INSP.	
	OTHER:	
	TOTAL FEE	

Special Notes: ____

PLUMBING PERMIT

AMOUNT	CLASSIFICATION	FEE
	PERMIT	
	FIXTURES	
	SEWER	
	PRIVATE SEWER	
	WATER HEATER	
	GAS PIPING	
	WATER PIPING	
	DRAINAGE	
	SPRINKLERS	
	OTHER:	
	TOTAL FEE	

Special Notes ____

1944

HARD COPY MUST BE POSTED ON BUILDING SITE

BUILDING PERMIT No. 1952

CITY OF COACHELLA, CALIFORNIA

Phone (714) 398-0161

RRR PARCEL NO. 765-252-003

OWNER Chief Sign Crafts, 85-591 Cantaloupe, Conchella, Calif. 92236

CONTRACTOR Owner

JOB ADDRESS 85-591 Cantaloupe, Coachella

LOT – BLK – TRACT Map of Coachella

ARCHITECT –

ENGINEER –

PURPOSE OF PERMIT Onsite Wall Sign

PLAN CK – SPECIAL INSP –

AIR COND – PLUMB – ELECT –

LOT SIZE – BLDG. SIZE –

VALUATION $200.00 FOOTAGE 36 Sq.Ft.

OCCUPANCY GROUP J USE ZONE MS

TYPE CONSTR. V FIRE ZONE 3

SETBACK-FRONT – REAR – SIDE –

CURBING – TYPE-V CEMENT –

DATE REC. 8-23-71 DATE APP. 8-23-71

APPROVED BY

SPECIAL NOTES:

OWNER-BUILDER CONTRACTOR

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in violation of the workmen's compensation laws of California.

I hereby acknowledge that I have read this application and state that the above is correct and agree to comply with all City Ordinances and State laws applicable.

Signed X

FEES: PLAN CK – BUILDING 45.20

TOTAL OF ALL FEES $5.00

NOTICE TO CONTRACTORS & SUB-CONTRACTORS

Final inspection of this job may be withheld until all contractors or sub-contractors having performed work under the above building permit have signed this card below as having valid Coachella business licenses.

GRADING

SEWERS

FRAMING

ROOFING

PLUMBING

LATHING

FLOORING

TILES CITY OF COACHELLA

PAVING BY

PAINTING AMT.

OTHER

CEMENT

MASONRY

ELECTRIC

HEATING

PLASTERING

CABINETS

GLAZING

SHEET METAL

INSULATION

OTHER:

INSPECTION RECORD

	INT.	DATE
EXCAVATION & SETBACKS: Pour no concrete until signed here		
SETBACKS		
FOOTINGS		
FORMS OR STEEL		
CONCRETE SLAB FLOOR: Do not pour until signed		
ELECTRIC Gnwrk		
PLUMBING Gnwrk		
SLAB HEIGHT		
ELECT. GROUND		
CRUSHED ROCK		
ROUGH INSPECTIONS: Cover no work until signed		
ELECTRIC		
PLUMBING		
T.&P. VALVE		
GAS LINES		
A/C & HEATING		
ATTIC ACCESS		
ATTIC VENTS		
GARAGE VENTS		
FRAMING		
ROOF NAILING		
OTHER:		
SPECIAL INSPECTION: Cover no work until signed		
INSULATION		
LATH & PLASTER: Cover no work until signed		
EXT. LATH		
INT. LATH		
SHOWER BACKING		
CORNER BEAD		
VENEER ANCHORS		
FINISH INSPECTION: Do not occupy until signed		
ELECTRICAL		
PLUMBING		9/21
GAS		
A/C & HEATING		
BUILDING		
SEWAGE		
CURBING		
PARKING		
DOOR CLOSER		
T & P VALVE		
OTHER:		

AIR CONDITIONING PERMIT

AMOUNT	CLASSIFICATION	FEE
	PERMIT	
	APPLIANCES	
	AIR DUCTS	
	VENTS	
	VENT DUCTS	
	COMPRESSORS	
	COILS	
	TOWERS	
	COOLERS	
	PRE-COOLERS	
	SPECIAL INSP.	
	OTHER:	
	TOTAL FEE	

Special Notes:

ELECTRICAL PERMIT

AMOUNT	CLASSIFICATION	FEE
	PERMIT	
	SERVICE	
	ONE CENT RATE	
	½ CENT RATE	
	FIXTURES	
	GENERATORS	
	APPLIANCES	
	MISC.	
	MOTORS	
	OUTLETS	
	SIGNS	
	CONSTR POLE	
	TRANSFORMERS	
	ANNUAL PERMIT	
	SPECIAL INSP.	
	OTHER:	
	TOTAL FEE	

Special Notes:

PLUMBING PERMIT

AMOUNT	CLASSIFICATION	FEE
	PERMIT	
	FIXTURES	
	SEWER	
	PRIVATE SEWER	
	WATER HEATER	
	GAS PIPING	
	WATER PIPING	
	DRAINAGE	
	SPRINKLERS	
	OTHER:	
	TOTAL FEE	

Special Notes:

1952

HARD COPY MUST BE POSTED ON BUILDING SITE

APPLICATION AND PERMIT

City of Coachella 1515 Sixth Street Coachella, California 92236 Phone: (760) 398-3002

35

Owner Dennis Boomer Address 85-591 Highway 111, Coachella, CA.

Job Address 85-591 Highway 111 Tract Lot

Description of Work Install gas line.

SPECIAL CONDITIONS

Contractor Owner/Builder State Lic.No. City Lic. No.

Address Phone 398-1755

Workers Compensation Insurer Address

Compensation Insurance Exemption On File ☐ Construction Lender

Date June 9 19 99

FIRE ZONE USE-ZONE

OCCUPANCY CONST. TYPE

SQ. FT. GARAGE

COUNTY ASSESSOR'S NUMBER

PLUMBING AND/OR MECHANICAL

Contractor

QTY.	ITEM	AMOUNT	
1	Permit	22	00
	Plumbing Fixtures		
	Sewer Connection		
	Water System		
1	Gas System	5	50
	Total Plumbing	27	50
	Mechanical Permit		
	Heating Unit		
	Air Conditioning Unit		
	Range Hood		
	Total Mechanical		
	TOTAL		

ELECTRICAL

Contractor

QTY.	ITEM	AMOUNT	
	Permit		
	Service Amp.		
	Fixtures		
	Outlets & Switches		
	New Building		
	Temporary Power		
	One Cent Rate		
	½ Cent Rate		
	TOTAL ELECT.		

BUILDING, SIGN AND/OR GRADING

Est. Cost of Bldg.

DESCRIPTION	AMOUNT	
Building Permit Fee		
Sign Permit Fee		
Grading Permit Fee		
Plan Check Fee		
OTHER		
Plumbing permit	27	50
New Construction Tax		
TOTAL FEES PAYABLE	27	50

The issuance of this permit is based upon plans and specifications filed with the City of Coachella and shall not prevent the building official from thereafter requiring the correction of errors in said plans and specifications.
Every permit issued by the Building Official under the provisions of this Code shall expire by limitation and become null and void, if the building or work authorized by such permit is not commenced within 180 days from the date of such permit, or if the building or work authorized by such permit is suspended or abandoned at any time after the work is commenced for a period of 180 days.

Building Planning

CERTIFICATION APPEARING ON APPLICATIONS

I have carefully examined the above completed "Application and Permit" and do hereby certify that all information hereon is true and correct, and I further certify and agree, if a permit is issued to comply with all City, County and State laws governing building construction, whether specified herein or not; and I hereby agree to save, indemnify and keep harmless the City of Coachella against liabilities, judgments, costs and expenses which may in any way accrue against said City in consequence of the granting of this permit.

Applicant's Signature

☒ OWNER ☐ CONTRACTOR ☐ AGENT

APPLICATION AND PERMIT

City of Coachella 1515 Sixth Street Coachella, California 92236 Phone: (760) 398-3002

Owner Dennis Boomer Address 85-591 Highway 111, Coachella, CA.

Job Address 85-591 Highway 111 Tract _____ Lot _____

Description of Work Install gas line.

SPECIAL CONDITIONS _____

Contractor Owner/Builder State Lic.No. _____ City Lic. No. _____

Address _____ Phone _____

Workers Compensation Insurer _____ Address _____

Compensation Insurance Exemption On File ☐ Construction Lender _____

Date June 9 19 99

FIRE ZONE _____ USE ZONE _____

OCCUPANCY _____ CONST. TYPE _____

SQ. FT. _____ GARAGE _____

COUNTY ASSESSOR'S NUMBER

SITE	DATE	INSPECTOR
Toilet Facility		
Construction Trailer		
BUILDING		
Fndn: Locatn, Forms Set Back, Grade		
Reinforcement		
Uler Ground		
Slab: Grade, Rein.		
Bond Beam & Grout		
POUR NO CONCRETE UNTIL SIGNED ABOVE		
Roof Deck/Trusses		
Pre-Wrap		
Frame: Fire stops Shear Bracing, Bolts		
Hold Downs		
Insulation		
Lath: Int		
Dry Wall		
Lath; Ext.		

MECHANICAL	DATE	INSPECTOR
FAU, AC, Boiler, W/H		
Comb. Air & Venting		
Circ. Air ducts, Etc.		
Location Clearance, Access		
Duct Insulation		
Fireplace Installation		
PLUMBING		
Under Slab Work		
Rough Plumbing		
Rough Gas Piping	8/23/99	
Wet Test		
Bldg. Sewer		
Septic Sys, Drain Field		
Gas Line Test	8/23/99	
Grease Trap		
Gas Release	8/23/99	

ELECTRICAL	DATE	INSPECTOR
Temp. Power		
Under Slab Work		
Rough Conduit		
Rough Wiring		
Grounding		
Service		
Electric Release		
FINAL APPROVALS		
Plumbing Fixtures		
Mechanical		
Gas Piping		
Electrical, Smoke Det.		
Disabled Access		
ENERGY		
Insulation Cert. (Res)		
Installation Cert. (Res)		
Glazing		

OCCUP. APPROVALS
Planning Division
Date:
By:
Engineering Division
Date:
By:
Fire Prevention
Date:
By:
Water Division
Date:
By:
Sanitation Division
Date:
By:
Building Department
Date:
By:

NOTICE TO CONTRACTORS

Final Inspections and Certificate of Completion or Occupancy must be obtained before occupying or using a building.

TACK THIS CARD IN CONSPICUOUS PLACE ON BUILDING.
CALL FOR INSPECTION (24 HOURS IN ADVANCE)- Phone: 398-3002

APPLICATION AND PERMIT

City of Coachella

1515 Sixth Street Coachella, California 92236 Phone: (760) 398-3002

460

Owner Dennis Boomer Address

Job Address 85-591 Hwy 111 Coachella Tract Lot

Description of Work Reroof 2,700 sq. ft. Commercial Building

SPECIAL CONDITIONS

Contractor Owner/Builder State Lic.No. City Lic. No.

Address Phone 398-1755

Workers Compensation Insurer Address

Compensation Insurance Exemption On File ☐ Construction Lender

Date May 14, 2001 XX

FIRE ZONE USE ZONE

OCCUPANCY CONST. TYPE

SQ. FT. 2,700 GARAGE

COUNTY ASSESSOR'S NUMBER

PLUMBING AND/OR MECHANICAL

Contractor

QTY.	ITEM	AMOUNT
	Permit	
	Plumbing Fixtures	
	Sewer Connection	
	Water System	
	Gas System	
	Total Plumbing	
	Mechanical Permit	
	Heating Unit	
	Air Conditioning Unit	
	Range Hood	
	Total Mechanical	
	TOTAL	

ELECTRICAL

Contractor

QTY.	ITEM	AMOUNT
	Permit	
	Service Amp.	
	Fixtures	
	Outlets & Switches	
	New Building	
	Temporary Power	
	One Cent Rate	
	½ Cent Rate	
	TOTAL ELECT.	

BUILDING, SIGN AND/OR GRADING

Est. Cost of Bldg. $4,050.00

DESCRIPTION	AMOUNT
Building Permit Fee	111 25
Sign Permit Fee	
Grading Permit Fee	
Plan Check Fee	
OTHER	
New Construction Tax	
TOTAL FEES PAYABLE	111 25

The issuance of this permit is based upon plans and specifications filed with the City of Coachella and shall not prevent the building official from thereafter requiring the correction of errors in said plans and specifications.
Every permit issued by the Building Official under the provisions of this Code shall expire by limitation and become null and void, if the building or work authorized by such permit is not commenced within 180 days from the date of such permit, or if the building or work authorized by such permit is suspended or abandoned at any time after the work is commenced for a period of 180 days.

CERTIFICATION APPEARING ON APPLICATIONS

I have carefully examined the above completed "Application and Permit" and do hereby certify that all information hereon is true and correct, and I further certify and agree, if a permit is issued to comply with all City, County and State laws governing building construction, whether specified herein or not; and I hereby agree to save, indemnify and keep harmless the City of Coachella against liabilities, judgments, costs and expenses which may in any way accrue against said City in consequence of the granting of this permit.

Dennis Boomer

Applicant's Signature

☐ OWNER ☐ CONTRACTOR ☐ AGENT

P.E. Braemer

Building

Plan

APPLICATION AND PERMIT

City of Coachella 1515 Sixth Street Coachella, California 92236 Phone: (760) 398-3002

460 Item 33.

Owner Dennis Boomer Address

Job Address 85-591 Hwy 111 Coachella Tract Lot

Description of Work Refoof 2,700 sq. ft. Commercial Building

SPECIAL CONDITIONS

Contractor Owner/Builder State Lic.No. City Lic. No.

Address Phone 398-1755

Workers Compensation Insurer Address

Compensation Insurance Exemption On File ☐ Construction Lender

Date May 14, 2001 XX

FIRE ZONE USE ZONE

OCCUPANCY CONST. TYPE

SQ. FT. 2,700 GARAGE

COUNTY ASSESSOR'S NUMBER

SITE	DATE	INSPECTOR
Toilet Facility		
Construction Trailer		
BUILDING		
Fndn: Locatn, Forms Set Back, Grade		
Reinforcement		
Uler Ground		
Slab: Grade, Rein.		
Bond Beam & Grout		
POUR NO CONCRETE UNTIL SIGNED ABOVE		
Roof Deck/Trusses		
Pre-Wrap		
Frame: Fire stops Shear Bracing, Bolts		
Hold Downs		
Insulation		
Lath: Int		
Dry Wall		
Lath; Ext.		

MECHANICAL	DATE	INSPECTOR
FAU, AC, Boiler, W/H		
Comb. Air & Venting		
Circ. Air ducts, Etc.		
Location Clearance, Access		
Duct Insulation		
Fireplace Installation		
PLUMBING		
Under Slab Work		
Rough Plumbing		
Rough Gas Piping		
Wet Test		
Bldg. Sewer		
Septic Sys, Drain Field		
Gas Line Test		
Grease Trap		
Gas Release		

ELECTRICAL	DATE	INSPECTOR
Temp. Power		
Under Slab Work		
Rough Conduit		
Rough Wiring Grounding		
Service		
Electric Release		
FINAL APPROVALS		
Plumbing Fixtures		
Mechanical		
Gas Piping		
Electrical, Smoke Det.		
Disabled Access		
ENERGY		
Insulation Cert. (Res)		
Installation Cert. (Res)		
Glazing		
Permit	6/14/01	[signature]

OCCUP. APPROVALS
Planning Division
Date:
By:
Engineering Division
Date:
By:
Fire Prevention
Date:
By:
Water Division
Date:
By:
Sanitation Division
Date:
By:
Building Department
Date:
By:

NOTICE TO CONTRACTORS

Final Inspections and Certificate of Completion or Occupancy must be obtained before occupying or using a building.

TACK THIS CARD IN CONSPICUOUS PLACE ON BUILDING.
CALL FOR INSPECTION (24 HOURS IN ADVANCE)- Phone: 398-3002

Request for Comments
CZ 20-08, & CUP 336
Pueblo Cannabis Co.

Environmental Compliance Comments:

This facility will be required to submit:

1. Submit detailed plumbing plans
2. Verify required backflow device
3. Submit the sizing criteria for a grease interceptor: online application can be found here: https://coachella.seamlessdocs.com/f/Fs9RjX
4. Submit a wastewater survey for coffee shop/and or microbusiness if food service establishment is proposed.- https://coachella.seamlessdocs.com/f/WkkhIf
5. All floor drains must 3/8" have strainers to prevent debris from entering sewer

Comments made by: **Berlinda Blackburn** Date: **01/25/2021**

Printed Name & Title: **Berlinda Blackburn//Environmental/Regulatory Program Manager**

Agency: **City of Coachella** **Telephone #: 760-501-8114**

Please return your comments to:
CITY OF COACHELLA
Attn: Luis Lopez, Development Services Director
Development Services Department
53-990 Enterprise Way
Coachella, CA 92236
(760) 398-3102x118

CAL FIRE – RIVERSIDE UNIT
RIVERSIDE COUNTY FIRE DEPARTMENT

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DISTRICT 2

CHARLES WASHINGTON
DISTRICT 3

V. MANUEL PEREZ
DISTRICT 4

JEFF HEWITT
DISTRICT 5

Planning Case Conditions

Date: 2/3/21
City Case Number: CUP 336
Project Name: Pueblo Cannabis
Planner: Luis Lopez, Development Services Director
Reviewed By: Chris Cox, Assistant Fire Marshal
Fire Department Permit Number: FPCUP2100001
East Office of the Fire Marshal Responsibility

With respect to the conditions of approval for the referenced project, the Fire Department requires the following fire protection measures be provided in accordance with Riverside County Ordinances and/or recognized fire protection standards:

1. Construction Permits Fire Department Review: Submittal of construction plans to the Office of the Fire Marshal will be required. Final fire and life safety conditions will be addressed when the Office of the Fire Marshal reviews these plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code, and related codes, which are in effect at the time of building plan submittal.

2. Addressing: All commercial buildings shall display street numbers in a prominent location on the address side and additional locations as required. Ref. CFC 505.1 and County of Riverside Office of the Fire Marshal Standard #07-01

These conditions are preliminary and further review will occur upon receipt of construction plans. Additional requirements may be required based upon the adopted codes at the time of submittal.

Should you have any questions, or if some items are unclear, please phone our office at 760-863-8886 and speak with Assistant Fire Marshal Chris Cox to assist you with these conditions.

IID

www.iid.com

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February 9, 2021

Mr. Luis Lopez
Director
Development Services Department
City of Coachella
1515 6th Street
Coachella, CA 92236

SUBJECT: Pueblo Cannabis Co. Project in Coachella, CA; CUP No. 336

Dear Mr. Lopez:

On January 19, 2021, the Imperial Irrigation District received from the City of Coachella Development Services Department, a request for agency comments on the preliminary design plans for the Pueblo Cannabis Co. project; Conditional Use Permit no. 336. The applicant, Armando Lerma, proposes to establish a 1,500 sq. ft. retail cannabis dispensary in an existing building on 0.30 acres of land located at the northwest corner of Grapefruit Boulevard and 3rd Street in Coachella, California (APN 778-041-003).

The IID has reviewed the project information and has the following comments:

1. IID will not begin any studies, engineering or estimate costs to provide electrical service to the project until the applicant submits a customer project application (available at http://www.iid.com/home/showdocument?id=12923 and detailed loading information, panel sizes, project schedule and estimated in-service date. Applicant shall bear all costs associated with providing electrical service to the project, including but not limited to the construction of any additional facilities needed to extend electrical service to the proposed development such as distribution backbone feeders, distribution overhead and/or underground line extensions, the re-configuration of distribution circuits, transmission line extensions or other upgrades as well as applicable permits, zoning changes, landscaping (if required by the City) and rights-of-way and easements.

2. However, based on the preliminary information provided to the IID, the district can accommodate the power requirements of the project by extending distribution lines from existing facilities. The district's ability to provide service from existing infrastructure is based on currently available capacity, which may be impacted by future development in the area. It is important to note that a detailed and final study will be developed once a customer project application and loading calculations are received. This detailed information will allow IID to perform an accurate assessment and provide a full report of any potential impacts and mitigation measures. The conditions of service could change as a result of the additional studies.

3. Underground infrastructure that includes trenching, conduits, pull boxes, switch boxes and pads should be installed following IID approved plans. Physical field installation of

underground infrastructures should be verified and approved by an IID inspector prior to cable installation as per IID Developer's Guide (available at the district website https://www.iid.com/home/showdocument?id=14229).

4. IID Regulations governing line extensions can be found at:
   No. 2 (http://www.iid.com/home/showdocument?id=2540),
   No. 13 (http://www.iid.com/home/showdocument?id=2553),
   No. 15 (http://www.iid.com/home/showdocument?id=2555),
   No. 20 (http://www.iid.com/home/showdocument?id=2560) and
   No. 23 (https://www.iid.com/home/showdocument?id=17897).

5. For additional information regarding electrical service for the project, the applicant should be advised to contact the IID Energy - La Quinta Division Customer Operations, 81-600 Avenue 58 La Quinta, CA 92253, at (760) 398-5841 and speak with the project development planner assigned to the area.

6. It is important to note that IID's policy is to extend its electrical facilities only to those developments that have obtained the approval of a city or county planning commission and such other governmental authority or decision-making body having jurisdiction over said developments.

7. The applicant will be required to provide rights-of-way and easements for any power line extensions and overhead or underground infrastructure needed to serve the project.

8. Any construction or operation on IID property or within its existing and proposed right of way or easements 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; will require an encroachment permit, or encroachment agreement (depending on the circumstances). A copy of the IID encroachment permit application and instructions for its completion are available at https://www.iid.com/about-iid/department-directory/real-estate. The IID Real Estate Section should be contacted at (760) 339-9239 for additional information regarding encroachment permits or agreements.

9. Relocation of existing IID facilities to accommodate the project and/or to accommodate street widening improvements imposed by the City will be deemed project-driven and all costs, as well as securing of rights of way and easements for relocated facilities, shall be borne by the applicant.

10. 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, 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 mitigation necessary as a result of the construction, relocation and/or upgrade of IID facilities is the responsibility of the project proponent**.

11. Dividing a project into two or more pieces and evaluating each piece in a separate environmental document (Piecemealing or Segmenting), rather than evaluating the whole of the project in one environmental document, is explicitly forbidden by CEQA, because dividing a project into a number of pieces would allow a Lead Agency to minimize the apparent environmental impacts of a project by evaluating individual pieces separately, each of which may have a less-than-significant impact on the environment, but which together may result in a significant impact. Segmenting a project may also hinder developing comprehensive mitigation strategies. In general, if an activity or facility is necessary for the operation of a project, or necessary to achieve the project objectives, or a reasonably foreseeable consequence of approving the project, then it should be considered an integral project component that should be analyzed within the environmental analysis. The project description should include all project components, including those that will have to be approved by responsible agencies. The State CEQA Guidelines define a project under CEQA as "the whole of the action" that may result either directly or indirectly in physical changes to the environment. This broad definition is intended to provide the maximum protection of the environment. CEQA case law has established general principles on project segmentation for different project types. For a project requiring construction of offsite infrastructure, the offsite infrastructure must be included in the project description. *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App. 4th 713.

12. Applicant should be advised that landscaping can be dangerous if items are planted too close to IID's electrical equipment. In the event of an outage, or equipment failure, it is vital that IID personnel have immediate and safe access to its equipment to make the needed repairs. For public safety, and that of the electrical workers, it is important to adhere to standards that limit landscaping around electrical facilities. IID landscaping guidelines are available at https://www.iid.com/energy/vegetation-management.

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

Respectfully,

Donald Vargas
Compliance Administrator II

Enrique B. Martinez – General Manager
Mike Pacheco – Manager, Water Dept.
Marilyn Del Bosque Gilbert – Manager, Energy Dept.
Constance Bergmark – Mgr. of Planning & Eng./Chief Elect. Engineer, Energy Dept.
Enrique De Leon – Asst. Mgr., Energy Dept., Distr., Planning, Eng. & Customer Service
Jamie Asbury – Assoc. General Counsel
Vance Taylor – Asst. General Counsel
Michael P. Kemp – Superintendent, Regulatory & Environmental Compliance
Laura Cervantes – Supervisor, Real Estate

STAFF REPORT
5/26/2021

TO: Honorable Mayor and City Council Members

FROM: Luis Lopez, Development Services Director

SUBJECT: Appeal of Planning Commission's Revocation of Conditional Use Permit (CUP 312) that allowed a 3,250 sq. ft. Retail Cannabis Microbusiness on 20,000 square feet of land located at 84-161 Avenue 48 for "The Coachella Lighthouse, LLC". City- Initiated Revocation.

STAFF RECOMMENDATION:

Staff recommends that the City Council adopt the attached Resolution NO. 2020-03 to Uphold the Planning Commission's Revocation of Conditional Use Permit (CUP 312).

BACKGROUND:

This item was continued from the April 14, 2021, March 10, 2021, January 27, 2021, December 9, 2020, October 14, 2020, September 9, 2020, July 7, 2020 and May 13, 2020 City Council meetings, pursuant to an executed Memorandum Of Understanding agreement (MOU) between the City of Coachella and Glenroy Coachella, LLC. The MOU allows for the interim curing of the CUP violations outlined in this staff report, in exchange for periodic payments of lost Transient Occupancy Tax (TOT) for the hotel resort, and subject to adherence by the developer to a performance schedule that would secure new financing and reactivation of construction activities, and completion of the hotel resort by April 30, 2021.

On February 27, 2019, the Planning Commission approved Conditional Use Permit No. 312 (CUP 312). Pursuant to Condition No. 3 of CUP 312, the Development Services Director conducted a 12-month review of CUP 312 and determined that the permittee failed to comply with the Conditions of Approval of CUP 312.

On April 15, 2020, the Planning Commission conducted a duly noticed public hearing to determine whether it should revoke CUP 312 for the appellant's failure to comply with the Conditions of Approval. After the closure of the public hearing, the Planning Commission adopted Resolution No. PC2020-03 revoking CUP 312, finding that one or more Conditions of Approval of CUP 312 were violated. Following the Planning Commission's Revocation, The Coachella Lighthouse, LLC filed an appeal to the City Council pursuant to Sections 17.74.040 and 17.74.050(B)(2) of the Coachella Municipal Code ("CMC").

UPDATE:

The City recently received a creditor notice that the Glenroy Resort developer filed for Chapter 11 Bankruptcy protection under the federal courts, and there are court hearings scheduled in early May 2021 and staff will have an update for the City Council at the public hearing. Additionally, and notwithstanding the violation of certain deal points, the developer has continued to pay the City a "Payment of In Lieu Transient Occupancy Taxes" as part of the Memorandum of Understanding, dated May 13, 2020 between the City and Glenroy Coachella, LLC. The remainder of this staff report discusses the findings for revocation of CUP 312.

REQUIRED FINDINGS

The Planning Commission's revocation was based on Sections 17.84.070 and 17.74.050(B)(1) of the Coachella Municipal Code. Pursuant to Section 17.84.070 of the Coachella Municipal Code, the Planning Commission may consider a conditional use permit for revocation if the applicant or permittee or owner, its agent, employee, or any person connected or associated with the applicant or permittee:

(1) Has knowingly made false statements in the applicant's application or in any reports or other supporting documents furnished by the applicant or permittee;

(2) Has failed to maintain a valid state license;

(3) Has failed to comply with any applicable provision of the Coachella Municipal Code, including, but not limited to, this chapter, the city's building, zoning, health, and public safety regulations;

(4) Has failed to comply with any condition imposed on the conditional use permit; or

(5) Has allowed the existence of or created a public nuisance in violation of the Coachella Municipal Code.

In addition, pursuant to Section 17.74.050(B)(1) of the Coachella Municipal Code, the Planning Commission may consider a conditional use permit for revocation if one or more conditions are not complied with. According to Section 17.70.080 of the CMC, the hearing on an appeal from a Planning Commission decision is a de novo hearing, based upon the evidence and testimony introduced at any previous hearing or hearings and the subsequent record, findings, and recommendations or determinations. Before granting an appeal, in whole or in part, the City Council must find an error or abuse of discretion in the original determination and make any findings required to support any new or revised determination of the matter.

DISCUSSION/ANALYSIS

The written appeal application submitted by the appellant argues with some detail how the Commission erred in its decision to revoke CUP 312 and that the Commission's action was an

abuse of discretion. The City Council is being asked to overturn the decision of the Planning Commission.

Staff contends that there was no error or abuse of discretion in the Planning Commission's decision. One or more Conditions of Approval of CUP 312 have been violated. The following chart describes the Conditions of Approval of CUP 312 that were in violation at the time of the April 15, 2020 revocation hearing, and continue to be in violation:

CONDITIONS OF APPROVAL OF CUP 312	VIOLATION OF CUP 312
Condition No. 2(a) of CUP 312 states: "Approval of Conditional Use Permit No. 312 is contingent upon City Council approval of the attendant Second Amendment to the Glenroy Resort Development Agreement, or a separate Development Agreement, granting an entitlement for a retail cannabis microbusiness and subject to compliance with the following performance schedule… The first phase of the Glenroy Resort Hotel shall be completed and open for business within 90 days of January 1, 2019."	According to a review of City records and inspections of the property by City staff, as of May 5 2021, the first phase of the Glenroy Resort Hotel is not complete or open for business.
Condition No. 2(b) of CUP 312 states: "Approval of Conditional Use Permit No. 312 is contingent upon City Council approval of the attendant Second Amendment to the Glenroy Resort Development Agreement, or a separate Development Agreement, granting an entitlement for a retail cannabis microbusiness and subject to compliance with the following performance schedule… The perimeter landscaping and fencing improvements for the retail cannabis microbusiness shall be completed within 60 days of the effective date of Conditional Use Permit No. 312."	According to inspections of the property by City staff, as of May 5, 2021, the perimeter landscaping and fencing improvements for the retail cannabis microbusiness have not been completed. Landscaping was installed but the perimeter fencing in front of the dispensary is missing.
Condition No. 2(c) of CUP 312 states: "Approval of Conditional Use Permit No. 312 is contingent upon City Council approval of the attendant Second Amendment to the Glenroy Resort Development Agreement, or a separate Development Agreement, granting	According to inspections of the property by City staff, as of May 5, 2021, additional glazing on the façade of the retail cannabis microbusiness was not completed.

CONDITIONS OF APPROVAL OF CUP 312	VIOLATION OF CUP 312
an entitlement for a retail cannabis microbusiness and subject to compliance with the following performance schedule… The improvements required under Condition #5 of CUP 312 for additional glazing on the façade of the retail cannabis microbusiness shall be completed within 60 days of the effective date of Conditional Use Permit No. 312."	
Condition No. 5 of CUP 312 states: "The applicant or successor in interest shall comply with all conditions of approval imposed upon Architectural Review No. 17-07. The front façade of the business shall incorporate additional glazing on the front façade, subject to review by the Development Services Director."	According to inspections of the property by City staff, as of May 5, 2021, the front façade of the business did not incorporate additional glazing.
Condition No. 6 of CUP 312 states: "A comprehensive sign program for the Glenroy Resort project must be reviewed and approved by the Planning Commission prior to the issuance of any sign permits for the retail cannabis microbusiness. The front façade of the retail cannabis microbusiness may have one identification sign and one secondary 'logo sign' placed on the front façade."	According to a review of City records by City staff, as of May 5, 2021 a sign program for the Glenroy Resort project was not yet reviewed or approved by the Planning Commission.
Condition No. 14 of CUP 312 states: "The owner shall install a conforming trash enclosure for solid waste and recyclables within 250 feet of the proposed cannabis retail microbusiness."	According to inspections of the property by City staff, as of May 5, 2021, no conforming trash enclosure for solid waste and recyclables has been installed within 250 feet of the cannabis retail microbusiness.
Condition No. 15 of CUP 312 states: "The owner shall install a minimum of five bicycle racks in front of the retail cannabis microbusiness, or adjacent to the parking lot serving the proposed business."	According to inspections of the property by City staff, as of May 5, 2021, there were no bicycle racks in front of the retail cannabis microbusiness or adjacent to the parking lot serving the business.
Condition No. 16 of CUP 312 states: "The fencing along Avenue 48 may consist of a decorative wrought iron fence with a maximum height of five feet. The parking lot	According to inspections of the property by City staff, as of May 5, 2021, there is no fencing installed in front of the business and

CONDITIONS OF APPROVAL OF CUP 312	VIOLATION OF CUP 312
security gates shall consist of low barrier, non-automated gates to remain open during all hours of business operation. All entry gates must be reviewed and approved by the Fire Marshal's Office and the Building Official."	no fencing along the front portion of the adjoining parking lot serving the business.

Pursuant to Condition No. 3 of CUP 312, the Development Services Director conducted a 12-month review of CUP 312. As part of this review, on March 9, 2020, the Development Services Director mailed a letter to Quonset Partners LLC, care of Joseph Rubin, requesting written status of compliance with the Conditions of Approval. Quonset Partners LLC failed to respond to the letter. The Development Services Director concluded his review and determined that the project failed to comply with the Conditions of Approval of CUP 312.

On March 24, 2020, the City issued a letter to all interested parties, Coachella Lighthouse, LLC, Quonset Partners LLC, and Inception RE Credit Holds, LLC, demanding compliance with the Conditions of Approval by April 14, 2020, which they failed to meet. Staff conducted a site visit of The Lighthouse property and the adjoining parking area to the west on April 8, 2020. Staff observed the lack of compliance with several of the Conditions of Approval, as noted above.

However, numerous Conditions of Approval of CUP 312 that were being violated at the time of the Planning Commission's April 15, 2020 revocation hearing have not been cured and are currently being violated. Sections 17.84.070 and 17.74.050(B)(1) of the Coachella Municipal Code authorize revocation of a conditional use permit for *any* violation of a conditional of approval. So each violation of the Conditions of Approval is an independent basis to revoke CUP 312. Thus, the Planning Commission neither erred nor abused its discretion when it determined that "one or more" Conditions of Approval of CUP 312 were violated. In addition, subsequent correction of a violation does not necessarily warrant granting of the appeal. The appeal should only be granted if *all* violations of the Conditions of Approval of CUP 312 have been cured. Again, revocation remains appropriate if "one or more" Conditions of Approval of CUP 312 were violated.

Due to the noncompliance described above, as authorized by Section 17.84.070(D) and Section 17.74.050(B)(1) of the Coachella Municipal Code, revocation of CUP 312 is determined the appropriate City response.

ALTERNATIVES:

1. Adopt Resolution No. 2020-30 and revoke Conditional Use Permit No. 312.
2. Direct Staff to modify the Conditions of Approval of Conditional Use Permit No. 312.
3. Continue this item and provide staff direction.
4. Grant the appeal and set aside the Planning Commission's revocation of CUP 312.

CONCLUSIONS AND RECOMMENDATIONS

Based on the facts noted in this staff report and the documentation attached hereto, City staff recommends Alternative No. 1, noted above, for the City Council to adopt Resolution No. 2020-30 and;

1. Determine that the project is Categorically Exempt pursuant to Section No. 15321 (Enforcement Actions by Regulatory Agencies) of the CEQA; and,
2. Deny the appeal and uphold the Planning Commission's revocation of Conditional Use Permit No. 312.

Attachments:
City Council Resolution No. 2020-30
CUP 312 (Coachella City Council Resolution 2019-07)
March 9, 2020 Compliance Verification Letter
March 24, 2020 Compliance Demand Letter
April 15, 2020 Planning Commission Staff Report
Planning Commission Resolution No. PC2020-03 revoking CUP 312
Request for Appeal with Attachment A, submitted by The Coachella Lighthouse, LLC

RESOLUTION NO. 2020-30

A RESOLUTION OF THE CITY OF COACHELLA CITY COUNCIL AFFIRMING PLANNING COMMISSION'S DECISION AND REVOKING CONDITIONAL USE PERMIT NO. 312, A CONDITIONAL USE PERMIT TO ALLOW A 3,250 SQUARE FOOT RETAIL CANNABIS MICROBUSINESS ON 0.29 ACRES OF LAND IN THE CG-RC (GENERAL COMMERCIAL – RETAIL CANNABIS OVERLAY) ZONE AT 84-161 AVENUE 48, AND MAKING FINDINGS IN SUPPORT THEREOF. THE COACHELLA LIGHTHOUSE, APPELLANT.

WHEREAS, on February 27, 2019, the City of Coachella Planning Commission ("Planning Commission") issued Conditional Use Permit No. 312 ("CUP 312") to allow a 3,250 square foot retail cannabis microbusiness with parking and security fencing to be located on 0.29 acres of land at 84-161 Avenue 48 within a commercial center located at the southeast corner of Avenue 48 and Van Buren Street (Assessor Parcel Numbers 603-220-063 and portions of 603-220-066); and,

WHEREAS, pursuant to Condition No. 3 of CUP 312, the Development Services Director conducted a 12-month review of CUP 312 and determined that the permittee failed to comply with the Conditions of Approval of CUP 312; and,

WHEREAS, the Development Services Director determined that the interested parties failed to comply with Conditions of Approval Nos. 2(a) – (c), 5, 6, and 14 – 16; and,

WHEREAS, pursuant to California Constitution Article XI, § 7, the California Zoning and Planning Law (Government Code sections 65800–65912), Chapters 17.70, 17.74, and 17.84 of the Coachella Municipal Code ("CMC"), the City of Coachella ("City"), through the Planning Commission and City Council, is authorized to revoke CUP 312; and,

WHEREAS, CMC section 17.74.050 and 17.84.070(D) authorize the revocation of a conditional use permit upon a finding that one or more conditions of the conditional use permit were not complied with; and,

WHEREAS, an application was initiated by the City for the revocation of CUP 312; and,

WHEREAS, on April 15, 2020, the Planning Commission conducted a duly noticed regular public hearing at which time all interested parties were provided the opportunity to give testimony for or against the revocation of CUP 312; and,

WHEREAS, on April 15, 2020, the Planning Commission revoked CUP 312 at the conclusion of the public hearing; and,

WHEREAS, The Coachella Lighthouse, LLC timely appealed the decision of the Planning Commission to the City Council; and,

WHEREAS, interested parties were properly notified of a public hearing held on May 13, 2020, and a notice of public hearing was published in the Desert Sun newspaper on May 3, 2020 regarding an appeal of the Planning Commission's decision to revoke CUP 312; and,

WHEREAS, on May 13, 2020 the City Council continued the public hearing to July 8, 2020, July 22, 2020, September 9, 2020, October 14, 2020,December 9, 2020, January 27, 2021, March 10, 2021, April 14, 2021 and May 12, 2021 wherein the City Council conducted a duly noticed public hearing on the appeal in the Council Chambers, 1515 Sixth Street, Coachella, California; and,

WHEREAS, all interested parties were afforded the opportunity to rebut the oral and written evidence that the applicant, City staff, presented in support of its position that revocation of CUP 312 was appropriate; and,

WHEREAS, members of the public were afforded an opportunity to testify regarding the revocation; and,

WHEREAS, the City Council finds that the Planning Commission carefully considered all information pertaining to the revocation, including the staff report and attachments, and all of the information, evidence, and testimony presented at its public hearing on May 12, 2021, after which it exercised its independent judgment to revoke CUP 312; and,

WHEREAS, the City Council, on May 12, 2021, affirmed the Planning Commission decision; and,

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred; and,

WHEREAS, revocation is categorically exempt from environmental review pursuant to Title 14, California Code of Regulations, section 15321(a).

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Coachella, California does hereby resolve as follows:

SECTION 1. The recitals set forth above are true and correct and are incorporated herein by reference.

SECTION 2. Based on the preponderance of the evidence presented to this City Council at the above-referenced public hearing on May 12, 2021, including the staff report with attachments and all information presented at the hearing in support of and in opposition to the revocation, after having reviewed the matter de novo on appeal, the City Council makes its own findings as following in accordance with Sections 17.70.080, 17.74.050, and Section 17.84.070 of the Coachella Municipal Code.

Finding Number 1: One or more conditions of CUP 312 was violated.

1. Pursuant to Condition No. 3 of CUP 312, the Development Services Director conducted a 12-month review of CUP 312 and determined that the permittee failed to comply with the Conditions of Approval of CUP 312, which led to the Planning Commission's revocation of CUP 312 and subsequent appeal to the City Council.

2. The permittee failed to comply with Condition No. 2(a) of CUP 312, which states: "Approval of Conditional Use Permit No. 312 is contingent upon City Council approval of the attendant Second Amendment to the Glenroy Resort Development Agreement, or a separate Development Agreement, granting an entitlement for a retail cannabis microbusiness and subject to compliance with the following performance schedule… The first phase of the Glenroy Resort Hotel shall be completed and open for business within 90 days of January 1, 2019." According to a review of City records and inspections of the property by City staff, as of May 5, 2021, the first phase of the Glenroy Resort Hotel is not complete nor open for business.

3. The permittee failed to comply with Condition No. 2(b) of CUP 312, which states: "Approval of Conditional Use Permit No. 312 is contingent upon City Council approval of the attendant Second Amendment to the Glenroy Resort Development Agreement, or a separate Development Agreement, granting an entitlement for a retail cannabis microbusiness and subject to compliance with the following performance schedule… The perimeter landscaping and fencing improvements for the retail cannabis microbusiness shall be completed within 60 days of the effective date of Conditional Use Permit No. 296." According to inspections of the property by City staff, as of May 5, 2021, the fencing improvements for the retail cannabis microbusiness have not been completed.

4. The permittee failed to comply with Condition No. 2(c) of CUP 312, which states that "Approval of Conditional Use Permit No. 312 is contingent upon City Council approval of the attendant Second Amendment to the Glenroy Resort Development Agreement, or a separate Development Agreement, granting an entitlement for a retail cannabis microbusiness and subject to compliance with the following performance schedule… The improvements required under Condition #5 of CUP 312 for additional glazing on the façade of the retail cannabis microbusiness shall be completed within 60 days of the effective date of Conditional Use Permit No. 312." According to inspections of the property by City staff, as of May 5, 2021, additional glazing on the façade of the retail cannabis microbusiness was not completed.

5. The permittee failed to comply with Condition No. 5 of CUP 312, which states that "The applicant or successor in interest shall comply with all conditions of approval imposed upon Architectural Review No. 17-07. The front façade of the business shall incorporate additional glazing on the front façade, subject to review by the Development Services Director." According to inspections of the property by City staff, as of May 5, 2021, the front façade of the business did not incorporate additional glazing.

6. The permittee failed to comply with Condition No. 6 of CUP 312, which states: "A comprehensive sign program for the Glenroy Resort project must be reviewed and approved by the Planning Commission prior to the issuance of any sign permits for the retail cannabis microbusiness. The front façade of the retail cannabis microbusiness may have one identification sign and one secondary "logo sign" placed on the front façade." According to a review of City records by City staff, as of May 5, 2021, no comprehensive sign program for the Glenroy Resort project was reviewed or approved by the Planning Commission.

7. The permittee failed to comply with Condition No. 14 of CUP 312, which states: "The owner shall install a conforming trash enclosure for solid waste and recyclables within 250 feet of the proposed cannabis retail microbusiness." According to inspections of the property by City staff, as of May 5, 2021, no conforming trash enclosure for solid waste and recyclables has been installed within 250 feet of the cannabis retail microbusiness.

8. The permittee failed to comply with Condition No. 15 of CUP 312, which states: "The owner shall install a minimum of five bicycle racks in front of the retail cannabis microbusiness, or adjacent to the parking lot serving the proposed business." According to inspections of the property by City staff, as of May 5, 2021, five bicycle racks were not installed in front of the retail cannabis microbusiness or adjacent to the parking lot serving the business.

9. The permittee failed to comply with Condition No. 16 of CUP 312, which states that "The fencing along Avenue 48 may consist of a decorative wrought iron fence with a maximum height of five feet. The parking lot security gates shall consist of low barrier, non-automated gates to remain open during all hours of business operation. All entry gates must be reviewed and approved by the Fire Marshal's Office and the Building Official." According to inspections of the property by City staff, as of May 5, 2021, no perimeter fencing was installed along the Avenue 48 frontage adjacent to the retail cannabis business and no perimeter fencing was installed adjacent to the parking area serving the retail cannabis business.

10. Based on the foregoing, the City of Coachella City Council hereby finds that one or more Conditions of Approval of CUP 312 were violated, justifying the CUP 312's revocation.

SECTION 3. Based upon the findings set forth in Sections 1 and 2 of this Resolution, the City Council hereby affirms the Planning Commission's decision and revokes Conditional Use Permit No. 312.

SECTION 4. The City Council hereby finds and determines that the revocation is categorically exempt from the requirements of the California Environmental Quality Act, as amended, and the Guidelines promulgated thereunder, pursuant to Section 15321 of the State CEQA Guidelines.

SECTION 6. This decision of the City Council is final and binding upon approval of this Resolution. A copy of this certified Resolution will be transmitted to the interested parties by first class mail. Interested parties may seek judicial review of this decision. Pursuant to Code of Civil Procedure Section 1094.6, any petition to the court must be filed no later than the 90th day from the date on which this decision became final.

SECTION 7. The City Clerk shall certify to the adoption of this Resolution.

PASSED APPROVED, and ADOPTED by the City Council of the City of Coachella, California, at a regular meeting held on this 12th day of May, 2021.

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Steven A. Hernandez, Mayor
City of Coachella

ATTEST:

_____
Angela M. Zepeda
City Clerk

APPROVED AS TO FORM:

_____
Carlos Campos
City Attorney

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss
CITY OF COACHELLA)

I, Angela M. Zepeda, hereby certify that the foregoing is a true and correct copy of a resolution, being Resolution No. 2020-30, duly passed and adopted by the City Council of the City of Coachella, California, at a regular meeting held this 12th day of May 2021.

_____
Angela M. Zepeda
City Clerk

RESOLUTION NO. 2019-07

A RESOLUTION OF THE CITY OF COACHELLA CITY COUNCIL APPROVING CONDITIONAL USE PERMIT (CUP 312) TO ALLOW A 3,250 SQUARE FOOT RETAIL CANNABIS MICROBUSINESS ON A 0.29 ACRE PARCEL LOCATED IN THE CG-RC (GENERAL COMMERCIAL – RETAIL CANNABIS OVERLAY) ZONE LOCATED ON THE SOUTH SIDE OF AVENUE 48 BETWEEN VAN BUREN STREET AND THE DILLON ROAD GRADE SEPARATION (AKA 84-161 AVENUE 48). THE COACHELLA LIGHTOUSE LLC, APPLICANT.

WHEREAS, The Coachella Lighthouse, LLC filed an application for Change of Zone (CZ 18-12) and Conditional Use Permit (CUP 312) to allow a 3,250 square foot retail cannabis microbusiness with parking and security fencing to be located on 0.29 acres of land located 84-161 Avenue 48 within a commercial center located on the south side of Avenue 48 between Van Buren Street and the Dillon Road grade separation; APN: 603-220-063 and portions of APN 603-220-066, ("Project"); and,

WHEREAS, the Planning Commission conducted a duly noticed special public hearing on Change of Zone No. 18-12 and CUP 312 on February 6, 2019 in the Council Chambers, 1515 Sixth Street, Coachella, California; and,

WHEREAS, on February 6, 2019 the Applicant and members of the public were present and were afforded an opportunity to testify regarding the Project; and,

WHEREAS, the Project is permitted pursuant to Chapter 17.84 of the Coachella Municipal Code and Ordinance 1120 with the attendant applications for a Change of Zone to allow a retail cannabis microbusiness; and,

WHEREAS, the proposed project is necessary for economic development purposes as outlined in the Glenroy Resort Development Agreement and is consistent with the objectives of the City's General Plan, and is not detrimental to the surrounding uses in the vicinity; and,

WHEREAS, the proposed site is adequate in size and shape to accommodate the proposed uses; and,

WHEREAS, the site for proposed use relates properly to streets which are designed to carry the type and quantity of traffic to be generated by the proposed use; and,

WHEREAS, the proposed use will have no significant deleterious effect on the environment; and,

WHEREAS, the City Council conducted a duly noticed public hearing on Change of Zone No. 18-12 and CUP 312 on February 27, 2019 in the Council Chambers, 1515 Sixth Street, Coachella, California to consider staff recommendations and prior written and oral testimony regarding the project and wherein the public was given an opportunity to testify; and,

WHEREAS, a Mitigated Negative Declaration was previously prepared and adopted for the Glenroy Resort Project pursuant to the California Environmental Quality Act, as amended.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Coachella, California does hereby approve Conditional Use Permit No. 312 with the findings and conditions listed below.

Findings for Conditional Use Permit #312:

1. The proposed use is consistent with the goals, objectives, policies, and implementation measures of the Coachella General Plan 2035. The site has a Regional Commercial District land use designation that allows for hotel and commercial uses intended to create a regional attraction to the site. The proposed commercial structure on the site is in keeping with the policies of the Regional Commercial District land use classification and the Project is internally consistent with other General Plan policies for this type of development.

2. The proposed use is in compliance with the applicable land use regulations and development standards of the City's Zoning Code. The site plan proposes a retail cannabis microbusiness totaling 3,250 square feet and common parking and security fencing. The Project complies with applicable CG-RC (General Commercial –Retail Cannabis) and the operators will secure a regulatory permit pursuant to Ordinance 1120.

3. The proposed use and development of the property including the façade and architectural themes and development standards were considered on the basis of the suitability of the site for the particular use intended, and the total development, including the prescribed development standards, were so arranged to avoid traffic congestion, ensure the protection of public health, safety and general welfare, prevent adverse effects on neighboring property and are in accord with all elements of the general plan. As proposed, the site is within the Regional Commercial land use designation of the City's general plan. This category provides for a broad spectrum of commercial uses. The proposed uses are compatible with existing adjacent uses that include similar pattern of hospitality, restaurant and entertainment uses.

4. The Project will be compatible with neighboring properties with respect to land development patterns and application of architectural treatments. The plans submitted for this Project propose a retail cannabis microbusiness that is allowed in the CG-RC zone pursuant to an approved Conditional Use Permit. Surrounding uses include restaurant, hotel and entertainment uses. The residential uses to the north in the County of Riverside will be substantially buffered by the Avenue 48 street right-of-way and other commercial uses making up the Glenroy Resort site. The public park to the south will not be impacted since the park is substantially removed from the proposed retail cannabis business. Additionally, the new Building B was approved by the Planning Commission as having a unified design theme to the adjacent buildings. Therefore, the Project will be in keeping with the scale, massing, and aesthetic appeal of the existing area and future development.

5. An Initial Environmental Study recommending the adoption of a Mitigated

Negative Declaration was prepared for this Project, pursuant to the California Environmental Quality Act Guidelines (CEQA Guidelines) and mitigation measures have been incorporated into the overall project in order to reduce the environmental effects of the project to a level of less than significant. The Project will not have any significant adverse effects on the environment.

Conditions of Approval for Conditional Use Permit #312:

1. Conditional Use Permit No. 312 is hereby granted for the express purpose of operating a cannabis retail microbusiness. The owner must obtain a Cannabis Regulatory Permit and any required State licenses prior to the commencement of business activities. The microbusiness may have retail sales of cannabis products as its primary use, and may include incidental uses not exceeding 50% of the total floor area. Incidental uses may include indoor cultivation of cannabis plants, delivery service, and processing of cannabis products only. Extraction of cannabis oils through volatile and non-volatile systems shall be expressly prohibited at this location.

2. Approval of Conditional Use Permit No. 312 is contingent upon City Council approval of the attendant Second Amendment to the Glenroy Resort Development Agreement, or a separate Development Agreement, granting an entitlement for a retail cannabis microbusiness, and subject to compliance with the following performance schedule:

a. The first phase of the Glenroy Resort Hotel shall be completed and open for business within 90 days of January 1, 2020;

b. The perimeter landscaping and fencing improvements for the retail cannabis microbusiness shall be completed within 60 days of the effective date of Conditional Use Permit No. 312;

c. The improvements required under Condition #5 of CUP 312 for additional glazing on the façade of the retail cannabis microbusiness shall be completed within 60 days of the effective date of Conditional Use Permit No. 312.

3. A 12-month review of this conditional use permit shall be conducted by the Development Services Director to check compliance with the conditions of approval.

4. Approval of Conditional Use Permit No. 296 is contingent upon City Council approval of the attendant Change of Zone No. 18-01 to add the RC (Retail Cannabis Overlay) zone on 20,000 square feet of land encompassing the Building B property and the adjoining area to the east along Avenue 48 having a dimension of approximately 100 feet in length and 40 feet in width.

5. The applicant or successor in interest shall comply with all conditions of approval imposed upon Architectural Review No. 17-07. The front façade of the business shall incorporate additional glazing on the front façade, subject to review by the Development Services Director.

6. A comprehensive sign program for the Glenroy Resort project must be reviewed and approved by the Planning Commission prior to the issuance of any sign permits for the retail cannabis microbusiness. The front façade of the retail cannabis microbusiness may have one identification sign and one secondary "logo sign" placed on the front façade.

7. Hours of operation for the retail cannabis microbusiness may be from 8:30 am to 10:00 pm Sunday through Thursday, and from 8:30 am to 12:30 am on Friday and Saturday. The owner may apply for extended hours during seasonal events subject to obtaining a Special Event Permit from the City of Coachella.

8. The applicant or successor in interest shall meet and confer with the Coachella Police Department to implement security measures for the operation of the retail cannabis microbusiness. Proof of compliance with this condition must be submitted prior to the issuance of a Cannabis Regulatory Permit for the business.

9. Prior to the commencement of business activities, the applicant must obtain a City Cannabis Regulatory Permit and any required State of California licenses for the operation of a retail cannabis microbusiness. The owner may pursue a Special Event Permit for local approval of non-recurring retail cannabis activity during seasonal events prior to securing a Cannabis Regulatory Permit, subject to State agency approvals, and subject to approval by the City Manager or designee.

10. The applicant shall procure the services of a certified private security guard system to provide a minimum of one 24-hour security guard on the premises, and shall maintain a video surveillance and alarm system in compliance with the City's Municipal Code and the security plan outlined for this project.

11. The applicant shall comply with all applicable conditions of approval imposed on the Glenroy Resort Development Agreement.

12. The applicant or successor in interest shall obtain a City Business License and shall hire a City-approved consultant to prepare a quarterly audit report of the gross retail receipts for all transactions related to the proposed microbusiness. The applicant shall voluntarily participate with City auditing contractors and share business financial information with the City of Coachella for the purpose of complying with this condition of approval.

13. Alcohol sales and tobacco products sales shall be prohibited at the proposed retail cannabis microbusiness location.

14. The owner shall install a conforming trash enclosure for solid waste and recyclables within 250 feet of the proposed cannabis retail microbusiness.

15. The owner shall install a minimum of five bicycle racks in front of the retail cannabis microbusiness, or adjacent to the parking lot serving the proposed business.

16. The fencing along Avenue 48 may consist of a decorative wrought iron fence with

a maximum height of five feet. The parking lot security gates shall consist of low barrier, non-automated gates to remain open during all hours of business operation. All entry gates must be reviewed and approved by the Fire Marshal's Office and the Building Official.

17. The water system for fire protection of the retail cannabis business shall be in accordance with the California Fire Code and subject to review and approval by the Riverside County Fire Marshal's Office.

18. The owner shall submit a wastewater industrial survey to the City's Utility Department prior to the issuance of a water connection meter serving the retail cannabis microbusiness.

19. The applicant shall defend, indemnify and hold harmless the City of Coachella, its officials, officers, employees, and agents from and against any claim, action, or proceeding against the City, its officials, officers, employees or agents to attack, set aside, void or annul any project approval or condition of approval of the City concerning this project, including but not limited to any approval or condition of approval or mitigation measure imposed by the City Council or Planning Commission. The City shall promptly notify the applicant of any claim, action, or proceeding concerning the project and the City shall cooperate fully in the defense of the matter. The City reserves the right, at its own option, and subject to reasonable approval of the applicant, to choose its own attorney to represent the City, its officials, officers, employees and agents in the defense of the matter. The applicant shall execute an indemnification agreement, in a form acceptable to the City Attorney, within five days of the effective date of Conditional Use Permit No. 312.

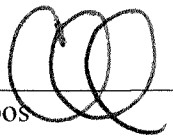
PASSED, APPROVED and **ADOPTED** this 27th day of February, 2019.

Steven A. Hernandez
Mayor

ATTEST:

Angela M. Zepeda
City Clerk

APPROVED AS TO FORM:



Carlos Campos
City Attorney

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF COACHELLA)

I HEREBY CERTIFY that the foregoing Resolution No. 2019-07 was duly adopted by the City Council of the City of Coachella at a regular meeting thereof, held on the 27th day of February, 2019 by the following vote of Council:

AYES: Councilmember Bautista, Councilmember Beaman Jacinto, Mayor Pro Tem Martinez, and Mayor Hernandez.

NOES: None.

ABSENT: None.

ABSTAIN: Councilmember Gonzalez.

Andrea J. Carranza, MMC
Deputy City Clerk

CITY OF COACHELLA
53-990 ENTERPRISE WAY, COACHELLA, CALIFORNIA 92236
PHONE (760) 398-3502 • WWW.COACHELLA.ORG

March 9, 2020

Mr. Joseph Rubin
1801 S. La Cienega Blvd Suite 302
Los Angeles CA 90035

Subject: Conditional Use Permit No. 312
84-160 Avenue 48, Coachella, California

Dear Mr. Rubin:

Pursuant to condition #3 of Conditional Use Permit No. 312 (CUP 312), this is to inform you that the Development Services Director is conducting a 12-month review in order to check compliance with the conditions of approval, related to "The Lighthouse" retail cannabis business. Attached for your convenience is City Council Resolution No. 2019-07 which included 19 conditions of approval.

Within seven (7) days of receipt of this letter, please provide to me a written status of compliance with each of the conditions of approval for CUP 312, as listed in Resolution No. 2019-07.

Please contact me at (760)398-3102 or by e-mail at LLopez@coachella.org if you have any questions.

Sincerely,

Luis Lopez
Development Services Director

CITY OF COACHELLA
53-990 ENTERPRISE WAY, COACHELLA, CALIFORNIA 92236
PHONE (760) 398-3502 • WWW.COACHELLA.ORG

March 24, 2020

Coachella Lighthouse
P.O. Box 420
Coachella, California 92236

Coachella Lighthouse, LLC
84160 Avenue 48
Coachella, California 92236

Coachella Lighthouse, LLC
% Joseph Rubin, Manager
1801 South La Cienega Boulevard, Suite 301
Los Angeles, California 90035

Quonset Partners LLC
% Joseph Rubin, Agent for Service of Process
1801 South La Cienega Boulevard, Suite 302
Los Angeles, California 90035

Quonset Partners LLC
% Zachary Werner, Manager
383 South Beverly Glen Boulevard
Los Angeles, California 90024

Inception RE Credit Holdings, LLC
% Paracorp Incorporated, Agent for Service of Process
2804 Gateway Oaks Drive, #100
Sacramento, California 95833

Subject: Conditional Use Permit No. 312
84-160 Avenue 48, Coachella, California

To Whom It May Concern:

Pursuant to Condition No. 3 of Conditional Use Permit No. 312 (CUP 312), the Development Services Director has conducted a 12-month review of CUP 312 and has determined that you have failed to comply with the Conditions of Approval of CUP 312. Attached for your convenience is City Council Resolution No. 2019-07, which includes 19 Conditions of Approval.

Specifically, you have failed to comply with Conditions of Approval Nos. 2(a)–(c), 5, 6, and 14–16. Please be advised a conditional use permit may be revoked or modified if the Planning Commission makes any finding that the Conditions of Approval have been violated. Revocation of CUP 312 will prohibit this

business from operating at this location. Revocation of CUP 312 may also lead to revocation of the business license for this business.

Given your failure to comply with the Conditions of Approval, the City is compelled to prescribe a compliance deadline. We strongly encourage you to comply with the following compliance deadline to avoid formal enforcement measures.

We will proceed with revocation proceedings unless you comply with the following corrective actions **within 21 calendar days from the date of this letter**:

(1) Complete the first phase of the Glenroy Resort Hotel and open for business, as required by Condition of Approval No. 2(a) and No. 16.

(2) Complete perimeter landscaping and fencing improvements for the retail cannabis microbusiness, as required by Condition of Approval No. 2(b).

(3) Complete the improvements required for additional glazing on the façade of the retail cannabis microbusiness, as required by Conditions of Approval Nos. 2(c) and 5.

(4) Obtain Planning Commission approval of a comprehensive sign program for the Glenroy Resort Hotel project, as required by Condition of Approval No. 6.

(5) Install a conforming trash enclosure for solid waste and recyclables within 250 feet of the cannabis retail microbusiness, as required by Condition of Approval No. 14.

(6) Install a minimum of five bicycle racks in front of the retail cannabis microbusiness or adjacent to the parking lot, as required by Condition of Approval No. 15.

Thereafter, kindly remember that you have an ongoing responsibility to ensure that violations of the Conditions of Approval do not recur.

It is the policy of the City to obtain voluntary compliance with its laws, permits, and approvals whenever possible. And it is sincerely hoped that you take this opportunity to correct the violations. Please be advised that unless you comply with this notice, we will proceed with revocation proceedings without further warning or notice. Please act before the compliance deadline to avoid enforcement proceedings.

Please contact me at 760-398-3102 or by e-mail at LLopez@coachella.org if you have any questions.

Sincerely,

Luis Lopez

Development Services Director

STAFF REPORT
4/15/2020

TO: Planning Commission Chair and Commissioners

FROM: Luis Lopez, Development Services Director

SUBJECT: Revocation of Conditional Use Permit (CUP 312) that allowed a 3,250 sq. ft. Retail Cannabis Microbusiness on 20,000 square feet of land located at 84-161 Avenue 48 for "The Coachella Lighthouse, LLC". City- Initiated Revocation.

STAFF RECOMMENDATION:

Staff recommends that the Planning Commission revoke Conditional Use Permit No. 312 (CUP 312) based upon numerous violations of the Conditions of Approval of CUP 312.

On February 27, 2019, the Planning Commission granted with conditions Conditional Use Permit No. 312 (CUP 312) for a 3,250 square foot retail cannabis microbusiness at the above location. Pursuant to Condition No. 3 of CUP 312, the Development Services Director conducted a 12-month review of CUP 312 and determined that the permittee failed to comply with the Conditions of Approval of CUP 312.

REQUIRED FINDINGS

Pursuant to Section 17.84.070 of the Coachella Municipal Code, the Planning Commission may consider a conditional use permit for revocation if the applicant or permittee or owner, its agent, employee, or any person connected or associated with the applicant or permittee:

(1) Has knowingly made false statements in the applicant's application or in any reports or other supporting documents furnished by the applicant or permittee;
(2) Has failed to maintain a valid state license;
(3) Has failed to comply with any applicable provision of the Coachella Municipal Code, including, but not limited to, this chapter, the city's building, zoning, health, and public safety regulations;
(4) Has failed to comply with any condition imposed on the conditional use permit; or
(5) Has allowed the existence of or created a public nuisance in violation of the Coachella Municipal Code.

In addition, pursuant to Section 17.74.050(B)(1) of the Coachella Municipal Code, the Planning Commission may consider a conditional use permit for revocation if one or more conditions are not complied with.

DISCUSSION/ANALYSIS

Several Conditions of Approval of CUP 312 have been violated. The following chart describes the Conditions of Approval of CUP 312 that are in violation:

CONDITIONS OF APPROVAL OF CUP 312	VIOLATION OF CUP 312
Condition No. 2(a) of CUP 312 states: "Approval of Conditional Use Permit No. 312 is contingent upon City Council approval of the attendant Second Amendment to the Glenroy Resort Development Agreement, or a separate Development Agreement, granting an entitlement for a retail cannabis microbusiness and subject to compliance with the following performance schedule… The first phase of the Glenroy Resort Hotel shall be completed and open for business within 90 days of January 1, 2019."	According to a review of City records and inspections of the property, as of the date of the public hearing on April 15, 2020, the first phase of the Glenroy Resort Hotel is not complete or open for business. There are numerous unfinished buildings on the property and construction activities for the Resort Hotel were halted approximately 12 months ago.
Condition No. 2(b) of CUP 312 states: "Approval of Conditional Use Permit No. 312 is contingent upon City Council approval of the attendant Second Amendment to the Glenroy Resort Development Agreement, or a separate Development Agreement, granting an entitlement for a retail cannabis microbusiness and subject to compliance with the following performance schedule… The perimeter landscaping and fencing improvements for the retail cannabis microbusiness shall be completed within 60 days of the effective date of Conditional Use Permit No. 312."	According to inspections of the property, as of the date of the public hearing on April 15, 2020, the perimeter fencing improvements for the retail cannabis microbusiness have not been completed. The front portion of the business currently has no fencing.
Condition No. 2(c) of CUP 312 states: "Approval of Conditional Use Permit No. 312 is contingent upon City Council approval of the attendant Second Amendment to the Glenroy Resort Development Agreement, or a separate Development Agreement, granting an entitlement for a retail cannabis microbusiness and subject to compliance with the following performance schedule… The improvements required under Condition #5 of CUP 312 for additional glazing on the façade of the retail cannabis microbusiness shall be	According to inspections of the property, as of the date of the public hearing on April 15, 2020, additional glazing on the façade of the retail cannabis microbusiness was not completed. The front of the building has large blank walls with minimal glazing and no plans have been submitted showing additional glazing to be installed.

CONDITIONS OF APPROVAL OF CUP 312	VIOLATION OF CUP 312
completed within 60 days of the effective date of Conditional Use Permit No. 312."	
Condition No. 5 of CUP 312 states: "The applicant or successor in interest shall comply with all conditions of approval imposed upon Architectural Review No. 17-07. The front façade of the business shall incorporate additional glazing on the front façade, subject to review by the Development Services Director."	According to inspections of the property, as of the date of the public hearing on April 15, 2020, the front façade of the business did not incorporate additional glazing. The front of the building has large blank walls with minimal glazing and no plans have been submitted showing additional glazing to be installed.
Condition No. 6 of CUP 312 states: "A comprehensive sign program for the Glenroy Resort project must be reviewed and approved by the Planning Commission prior to the issuance of any sign permits for the retail cannabis microbusiness. The front façade of the retail cannabis microbusiness may have one identification sign and one secondary 'logo sign' placed on the front façade."	According to a review of City records, as of the date of the public hearing on April 15, 2020, no comprehensive sign program for the Glenroy Resort project was reviewed or approved by the Planning Commission.
Condition No. 14 of CUP 312 states: "The owner shall install a conforming trash enclosure for solid waste and recyclables within 250 feet of the proposed cannabis retail microbusiness."	According to inspections of the property, as of April 8, 2020, no conforming trash enclosure for solid waste and recyclables has been installed within 250 feet of the cannabis retail microbusiness. The trash bin is stored in an open area adjacent to the southwest corner of the parking lot adjoining the business.
Condition No. 15 of CUP 312 states: "The owner shall install a minimum of five bicycle racks in front of the retail cannabis microbusiness, or adjacent to the parking lot serving the proposed business."	According to inspections of the property, as of April 8, 2020, there are no bicycle racks in front of the retail cannabis microbusiness or adjacent to the parking lot serving the business.
Condition No. 16 of CUP 312 states: "The fencing along Avenue 48 may consist of a decorative wrought iron fence with a maximum height of five feet. The parking lot security gates shall consist of low barrier, non-automated gates to remain open during all hours of business operation. All entry gates must be reviewed and approved by the Fire Marshal's Office and the Building Official."	According to inspections of the property, as of April 8, 2020, there is no fencing installed in front of the business and no fencing along the front portion of the adjoining parking lot serving the business.

Pursuant to Condition No. 3 of CUP 312, the Development Services Director conducted a 12-month review of CUP 312. As part of this review, on March 9, 2020, the Development Services Director mailed a letter to Quonset Partners LLC, care of Joseph Rubin, requesting written status of compliance with the Conditions of Approval. Quonset Partners LLC failed to respond to the

letter. The Development Services Director concluded his review and determined that the project failed to comply with the Conditions of Approval of CUP 312.

On March 24, 2020, the City issued a letter to all interested parties, Coachella Lighthouse, LLC, Quonset Partners LLC, and Inception RE Credit Holds, LLC, demanding compliance with the Conditions of Approval by April 14, 2020, which they failed to meet.

Staff conducted a site visit of The Lighthouse property and the adjoining parking area to the west on April 8, 2020. Staff observed the lack of compliance with several of the conditions of approval as noted above. Shown below are some of these photographs with a description of the violation of the condition of approval.

Landscaping along Avenue 48 is missing the required "Perimeter Fencing"

"Blank Wall Façade" is missing required additional glazing

Front Entry is missing "Bicycle Racks"

"No Trash Enclosure" - Trash bin is stored in the open parking area.

As noted above, numerous Conditions of Approval of CUP 312 are being violated. Due to this noncompliance, as authorized by Section 17.84.070(D) and Section 17.74.050(B)(1) of the Coachella Municipal Code, revocation of CUP 312 is determined the appropriate City response.

CORRESPONDENCE:

Attached to this letter is correspondence received from owners of The Lighthouse including a letter to the County Tax Collector asking for relief, and a letter from the owner's attorney requesting to enter into an agreement with the City in order to avoid the CUP 312 revocation in consideration of upfront payments of hotel taxes (TOT – Transient Occupancy Tax) and a new promise to open the Glenroy Resort Hotel in a timely manner. This second matter is being negotiated with the City Council and City Attorney and may cause a stay on the Planning Commission's revocation of CUP 312 if the City Council decides to execute this new agreement.

Additionally, staff received a phone call from a resident that lives on the corner of Avenue 48 and Luzon Street who registered a concern regarding traffic safety due to vehicles exiting the site onto Avenue 48. Staff explained to the caller that once the road is widened and a raised center median is installed along Avenue 48, as part of the Riverside County Avenue 48 Improvement project, and once a traffic signal is installed at Luzon Street and Avenue 48, these traffic concerns will be substantially mitigated.

ALTERNATIVES:

1. Adopt Resolution No. 2020-03 and Terminate CUP 312
2. Direct Staff to Modify the Conditions of Approval of CUP 312
3. Continue this item and provide staff direction.
4. Take no action.

CONCLUSIONS AND RECOMMENDATIONS

Based on the facts noted in this staff report and the documentation attached hereto, staff recommends Alternative #1, noted above, for the Planning Commission to adopt Resolution No. PC2020-03 and;

1. Determine that the project is Categorically Exempt pursuant to Section No. 15321 (Enforcement Actions by Regulatory Agencies) of the CEQA; and,
2. Revoke Conditional Use Permit No. 312.

Attachments: Resolution No. PC2020-03
CUP 312 (Coachella City Council Resolution 2019-07)
March 9, 2020 Compliance Verification Letter
March 24, 2020 Compliance Demand Letter
Public Hearing Notice
Correspondence

RESOLUTION NO. PC2020-03

A RESOLUTION OF THE CITY OF COACHELLA PLANNING COMMISSION REVOKING CONDITIONAL USE PERMIT NO. 312, A CONDITIONAL USE PERMIT TO ALLOW A 3,250 SQUARE FOOT RETAIL CANNABIS MICROBUSINESS ON 0.29 ACRES OF LAND IN THE CG-RC (GENERAL COMMERCIAL – RETAIL CANNABIS OVERLAY) ZONE AT 84-161 AVENUE 48, AND MAKING FINDINGS IN SUPPORT THEREOF

WHEREAS, on February 27, 2019, the City of Coachella Planning Commission ("Planning Commission") issued Conditional Use Permit No. 312 ("CUP 312") to allow a 3,250 square foot retail cannabis microbusiness with parking and security fencing to be located on 0.29 acres of land at 84-161 Avenue 48 within a commercial center located at the southeast corner of Avenue 48 and Van Buren Street (Assessor Parcel Numbers 603-220-063 and portions of 603-220-066); and,

WHEREAS, pursuant to Condition No. 3 of CUP 312, the Development Services Director conducted a 12-month review of CUP 312 and determined that the permittee failed to comply with the Conditions of Approval of CUP 312; and,

WHEREAS, the Development Services Director determined that the interested parties failed to comply with Conditions of Approval Nos. 2(a) - (c), 5, 6, and 14 – 16; and,

WHEREAS, pursuant to California Constitution Article XI, §7, the California Zoning and Planning Law (Government Code sections 65800–65912), Chapters 17.74 and 17.84 of the Coachella Municipal Code ("CMC"), the City of Coachella ("City"), through the Planning Commission is authorized to revoke CUP 312; and,

WHEREAS, CMC section 17.74.050 authorizes the Planning Commission to revoke a conditional use permit upon a finding that one or more conditions of the conditional use permit were not complied with; and,

WHEREAS, an application was initiated by the City for the revocation of CUP 312; and,

WHEREAS, interested parties were properly notified of a public hearing held on April 15, 2020, to determine whether the Planning Commission should revoke CUP 312; and,

WHEREAS, on April 15, 2020, the Planning Commission conducted a duly noticed regular public hearing telephonically at the Permit Center, 53-990 Enterprise Way, Coachella, California, to consider testimony and evidence to determine whether the Planning Commission should revoke CUP 312;

WHEREAS, interested parties were afforded the opportunity to rebut the oral and written evidence that the applicant, City staff, presented in support of its position that revocation of CUP 312 was appropriate; and,

WHEREAS, members of the public were afforded an opportunity to testify regarding the revocation; and,

WHEREAS, the Planning Commission carefully considered all information pertaining to the revocation, including the staff report and attachments, and all of the information, evidence, and testimony presented at its public hearing on April 15, 2020; and,

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred; and,

WHEREAS, revocation is categorically exempt from environmental review pursuant to Title 14, California Code of Regulations, section 15321(a).

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Coachella, California does hereby resolve as follows:

SECTION 1. The recitals set forth above are true and correct and are incorporated herein by reference.

SECTION 2. Based on the preponderance of the evidence presented to this Planning Commission at the above-referenced public hearing on April 15, 2020, including the staff report with attachments, and all related information presented to the Planning Commission, the following findings are made in accordance with Section 17.74.050 and Section 17.84.070 of the Coachella Municipal Code.

Finding Number 1: One or more conditions of CUP 312 was violated.

1. As set forth in the staff report and attached documents and the testimony at the revocation hearing on April 15, 2020, pursuant to Condition No. 3 of CUP 312, the Development Services Director conducted a 12-month review of CUP 312 and determined that the permittee failed to comply with the Conditions of Approval of CUP 312.

2. The permittee failed to comply with Condition No. 2(a) of CUP 312, which states: "Approval of Conditional Use Permit No. 312 is contingent upon City Council approval of the attendant Second Amendment to the Glenroy Resort Development Agreement, or a separate Development Agreement, granting an entitlement for a retail cannabis microbusiness and subject to compliance with the following performance schedule… The first phase of the Glenroy Resort Hotel shall be completed and open for business within 90 days of January 1, 2019." This deadline was later amended by the City Council to read "within 90 days of January 1, 2020." As of the date of the public

hearing on April 15, 2020, the first phase of the Glenroy Resort Hotel is not complete nor open for business.

3. The permittee failed to comply with Condition No. 2(b) of CUP 312, which states: "Approval of Conditional Use Permit No. 312 is contingent upon City Council approval of the attendant Second Amendment to the Glenroy Resort Development Agreement, or a separate Development Agreement, granting an entitlement for a retail cannabis microbusiness and subject to compliance with the following performance schedule... The perimeter landscaping and fencing improvements for the retail cannabis microbusiness shall be completed within 60 days of the effective date of Conditional Use Permit No. 312." As of April 8, 2020, the perimeter landscaping and fencing improvements for the retail cannabis microbusiness have not been completed.

4. The permittee failed to comply with Condition No. 2(c) of CUP 312, which states that "Approval of Conditional Use Permit No. 312 is contingent upon City Council approval of the attendant Second Amendment to the Glenroy Resort Development Agreement, or a separate Development Agreement, granting an entitlement for a retail cannabis microbusiness and subject to compliance with the following performance schedule... The improvements required under Condition #5 of CUP 312 for additional glazing on the façade of the retail cannabis microbusiness shall be completed within 60 days of the effective date of Conditional Use Permit No. 296." As of April 8, 2020, additional glazing on the façade of the retail cannabis microbusiness was not completed.

5. The permittee failed to comply with Condition No. 5 of CUP 312, which states that "The applicant or successor in interest shall comply with all conditions of approval imposed upon Architectural Review No. 17-07. The front façade of the business shall incorporate additional glazing on the front façade, subject to review by the Development Services Director." As of April 8, 2020, the front façade of the business did not incorporate additional glazing.

6. The permittee failed to comply with Condition No. 6 of CUP 312, which states: "A comprehensive sign program for the Glenroy Resort project must be reviewed and approved by the Planning Commission prior to the issuance of any sign permits for the retail cannabis microbusiness. The front façade of the retail cannabis microbusiness may have one identification sign and one secondary "logo sign" placed on the front façade." As of April 8, 2020, no comprehensive sign program for the Glenroy Resort project was reviewed or approved by the Planning Commission.

7. The permittee failed to comply with Condition No. 14 of CUP 312, which states: "The owner shall install a conforming trash enclosure for solid waste and recyclables within 250 feet of the proposed cannabis retail microbusiness." As of April 8, 2020, no conforming trash enclosure for solid waste and recyclables has been installed within 250 feet of the cannabis retail microbusiness.

8. The permittee failed to comply with Condition No. 15 of CUP 312, which states: "The owner shall install a minimum of five bicycle racks in front of the retail cannabis

microbusiness, or adjacent to the parking lot serving the proposed business." As of April 8, 2020, five bicycle racks were not installed in front of the retail cannabis microbusiness or adjacent to the parking lot serving the business.

9. The permittee failed to comply with Condition No. 16 of CUP 312, which states that "The fencing along Avenue 48 may consist of a decorative wrought iron fence with a maximum height of five feet. The parking lot security gates shall consist of low barrier, non-automated gates to remain open during all hours of business operation. All entry gates must be reviewed and approved by the Fire Marshal's Office and the Building Official." As of April 8, 2020, no perimeter fencing was installed along the Avenue 48 street frontage adjacent to the retail cannabis business and no perimeter fencing was installed adjacent to the parking area serving the retail cannabis business.

10. Based on the foregoing, the City of Coachella Planning Commission hereby finds that one or more Conditions of Approval of CUP 312 were violated, justifying the CUP 312's revocation.

SECTION 3. Based upon the findings set forth in Sections 1 and 2 of this Resolution, the Planning Commission hereby revokes Conditional Use Permit No. 312 to allow a 3,250 square foot retail cannabis microbusiness with parking and security fencing to be located on 0.29 acres of land at 84-161 Avenue 48 within a commercial center located at the southeast corner of Avenue 48 and Van Buren Street (Assessor Parcel Numbers 603-220-063 and portions of 603-220-066).

SECTION 4. This Commission hereby finds and determines that the revocation is categorically exempt from the requirements of the California Environmental Quality Act, as amended, and the Guidelines promulgated thereunder, pursuant to Section 15321 of the State CEQA Guidelines.

SECTION 5. The documents and materials that constitute the record of proceedings on which this Resolution has been based are located at the Development Services Department, Coachella Permit Center located at 53-990 Enterprise Way, Coachella, California 92236. This information is provided in compliance with Public Resources Code section 21081.6.

SECTION 6. This decision of the Planning Commission may be filed with the City Clerk's office in writing, pursuant to Section 17.74.040 of the Coachella Municipal Code. Any appeal shall be filed within 15 days following the date on which notice of this decision is mailed, Pursuant to Coachella Municipal Code section 17.70.080(B). This decision by the Planning Commission is final and binding upon the expiration of the appeal period. If the Planning Commission's revocation is appealed, revocation is stayed pending resolution of the appeal.

SECTION 7. The Secretary shall certify to the adoption of this Resolution.

PASSED APPROVED and ADOPTED by the Planning Commission of the City of Coachella, California, at a regular meeting held on this 15th day of April, 2020.

Javier R. Soliz

Javier Soliz, Chairperson
Coachella Planning Commission

ATTEST:

Yesenia Becerril

Yesenia Becerril
Planning Commission Secretary

APPROVED AS TO FORM:

Carlos Campos
City Attorney

I HEREBY CERTIFY that the foregoing Resolution No. PC2020-03, was duly adopted at a regular meeting of the Planning Commission of the City of Coachella, California, held on the 15th day of April, 2020, by the following roll call vote:

AYES: Commissioner Gonzalez, Commissioner Huazano, Commissioner Navarrete, Vice Chair Virgen, Chair Soliz.

NOES: None.

ABSENT: None.

ABSTAIN: None.

Yesenia Becerril

Yesenia Becerril
Planning Commission Secretary

CITY OF COACHELLA
DEVELOPMENT SERVICES DEPARTMENT
REQUEST FOR APPEAL

Date: 4/16/20

APPLICATION INFORMATION:

Project Address: 84-161 Avenue 48, Coachella, CA 92236
Case Type (CUP, TTM, etc) and Number: CUP No. 312
Hearing/Decision Date: 4/15/20 Appeal Deadline: 4/30/20

APPELLANT INFORMATION:

Appellant: The Coachella Lighthouse
Appellant Address: 84-161 Avenue 48, Coachella CA 92236

Appellant Phone: (310) 229-0326 Appellant Fax: (310) 229-9901
Appellant e-mail: jferguson@venable.com

Applicant (If Different): _____

I hereby appeal the decision of the:

☐ Planning Director ☒ Planning Commission

REASON FOR APPEAL:

The decision maker failed to comply with the provisions of the Zoning Code, General Plan or other applicable plans in the following manner (use additional sheets if necessary):

(see Attachment A - Reason for Appeal)

Office Use Only:

Date Received: _____ Appeal Fees: _____
Received by: _____

ATTACHMENTA – REASON FOR APPEAL

At its April 15, 2020 hearing the Planning Commission voted to revoke CUP No. 312 and functionally rescind the approvals for The Coachella Lighthouse ("The Lighthouse") to operate at its location at 84-161 Avenue 48, Coachella CA 92236. This decision was not in compliance with the City of Coachella's Zoning Code or General Plan, as well as an error and abuse of discretion on the part of the Planning Commission.

The Planning Commission's decision, at its core, was to shutter an essential business during a global pandemic, to deprive the City of one of its largest revenue sources in the midst of an economic crisis, and to vote to put 30 employees, most of whom are Coachella residents, out of their jobs. This decision was made in open acknowledgement of ongoing negotiations with the City Council to resolve these outstanding issues. The City Council should vote to overturn the Planning Commission's decision and to allow CUP No. 312 to remain active.

Throughout its history, The Lighthouse has been a model commercial cannabis business, providing critical services to the community and substantial tax revenue to the City. As you are surely aware, Governor Newsom has declared commercial cannabis businesses "essential" during the state-wide COVID-19 stay-at-home order, emphasizing that access to legal, regulated and safe cannabis is vital, especially for Californians who utilize cannabis for medical purposes.

This makes the timing of the Planning Commission's revocation hearing unfortunate to say the least. In reality, the Planning Commission and staff have chosen the midst of a global health and economic crisis to demand compliance with elements of CUP No. 312 The Lighthouse is already working to accomplish. For the avoidance of doubt, The Lighthouse has every intention of complying with the conditions of its CUP. However, threatening the closure of an essential business during a global pandemic does not serve the best interests of the City or the community served by The Lighthouse. Any cessation of business would leave The Lighthouse's loyal customers without access to cannabis during a period of widespread illness and growing mental health concerns based on the stresses imposed by self-isolation. This would by no means serve the public good, and in fact could result in direct harm to the citizens of the City and to the community as a whole.

Beyond that, shuttering one of the City's highest taxpayers during an economic recession that already rivals the Great Depression cannot possibly be in the best interests of the City. The Lighthouse provides substantial tax revenue to the City which would be lost if the threatened revocation were to move forward, and at a time when the City should be welcoming what tax revenue it still receives during this period of social distancing in order to provide its citizens with essential services.

The Lighthouse is a thriving member of the City's business community in a time of great economic uncertainty and a boon to the community in a period of widespread illness and social unease. ***At minimum, we request that the City Council delay any revocation proceedings under CUP No. 312 until 21 calendar days from the date the Governor's stay-at-home order has been lifted and businesses have been allowed to resume full operation.*** We believe it would be a

grave error for the City to attempt to shutter an essential business during a global pandemic, and that such an extension is eminently reasonable under current circumstances.

However, The Lighthouse views itself as a committed partner to the City in good times as well as bad, and will make every effort to comply with the corrective actions demanded by Staff as soon as is practicable given current circumstances. We have assessed your requested corrective actions and have developed a plan to bring all operations into compliance with the CUP as quickly as possible, and to work with the City in the short- and medium-term to ensure we are communicating transparently and complying to the fullest extent possible during the stay-at-home order. We will address each of the purported violations in turn, laying out our proposed compliance and the errors the Planning Commission has made in revoking CUP No. 312.

Complete the first phase of the Glenroy Resort Hotel and open for business

Conditioning the existence of an essential business on the operations of a resort hotel which could not legally be in business at the moment under the best of circumstances is an abuse of the City's discretion. Opening the Glenroy Resort Hotel at present is not only literally impossible, but would violate the current stay-at-home order, not to mention creating an entirely avoidable public health risk. The Glenroy Resort Hotel will not be a party to the spread of COVID-19, and the City's demand for the hotel to open during a global pandemic and while the state of California is practicing severe social distancing is frankly preposterous.

This request is shocking under current circumstances, and displays a complete disregard for the reality of this pandemic and the pervasive public safety risks posed by undertaking massive construction and ***opening a resort hotel during the spread of a highly infectious disease***. Even if the Glenroy Resort Hotel could legally be opened within the City's timeline, my clients would refuse to do so out of basic concern for public safety. CUP No. 312 should not be revoked based on the City's desire for an operational resort at a time when no resort in California is open and operational.

That being said, progress is being made as quickly as possible to open the Glenroy Resort Hotel in a manner compliant with California's stay-at-home guidelines and on a timeline that will avoid opening while doing so would cause a massive public health risk. Ownership of the hotel is aiming to have its new loan closed by the end of June. Provided that occurs, ownership hopes to get back to work on construction in August, with an eye towards opening Phase I of the hotel in early 2021, provided government regulations and guidelines deem it safe to do so.

In recognition of the City's lost transient occupancy tax ("TOT") revenue due to the delayed opening of the Glenroy Resort Hotel, and as a partner to the City in these difficult times, ownership of the Glenroy Resort Hotel has already made an offer to pay some of the TOT the City would be receiving were the resort open and operating at this time. As you are aware, the ownership has proposed a payment of $300,000 over the next 12 months, and ongoing payments pas that point until Phase I of the Glenroy Resort Hotel is open and operating.

This is $300,000 of revenue the City will not receive should the City Council uphold the revocation. This is also a proposal that involves the Glenroy Resort Hotel paying the City TOT in a time where the City is unlikely to receive TOT from any other establishment due to the stay-

at-home order. The hotel industry is shuttered nationwide for an indefinite period, and it is impossible to say at present when revenues will return. Even if hotels were permitted to reopen tomorrow, it is highly unlikely they would have any customers to serve, given the current travel restrictions.

Were the Glenroy Resort Hotel open and operating, its doors would currently be closed under Governor Newsom's stay-at-home order, and it would currently be paying no TOT to the City based on the complete lack of occupancy it would be seeing during this period. The City is asking Glenroy Resort Hotel to do the impossible during trying times, and we believe the above proposal is more than generous in present circumstances. When most businesses are shuttering their doors, furloughing or laying off employees, and asking for rent reductions or government assistance, the Glenroy Resort Hotel is offering to pay the City hundreds of thousands of dollars in money it would not be receiving right now if the hotel were open and operating.

Perimeter Landscaping and Fencing Improvements

The City alleges a violation of CUP Condition of Approval 2(b) because the front portion of the business currently has no fencing, and has also alleged issues with the landscaping. The required perimeter landscaping and fencing improvements for The Lighthouse have been completed in full compliance with CUP Condition of Approval 2(b). This landscaping and fencing improvement was conducted within 60 days of the effective date of the CUP, pursuant to the instructions of the City.

The only possible issue here is fencing along the front of the property and at the parking lot, neither of which are feasible before the planned work on Avenue 48 is completed. If the City mandates compliance with Condition of Approval 2(b) in a manner that impedes access to the dispensary during this planned improvement work, The Lighthouse asks that this compliance be postponed until such work is complete and fencing can be installed without impeding patient access.

Despite the current stay-at-home order, The Lighthouse is confident it can complete any required corrective action. In either case, The Lighthouse believes it is currently in compliance here and that the Planning Commission erred in finding The Lighthouse in violation of Condition of Approval 2(b). The Lighthouse and will work to achieve any corrective action mandated by the City as soon as is practicable under present circumstances.

Glazing of the Façade on The Coachella Lighthouse

As Staff made clear at the Planning Commission hearing, the original glazing of the façade required pursuant to Conditions of Approval Nos. 2(c) and 5 no longer reflects reality at The Lighthouse, given that most of the façade is currently not glass. We believe the Planning Commission erred in finding a violation here, but we would welcome Staff review and have no doubt The Lighthouse will be found in full compliance at that time.

Obtain Planning Commission Approval of a Sign Program for the Glenroy Resort Hotel

Condition of Approval No. 6 provides that "a comprehensive sign program for the Glenroy Resort project must be reviewed and approved by the Planning Commission ***prior to the issuance of any sign permits for the retail cannabis microbusiness***. The front façade of the retail cannabis microbusiness may have one identification sign and one secondary 'logo sign' placed on the front façade" (Emphasis added). Given that The Lighthouse has not sought any sign permits to date, no violation of Condition of Approval No. 6 has occurred, the Planning Commission made a clear error in determining a violation of CUP No. 312 had occurred on these grounds.

Further, requiring the Glenroy Resort Hotel to apply for approval of a comprehensive sign program prior to completing construction is absurd, given that any sign program currently approved by the City would almost certainly need to be amended or entirely re-approved when construction is complete and the Glenroy Resort Hotel can reasonably prepare a comprehensive sign program application that will match with its proposed operations. We reiterate that this request is improper at this time and that the City should not force Glenroy Resort Hotel to prematurely adopt a sign program in order to be deemed compliant with a Condition of Approval it has not violated.

However, should the City Council decline to deem The Lighthouse in compliance with Condition of Approval No. 6, we request that the City immediately provide dates for a proposed Planning Commission hearing to approve a comprehensive sign program. If forced to do so, The Lighthouse and the Glenroy Resort Hotel are prepared to submit an application for a comprehensive sign program and to go forward with a Planning Commission hearing in order to avoid unnecessary and inappropriate formal enforcement measures.

Install a conforming trash enclosure within 250 feet of The Coachella Lighthouse

The Lighthouse is acting at present to ensure a conforming trash enclosure is installed at the site, as required by Condition of Approval No. 14. We would welcome your review once installation is complete and have no doubt The Lighthouse will be found in full compliance at that time.

Install a minimum of five bicycle racks in front of The Coachella Lighthouse

The Lighthouse is moving at present to install five bicycle racks as required by Condition of Approval No. 15. We would again welcome your review once installation is complete and have no doubt The Lighthouse will be found in full compliance at that time.

Conclusion

The Lighthouse remains committed to being a partner to the City during the ongoing COVID-19 crisis and is firmly committed to resolving all outstanding issues amicably. We reiterate our request that the City delay any revocation proceedings until 21 calendar days after the present stay-at-home order has been lifted and businesses are permitted to resume regular operations. These are difficult time for all businesses, and The Lighthouse provides an essential

service to the community and much needed tax revenue to the City at a moment when both are in high demand.

Should the City decline to grant this request for an extension of time to comply with the Conditions of Approval under the CUP, we request that the City respond in writing to the proposed corrective actions and confirm that the City will deem The Lighthouse in compliance if the above-referenced actions are taken in a timely fashion given the present circumstances. The Lighthouse believes this proposal is imminently reasonable given the current situation, and proffers this as a good faith effort at resolving these issues and continuing a business relationship that has been mutually beneficial to date.

It would be a grave error to shutter an essential business during the COVID-19 outbreak, and a disservice to members of the community who rely on The Lighthouse to meet their medical needs during a period when social distancing makes other forms of treatment difficult to obtain without creating additional health risks. Revoking the CUP would also deprive the City of substantial tax revenue at a time of great economic uncertainty, which would in all likelihood reduce the ability of the City to respond with agility to the ever-changing needs of its citizens during this ongoing crisis. Beginning revocation proceedings during this crisis would not simply be bad politics, but would result in a loss of a reliable revenue source for the City during times of great financial uncertainty. It would also be a disservice to the most vulnerable populations within the community, all in the name of enforcing compliance with the CUP in a period where full compliance based on the City's current corrective actions is per se impossible.

We respectfully request that the City Council overturn the Planning Commission's revocation of CUP No. 312 and allow The Lighthouse to continue its essential services to the desert community.

STAFF REPORT
5/26/2021

TO: Honorable Mayor and City Council Members

FROM: Best Best & Krieger, City Attorney

SUBJECT: Resolution No. 2021-33, Public Hearing to Consider the Adoption of a Resolution of Necessity to Acquire by Eminent Domain a Fee Interest in Certain Real Property Identified as APN 763-020-021 located at Avenue 50 West of SR-86 in Coachella, California for the SR-86 / Avenue 50 Interchange Project

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STAFF RECOMMENDATION:

That the City Council:

1. Conduct a public hearing to consider the adoption of a Resolution of Necessity, including providing all parties interested in the affected property and their attorneys, or their representatives, an opportunity to be heard on the issues relevant to the Resolution of Necessity.

2. Make the following findings as hereinafter described in this report:

    a. The public interest and necessity require the proposed project;
    b. The project is planned or located in a manner that will be most compatible with the greatest public good and the least private injury;
    c. The real property to be acquired is necessary for the project; and
    d. The offer of just compensation has been made to the property owners.

3. Adopt attached Resolution No. 2021-33, a Resolution of Necessity declaring that the acquisition of a fee interest in certain real property identified as Assessor Parcel No. 763-020-021 located at Avenue 50 west of State Route 86 ("SR-86") is necessary for the SR-86 / Avenue 50 Interchange Project.

EXECUTIVE SUMMARY

The City of Coachella and the California Department of Transportation ("Caltrans") have proposed the SR-86 / Avenue 50 Interchange Project ("Project") involving the construction of a new interchange at SR-86 and Avenue 50, approximately 1.1 miles north of the existing SR-86/Avenue 52 intersection and 1.95 miles south of the existing SR-86/Dillon Road interchange. The City seeks to acquire the real property identified as Assessor Parcel No. 763-020-021 located at Avenue 50 west of SR-86 for the Project.

BACKGROUND:

The Project will convert a portion of SR-86 from an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing bridge and access ramps. A new Avenue 50 overcrossing will be constructed with associated on- and off-ramps and signalized intersections. The Project will also construct a new Avenue 50 bridge structure over the Whitewater River/Coachella Valley Stormwater Channel ("CVSC"). This new bridge structure over the CVSC will replace the existing at-grade paved low water crossing and will include the following associated improvements: realignment and widening of a portion of Avenue 50, realignment of portions of Tyler Street on both the west and east sides of SR-86, respectively, and, the existing 1-lane in each direction road that is located within the limits of the CVSC would become a CVSC maintenance road.

The purpose of the Project is to improve mobility to and from eastern parts of the City of Coachella by providing direct and dependable access over the CVSC, improve operational efficiency by replacing the existing SR-86/Avenue 50 intersection with a new interchange, improve expressway access of the City and the Coachella Valley Region, implement improvements consistent with the City's circulation plan, and improve traffic operations and accommodate planned growth by enhancing levels of service at local street intersections and adjacent interchanges. The existing SR-86/Avenue 50 interchange cannot accommodate anticipated planned growth for the area and does not provide adequate mobility, operational efficiency, and dependable access through the Project area or connections for the future CV Link project.

The registered owner of the Subject Property, AHD Limited Partnership ("AHD"), is represented by counsel, Michael Kehoe and Michael Leifer of Palmeiri, Hennessey & Leifer, LLP. A notice of this public hearing was mailed and emailed to both AHD and counsel in accordance with Section 1245.235 of the California Code of Civil Procedure.

DESCRIPTION OF PROPERTY TO BE ACQUIRED:

The parcel affected by the proposed acquisition is located along the west side of SR-86 at the southeast corner where Tyler Street/Avenue 50 turns north to cross SR-86 in Coachella, California, bearing Assessor Parcel No. 763-020-021 ("Subject Property"). The Subject Property is a trapezoidal-shaped site containing approximately 14.1 acres and is unimproved. The Subject Property is bordered on the east by SR-86, on the north by 50th Avenue, on the west by the CVSC, and on the south by a privately-owned property.

AHD has filed for approvals to develop the site for commercial use, indicating the development would include a convenience store with a service station, a drive-thru restaurant, a sit-down restaurant, a car wash tunnel, a truck washing facility, and a four-story hotel. That project would require, among other items, a zone change from A-R (Agricultural Reserve) to C-G (General Commercial), conditional use permits for the drive-thru and automotive and truck washing facilities, and a variance to allow a hotel in excess of 50 feet in height. The City has worked with AHD throughout the application process, but AHD has not provided required information to advance the proposal.

HEARINGS AND REQUIRED FINDINGS:

The recommended actions of the City Council pertain to the Subject Property owned by AHD, namely Assessor Parcel No. 763-020-021.

California eminent domain law provides that a public entity may not commence eminent domain proceedings until its governing body has adopted a Resolution of Necessity, which resolution may only be adopted after the governing body has given each party with an interest in the affected property or their representatives a reasonable opportunity to appear and be heard on the following matters:

1. The public interest and necessity require the proposed project.
2. The project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
3. The real property to be acquired is necessary for the project.
4. The offer of just compensation has been made to the property owner.

The above four required findings are addressed as follows:

1. The Public Interest and Necessity Require the Proposed Project

Avenue 50 is a major east/west thoroughfare that begins at the Eisenhower Drive intersection in the City of La Quinta, which then travels easterly through Indio and currently ends at the All-American Canal in Coachella. However, in conjunction with the La Entrada development, Avenue 50 will be extended to Interstate 10. During severe winter and summer storms, the existing Avenue 50 low water crossing is frequently inundated and damages due to debris flows within the CVSC. The flooding and the resulting road closure have a direct impact on the public's health and safety. In addition, the frequent flood damage results in substantial cost to the City for road repairs; and increases the response time of emergency vehicles.

Avenue 50 within the Project limits is anticipated to operate at an unsatisfactory level of service as a result of planned development and associated traffic projections. The City's Land Use Plan Element of the General Plan identifies ongoing and planned development in the eastern part of Coachella that is expected to increase the local population and local/regional traffic demands.

The purpose of the Project is to improve mobility to and from eastern parts of the City by providing direct and dependable access over the CVSC; improve operational efficiency by replacing the existing SR-86/Avenue 50 intersection with a new interchange; improving the expressway access for the City and the Coachella Valley Region; implementing improvements consistent with the City's circulation plan; and improving traffic operations and accommodating planned growth by enhancing levels of service at local street intersections and adjacent interchanges.

The Project will be constructed in two separate phases, due to funding considerations. The first phase will focus on construction of the new bridge structure over the CVSC and will include the associated realignment of Avenue 50 and Tyler Street west of SR-86. Although the first phase will be constructed in advance, it has independent utility and usability even without the second phase. The first phase will implement a new bridge over CVSC that will eliminate flooding hazards along The SR-86 / Avenue 50 interchange project can be implemented and fully operational without any additional transportation improvements in the area occurring.

2. The Project Is Planned or Located in a Manner that Will Be Most Compatible with the Greatest Public Good and Least Private Injury

In November 2018, the City and Caltrans prepared an Initial Study with (Proposed) Mitigated Negative Declaration/Environmental Assessment ("Initial Study"). The Initial Study proposed and considered a number of design alternatives, however, right of way acquisition was similar for all alternative options, and the alternatives would require relocation of a single residence and acquisition of other structures. After a public circulation period and consideration of all comments, Caltrans selected the preferred alternative and made the final determination of the Project's effect on the environment.

Based on the Project design resulting from these efforts, acquisition of the Subject Property that is the subject of this Resolution of Necessity hearing is necessary.

3. The Real Property To Be Acquired Is Necessary for the Proposed Project

Based on the location of the existing roadways, both the eastern abutment for the new CVSC bridge and the western abutment for the SR-86 overpass and the new freeway onramp will be located on the Subject Property, necessitating the acquisition of the entire Subject Property rather than a partial acquisition, as it would be impossible to build the new bridges and construct a new onramp while leaving a commercially viable remainder piece between the onramp and the Whitewater Channel. The Subject Property is described in Exhibit A attached to the Resolution of Necessity. City staff, working with City consultants, determined these property interests to be most suitable for the Project.

4. The Offer of Just Compensation Has Been Made

The City retained the services of Stephen D. Roach, an independent, licensed, and MAI-designated appraiser to conduct an appraisal of the Subject Property in accordance with accepted principles consistent with California valuation law and to prepare a summary of the basis established as just compensation pursuant to Government Code section 7267.2.

In July 2020, and based on the approved appraisal, the City, in accordance with Government Code section 7267.2, made an offer of just compensation to the record owner, through counsel, to purchase the Subject Property. Although a negotiated settlement may still be possible for the Subject Property, it would be appropriate to commence the procedures to acquire the Subject Property through eminent domain to ensure that the City has possession of the Subject Property to begin construction of the Project and meet funding and certification deadlines for the Project.

ENVIRONMENTAL ANALYSIS:

Environmental clearances have been completed for the Project. The "Initial Study with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact" was approved by the deputy director of Caltrans in May of 2019.

FISCAL IMPACT:

The Project's current funding includes approximately $46 million in federal grant aid in the form of Highway Bridge Replacement Program (HBP) funding and an additional $5.5 million in local match funds supplied by the Coachella Valley Association of Governments (CVAG). In addition

to the secured funds listed above, the City has continued to apply for additional federal and state funding sources for the Project. Based on the current approved Federal Transportation Improvement Program (FTIP) funding allocations, the Project is set to complete final design within the next 18 months and begin construction at the beginning of the 22/23 Fiscal Year. Failure to advance the Project could jeopardize tens of millions in secured grant funds as well prevent the future successful solicitation of grant funds.

ATTACHMENTS:

1. Resolution No. 2021-33 – Resolution of Necessity

RESOLUTION NO. 2021-33
[APN # 763-020-021]

A RESOLUTION OF THE CITY OF COACHELLA DECLARING THAT THE ACQUISITION OF CERTAIN REAL PROPERTY BY EMINENT DOMAIN IS NECESSARY FOR THE SR-86 / AVENUE 50 INTERCHANGE PROJECT.

WHEREAS, the City of Coachella ("City") proposes to acquire a fee simple interest in certain real property for the purpose of constructing the State Route 86 ("SR-86") / Avenue 50 Interchange Project ("Project") pursuant to the authority granted to the City; and

WHEREAS, pursuant to Code of Civil Procedure section 1245.235, the City scheduled a public hearing for May 26, 2021, at City Council Chambers, located at 1515 Sixth Street, Coachella, California, and gave to each person whose property is to be acquired and whose name and address appears on the last equalized county assessment roll, notice and a reasonable opportunity to appear at said hearing and be heard on the matters referred to in Code of Civil Procedure section 1240.030; and

WHEREAS, said hearing has been held by the City and each person whose property is to be acquired by eminent domain was afforded the opportunity to be heard on said matters; and

WHEREAS, the City may now adopt a resolution of necessity pursuant to Code of Civil Procedure section 1240.040;

NOW, THEREFORE, BE IT RESOLVED BY THE City Council of the City of Coachella as follows:

Section 1. Notice and Hearing Compliance.

The City has provided notice of this hearing as required by Code of Civil Procedure section 1245.235.

Section 2. Public Use.

The public use for which the real property is to be acquired is to construct the SR-86 / Avenue 50 Interchange Project ("Project"). The Project involves construction of a new interchange at SR-86 and Avenue 50, approximately 1.1 miles north of the existing SR-86/Avenue 52 intersection and 1.95 miles south of the existing SR-86/Dillon Road interchange. It will convert a portion of SR-86 from an at-grade signalized intersection to a grade-separated full interchange with a new overcrossing bridge and access ramps. A new Avenue 50 overcrossing will be constructed with associated on- and off-ramps and signalized intersections. The Project will also construct a new Avenue 50 bridge structure over the Whitewater River/Coachella Valley Stormwater Channel ("CVSC").

Section 3. Description of Property.

Avenue 50 west of SR-86, in Coachella, California (designated as Assessor Parcel No. 763-020-021).

Section 4. Findings.

The City hereby finds and determines the following:

a. The public interest and necessity require the proposed project; and
b. The proposed project is planned or located in the manner that will be the most compatible with the greatest public good and with the least private injury; and
c. The property is necessary for the proposed project; and
d. The offer required by Government Code section 7267.2 was made.

Section 5. Condemnation for a Compatible Use.

Some or all of the real property to be acquired is subject to easements and rights-of-way appropriated to existing public uses. The legal descriptions of these easements and rights-of-way are on file with the City and describe the general location and extent of the easements and rights-of-way with sufficient detail for reasonable identification. The proposed use is a compatible use and will not unreasonably interfere or impair the continuance of the public use now existing or may reasonably be expected to exist in the future. The City is authorized to acquire the property subject to such existing public uses pursuant to Code of Civil Procedure section 1240.510.

Section 7. Further Activities.

Best Best & Krieger, as special counsel to the City, is hereby authorized to acquire the described real property in the name of and on behalf of the City by eminent domain. Best Best & Krieger is further authorized to institute and prosecute such legal proceedings as may be required. Best Best & Krieger may take such steps as may be authorized and required by law, and make such deposits as may be required by order of the court, to permit the City to take possession of and use said real property at the earliest possible time. Best Best & Krieger is further authorized to correct any errors or to make or agree to non-material changes in the legal description of the real property that is deemed necessary for the conduct of the condemnation action, or any other proceedings or transactions required to acquire the subject real property.

[This space left intentionally blank]

PASSED, APPROVED and **ADOPTED** this 26th day of May 2021.

_____
Steven A. Hernandez
Mayor

ATTEST:

_____
Angela M. Zepeda
City Clerk

APPROVED AS TO FORM:

_____
Carlos Campos
City Attorney

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF COACHELLA)

I HEREBY CERTIFY that the foregoing Resolution No. 2021-33 was duly adopted by the City Council of the City of Coachella at a regular meeting thereof, held on the 26th day of May 2021, by the following vote of Council:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Andrea J. Carranza, MMC
Deputy City Clerk

SCAG

2019 Federal Transportation Improvement Program ($000)

TIP ID **RIV110825** Implementing Agency **COACHELLA**

Project Description: 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 INTRSCTN

SCAG RTP Project #: RIV110825
Study:N/A Is Model: YES Model #:
PM: Johnathon Hoy - (760)398-5744

LS: N LS GROUP#:
Conformity Category: TCM Committed

System :Local Hwy | Route : | Postmile: 0 to | Distance: | Phase: Engineering/Plans, Specifications and Estimates (PS&E) | Completion Date 12/31/2025

Lane # Extd: 2 | Lane # Prop: 6 | Imprv Desc: Widen roadway approaches from 2 ln to 6 ln with a new 6 ln bridge over the Coachella Stormwater Channel

Air Basin: SSAB | Envir Doc: ENV ASMNT/INIT STUDY - JOINT NEPA/CEQA - 05/07/2019

Toll Rate: 0.00 | Toll Colc Loc:n/a | Toll Method: Bus | Hov acs eg loc: n/a

Uza: Indio-Cathedral City-Palm Springs | Sub-Area: | Sub-Region: Coachella Valley COG

CTIPS ID: | EA #: | PPNO:

Program Code: CAXT8 - NEW OVERCROSS OR UNDERCROSS W/TCM : RS Stop Loc:

	PHASE	PRIOR	18/19	19/20	20/21	21/22	22/23	23/24	BEYOND	PROG TOTAL
Agency - Adv Construction	PE				$2,656		$(2,656)			
	RW				$4,209		$(4,209)			
	CON						$38,253		$(38,253)	
	SUBTOTAL				$6,865		$31,388		$(38,253)	
BRIDGE - LOCAL	PE	$798					$2,656			$3,454
	RW				$443		$4,209			$4,652
	CON								$38,253	$38,253
	SUBTOTAL	$798			$443		$6,865		$38,253	$46,359
CITY FUNDS	PE	$103			$344					$447
	RW				$603					$603
	CON						$4,956			$4,956
	SUBTOTAL	$103			$947		$4,956			$6.006
	TOTAL	**$901**	**$0**	**$0**	**$8,255**	**$0**	**$43,209**	**$0**	**$0**	**$52,365**

TOTAL PE: $3,901 **TOTAL RW: $5,255** **TOTAL CON: $43,209** **TOTAL PROGRAMMED: $52,365**

- General Comment:
- Modeling Comment: no significant change made
- TCM Comment:
- Amendment Comment: Amendment:2015 FTIP - A4: New Project in 2015 FTIP Quadrennial Years, per HBP listing on 10/29/2014 2017 FTIP - A10: Reprogram per HBP listing 3/29/17 2019 FTIP - A3 New project in 2019 FTIP Quad Yrs/per HBP Update 10/26/18 2019 FTIP - A11 Reprogram per Aug 2019 HBP update 2019 FTIP - A13: Cost increase and reprogrammed per Nov 2019 HBP update 2019 FTIP - A30 - Reprogram per Nov 2020 HBP update.
- CMP Comment:
- Narrative:

Last Revised **Amendment 19-30 - Submitted** **Change reason**:RE PROGRAMMED **Total Project Cost** **$52,365**

SR-86/AVENUE 50 NEW INTERCHANGE
R/W REQUIREMENT MAP
ALTERNATIVE 7

NO SCALE

APN	SIZE (AC)			AREA OF TAKE (Sq ft)	COMMENT
	TOTAL	TAKE	NET		
603-300-024	17.834	0.373	17.461	16,237	PARTIAL
603-300-024	17.834	0.150		6,523	TCE
603-300-027	6.021	0.512	5.508	22,317	PARTIAL
603-300-027	6.021	0.126		5,469	TCE
603-300-028	32.254	0.291	31.963	12,679	PARTIAL
603-300-028	32.254	0.334		14,563	TCE
603-330-003	10.042	0.173		7,545	TCE
603-330-010	68.952	8.180	60.773	356,305	PARTIAL
603-330-010	68.952	0.185		8,037	TCE
603-330-011	1.805	1.805	0.000	78,622	FULL
603-330-012	0.099	0.099	0.000	4,305	FULL
763-020-019	15.894	7.044	8.850	306,854	PE, AE, FE & PUE
763-020-020	2.720	2.720	0.000	118,495	FULL
763-020-021	14.478	14.478	0.000	630,650	FULL
763-020-023	31.585	8.349	23.235	363,698	PARTIAL
763-020-023	31.585	0.542		23,608	TCE
763-030-010	9.852	1.147	8.705	49,943	PARTIAL
763-030-010	9.852	0.219		9,546	TCE
778-170-005	0.781	0.130	0.651	5,667	PARTIAL
778-170-005	0.781	0.051		2,227	TCE
778-170-009	3.191	0.460	2.732	20,024	PARTIAL
778-170-009	3.191	0.053		2,314	TCE
778-170-011	32.449	6.489	25.961	282,644	PARTIAL
778-170-011	32.449	0.526		22,919	TCE
778-170-012	7.794	5.714	2.080	248,885	PE, AE, FE & PUE
778-170-013	0.029	0.029	0.000	1,267	FULL
778-180-004	40.535	0.574	39.961	24,991	PARTIAL

603-300-028
603-330-010
603-300-027
603-300-024
REALIGNED TYLER St
603-330-012
NB ON-RAMP
603-330-011
SB OFF-RAMP
603-330-013
603-330-003
603-330-002
763-020-020
778-170-013
Ave 50
778-170-012
NB LOOP ON-RAMP
NB OFF-RAMP
778-170-014
778-170-015
778-170-002
778-170-003
778-170-004
778-170-005
778-170-006
778-170-007
778-170-008
778-170-009
CABAZON Rd
Exist TYLER St
REALIGNED TYLER St
SB ON-RAMP
763-020-023
Rte 86
COACHELLA VALLEY STORMWATER Chnl
763-020-021
CV LINK
778-170-011
763-020-019
763-020-018
763-042-022
763-030-010
763-030-006
CALLE MENDOZA
778-180-004
763-030-007

LEGEND:
- PROPOSED ACCESS CONTROL / STATE RIGHT OF WAY
- PROPOSED CITY RIGHT OF WAY
- EXISTING RIGHT OF WAY
- TEMPORARY CONSTRUCTION EASEMENT

PUBLIC NOTICE

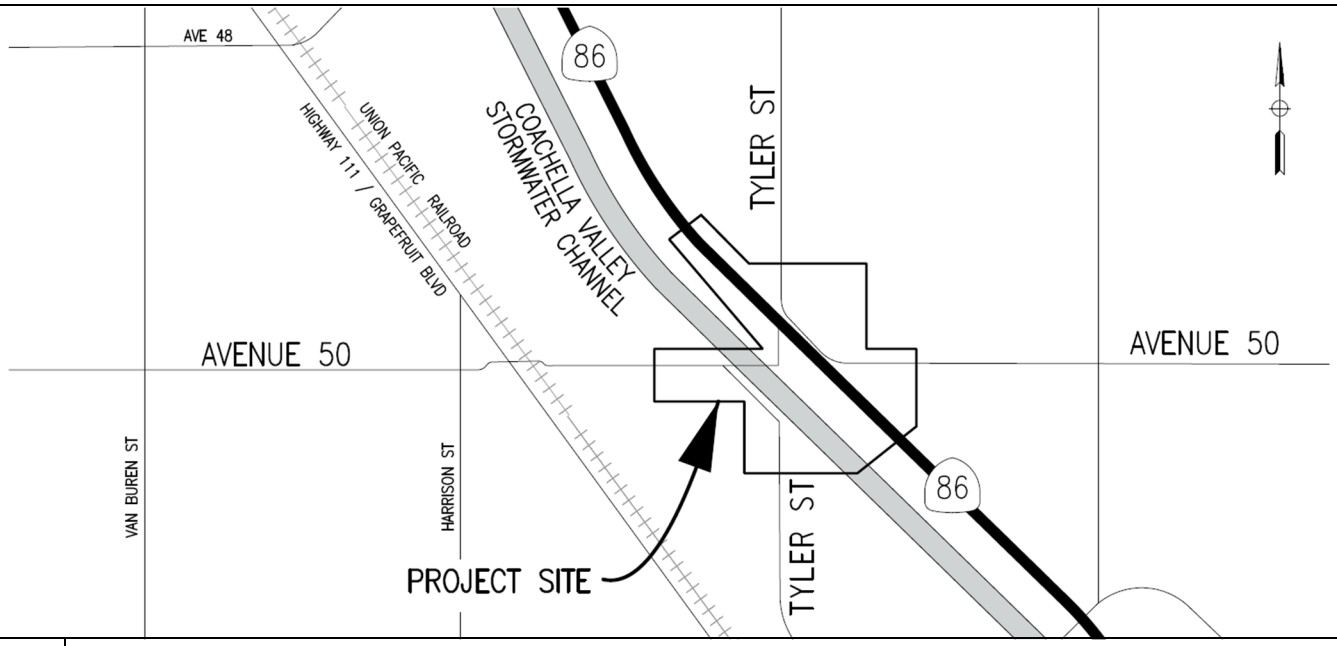
Notice of Intent to Adopt a Mitigated Negative Declaration

Notice of Availability of an Environmental Assessment

Announcement of Public Hearing

for

State Route 86 / Avenue 50 New Interchange Project



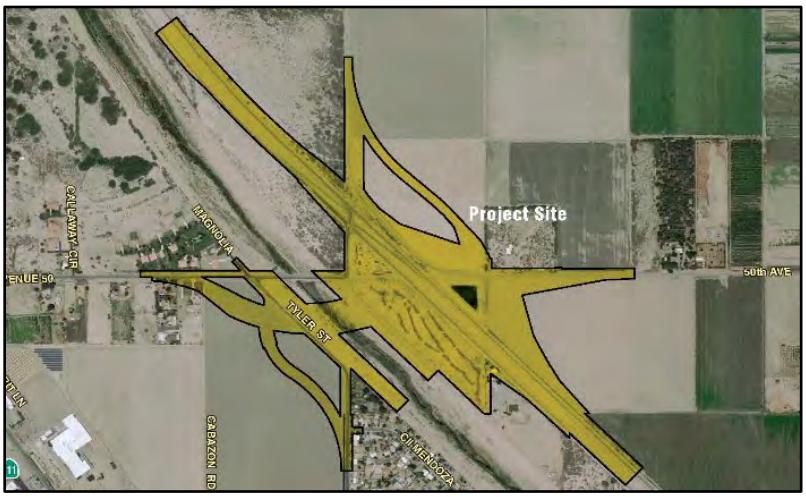
WHAT IS BEING PLANNED?	The City of Coachella (City), in cooperation with the California Department of Transportation (Caltrans), proposes the construction of a new interchange at State Route 86 (SR-86) (PM R19.2/R21.6) and Avenue 50, approximately 1.1 miles north of the existing SR-86/ Avenue 52 intersection and 1.95 miles south of the existing SR-86/Dillon Road interchange. The proposed project would convert a portion of SR-86 from an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing bridge and access ramps. This new overcrossing would be up to approximately 326 feet long and 122 feet wide. It would be a 2-span structure to accommodate 3 through lanes in each direction and two left-turn pockets for the eastbound and westbound directions of Avenue 50. The project would also construct a new bridge structure over the Whitewater River/Coachella Valley Stormwater Channel (CVSC). The new bridge structure over the CVSC would be approximately 605 feet long and 120 feet wide, would be a 5-span structure to accommodate 3 through lanes in each direction and a 14-foot-wide median on Avenue 50, and would replace the existing at-grade paved low water crossing. The construction of the bridge for Avenue 50 over the CVSC would also include realignment and widening of a portion of Avenue 50 from the existing two-lane roadway to a six-lane major arterial, and realignment of portions of Tyler Street on both the west and east sides of SR-86, respectively, and, the existing 1-lane in each direction road that is located within the limits of the CVSC would become a CVSC maintenance road. The project will be constructed in two phases. Project-level conformity analysis shows that the project will conform to the State Implementation Plan, including localized impact analysis with interagency consultation for particulate matter (PM_{10}) required by 40 CFR 93.116 and 93.123. Pursuant to the interagency consultation requirement of 40 CFR 93.105 (c)(1)(i), the project completed interagency coordination via Southern California Association of Government's Transportation Conformity Working Group (TCWG), at two separate meetings due to the phasing of the project. The first meeting was held on June 28, 2016 [Project ID RIV110825] and the second meeting was held on March 27, 2018 [Project ID RIV061159 and RIV110825]. At these meetings, the TCWG determined that the proposed project is not a Project of Air Quality Concern (POAQC). The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Comment is requested regarding the project-level conformity analysis. The proposed work will encroach upon wetlands and a floodplain. The project is being evaluated to determine if there are any practical alternatives to avoid this encroachment or, if not, to ensure that all practical measures are taken to minimize harm to the wetlands and floodplain.
WHY THIS NOTICE?	Caltrans has studied the effects this project may have on the environment. The studies show the project will not significantly affect the quality of the environment. The report that explains t[illegible]n *Initial Study/Environmental Assessment*. This notice is to tell you of

	the preparation of the *Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment* and of its availa to read. A public hearing is being held to provide an opportunity to ask questions of Project Team members regarding design features, the tentative schedule for the proposed project, including when potential acquisition of right of way may occur and when the project will be constructed, before the final design is selected.
WHAT IS AVAILABLE?	Copies of the approved *Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment*, including associated maps, as well as the technical studies relied upon in conjunction with its preparation, are available for review at the following locations, during respective normal business hours: City of Coachella City Hall 1515 Sixth Street Coachella, CA 92236 Coachella Library 1500 Sixth Street Coachella, CA 92236 Additionally, the approved *Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment* may be accessed from the City of Coachella's website, at http://www.coachella.org/residents/avenue-50/.
WHERE YOU COME IN	Do you have any comments about processing the project with a Mitigated Negative Declaration and the Initial Study/Environmental Assessment? Do you disagree with the findings of our study as set forth in the Proposed Mitigated Negative Declaration? Would you care to make any other comments on the project? If you cannot attend the public hearing, your written comments regarding the project are still welcome. Please submit your comments in writing no later than Friday, **January 4, 2019**, to: Shawn Oriaz, Senior Environmental Planner California Department of Transportation 464 West Fourth Street, 6th Floor, Mail Station 827 San Bernardino, CA 92401-1400 or via e-mail to: sr86-ave50interchange@dot.ca.gov Please include "State Route 86-Avenue 50 New Interchange Project" in the subject line. The date we will begin accepting comments is Tuesday, December 4, 2018. Comments regarding the *Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment* may also be submitted in person at the public hearing on December 19, 2018. If there are no major comments, the City, in cooperation with Caltrans, will proceed with the project's design.
WHEN AND WHERE	The public hearing will be on **Wednesday, December 19, 2018 from 6:00 p.m. to 8:00 p.m. at the Coachella Library, 1500 Sixth Street, Coachella, CA 92236**. Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact Mr. Jonathan Hoy, City Engineer, City of Coachella, Engineering Department, at (760) 398-5744 (Voice), at least three days prior to the scheduled public hearing date. TDD users may contact the California Relay Service at 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or dial 711.
CONTACT	For more information about this study or this project, please contact Mr. Jonathan Hoy, City of Coachella City Engineer at (760) 398-5744. Thank you for your interest in this important transportation project. **EA 08-0C9700 (PN 0814000144)**

State Route 86/Avenue 50 New Interchange Project

CITY OF COACHELLA, RIVERSIDE COUNTY, CALIFORNIA
DISTRICT 8 – RIV – 86 (PM R19.2/R21.6)
EA 08-0C9700 PN 0814000144

Initial Study with (Proposed) Mitigated Negative Declaration/ Environmental Assessment



Prepared by the
State of California, Department of Transportation

and the City of Coachella

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

November 2018

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General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), had this Initial Study/Environmental Assessment (IS/EA) prepared, which examines the potential environmental impacts of the alternatives being considered for the proposed project located in the City of Coachella, Riverside County, California. Caltrans is the lead agency under the Natural Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What should you do:

- Please read this document.
- Copies of this document and the related technical studies are available for review at the following locations:

  City of Coachella
  City Hall
  1515 Sixth Street
  Coachella, CA 92236

  Coachella Library
  1500 Sixth Street
  Coachella, CA 92236

- This document may be downloaded at the following website: http://www.coachella.org/residents/avenue-50/
- Attend the public hearing on December 20, 2018 from 6:00 PM to 8:00 PM at the Coachella Library, located at 1500 Sixth Street, Coachella, CA 92236.
- We'd like to hear what you think. If you have any comments about the proposed project, please attend the public hearing and/or send your written comments to Caltrans by the deadline.
- Send comments via postal mail to:

  Shawn Oriaz, Senior Environmental Planner
  Caltrans District 8
  464 West 4th Street, 6th Floor, MS-827
  San Bernardino, CA 92401-1400

- Send comments via email to: sr86-ave50interchange@dot.ca.gov
- Send comments by the deadline: January 7, 2019

What happens next:

After comments are received from the public and reviewing agencies, Caltrans, as assigned by FHWA, may: (1) give environmental approval to the proposed project, (2) do additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

Alternative formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Jonathan Hoy, City Engineer, City of Coachella, Engineering Department, 1515 Sixth Street, Coachella, CA 92236; (760) 398-5744 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2922 (Voice) or 711.

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SCH #_____

08-RIV-86 PM R19.2/R21.6
08-0C9700
PN 0814000144

Construction of a new interchange at State Route 86 and Avenue 50 from Post Mile (PM) R19.2 to R21.6 and realign and widen Avenue 50, realign Tyler Street, and construct a new bridge spanning over the Coachella Valley Stormwater Channel (CVSC) that will replace the existing one-lane in each direction a portion of Avenue 50 that crosses the CVSC in the City of Coachella, Riverside County, California

INITIAL STUDY WITH (PROPOSED) MITIGATED NEGATIVE DECLARATION/ ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(c), 49 USC 303, and/or 23 USC 138

THE STATE OF CALIFORNIA
Department of Transportation
and
The City of Coachella

11/28/18
Date of Approval

David Bricker
Deputy District Director
District 8 Division of Environmental Planning
California Department of Transportation
CEQA and NEPA Lead Agency

The following persons may be contacted for more information about this document:

Shawn Oriaz
Senior Environmental Planner
California Department of Transportation
464 West Fourth Street, 6th Floor, MS-827
San Bernardino, CA 92401-1400
(909) 388-7034

Jonathan Hoy
City Engineer
City of Coachella
Engineering Department
1515 Sixth Street
Coachella, CA 92236
(760) 398-5744

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Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The City of Coachella (City), in cooperation with the California Department of Transportation (Caltrans), proposes the construction of a new interchange at State Route 86 (SR-86) (PM R19.2/R21.6) and Avenue 50, approximately 1.1 miles north of the existing Avenue 52 intersection and 1.95 miles south of the existing Dillon Road interchange. The proposed project would convert a portion of SR-86 from an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing bridge and access ramps. A new Avenue 50 overcrossing would be constructed with associated on- and off-ramps and signalized intersections. The project would also construct a new Avenue 50 bridge structure over the Whitewater River/Coachella Valley Stormwater Channel (CVSC). This new bridge structure over the CVSC would replace the existing at-grade paved low water crossing and would include the following associated improvements: realignment and widening of a portion of Avenue 50, realignment of portions of Tyler Street on both the west and east sides of SR-86, respectively, and, the existing 1-lane in each direction road that is located within the limits of the CVSC would become a CVSC maintenance road. The purpose of the proposed project is to improve mobility to and from eastern parts of the City of Coachella by providing direct and dependable access over the CVSC, improve operational efficiency by replacing the existing SR-86/Avenue 50 intersection with a new interchange, improve expressway access for the City and the Coachella Valley Region, implement improvements consistent with the City's circulation plan, and improve traffic operations and accommodate planned growth by enhancing levels of service at local street intersections and adjacent interchanges. The existing SR-86/Avenue 50 interchange cannot accommodate anticipated planned growth for the area and does not provide adequate mobility, operational efficiency, and dependable access through the project area or connections for the future CV Link project.

Determination

This proposed Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt an MND for this project. This does not mean that Caltrans' decision regarding the project is final. This MND is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study (IS) for this project, and pending public review, expects to determine from this IS that the proposed project would not have a significant effect on the environment for the reasons discussed below.

The proposed SR-86/Avenue 50 New Interchange project would have no effect on the following resources: Mineral Resources, Land Use and Planning, and Tribal Cultural Resources.

In addition, the proposed SR-86/Avenue 50 New Interchange project would have less than significant effects to: Aesthetics, Agriculture and Forest Resources, Air Quality, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Population and Housing, Public Services, Recreation, Transportation/Traffic, and Utilities and Service Systems.

With mitigation measures incorporated, the project would have less than significant effects to Biological and Paleontological 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.

PAL-2 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:

a) A Paleontological Mitigation Plan (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.

b) If a paleontological resource is discovered, the paleontological monitor and the Resident Engineer may divert the construction equipment around the find temporarily.

c) The paleontological find will be assessed for scientific significance and collected.

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 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 produced fossils, then a copy of the report shall also be submitted to the Western Science Center in the City of Hemet, Riverside County, California.

David Bricker
Deputy District Director
District 8 Division of Environmental Planning
California Department of Transportation

Date of Approval

DRAFT

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Chapter 1 Proposed Project

NEPA Assignment

California participated in the "Surface Transportation Project Delivery Pilot Program" (Pilot Program) pursuant to 23 United States Code (USC) 327, for more than five years, beginning July 1, 2007, and ending September 30, 2012. MAP-21 (P.L. 112-141), signed by President Obama on July 6, 2012, amended 23 USC 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, the California Department of Transportation (Caltrans) entered into a Memorandum of Understanding pursuant to 23 USC 327 (National Environmental Policy Act [NEPA] Assignment Memorandum of Understanding [MOU]) with the Federal Highway Administration (FHWA). The NEPA Assignment MOU became effective October 1, 2012, and was renewed on December 23, 2016 for a term of five years. In summary, Caltrans continues to assume FHWA responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With NEPA Assignment, FHWA assigned and Caltrans assumed all of the United States Department of Transportation (USDOT) Secretary's responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance Projects off of the State Highway System within the State of California, except for certain categorical exclusions that FHWA assigned to Caltrans under the 23 USC 326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

1.1 Introduction

The California Department of Transportation (Caltrans) is the lead agency pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). The City of Coachella (City), in cooperation with Caltrans, proposes to realign and widen a portion of Avenue 50, realign a portion of Tyler Street, and construct a new bridge spanning the Coachella Valley Storm Water Channel (CVSC) to replace the existing Avenue 50 at-grade crossing of the CVSC, and to construct a new interchange at State Route 86 (SR-86) and Avenue 50, replacing the existing SR-86/Avenue 50 signalized intersection. The existing SR-86/Avenue 50 intersection is located approximately 1.1 miles north of the existing Avenue 52 intersection and 1.95 miles south of the existing Dillon Road interchange; refer to Figure 1-1, Regional Vicinity and Figure 1-2, Site Vicinity. SR-86 is a north-south State highway facility serving Imperial and Riverside Counties. It begins at State Route 111 (SR-111) near the U.S./Mexico International Border in Imperial County, and extends approximately 91 miles northward (roughly parallel to SR-111) along the western shore of the Salton Sea, terminating at an interchange with Interstate 10 (I-10) in the City of Indio. SR-86 is a principal route used for distribution of agricultural products as well as local circulation for many of the surrounding areas.

The portion of SR-86 within the project limits was constructed in July 1993, and runs parallel and easterly to the old SR-86. The facility is a four-lane divided expressway that covers approximately 20.0 miles between Avenue 82 and I-10. SR-86 and Avenue 50 is currently an at-grade signalized intersection with a dedicated left-turn lane and right-turn lane in the northbound and southbound directions along SR-86.

SR-86 consists of two 12-foot-wide, mixed-flow lanes in each direction with 5-foot-wide inside and 10-foot-wide outside shoulders. The median width is 92 feet wide, which includes inside shoulders and unpaved area. The existing right-of-way (ROW) width is 224 feet with access control on either side.

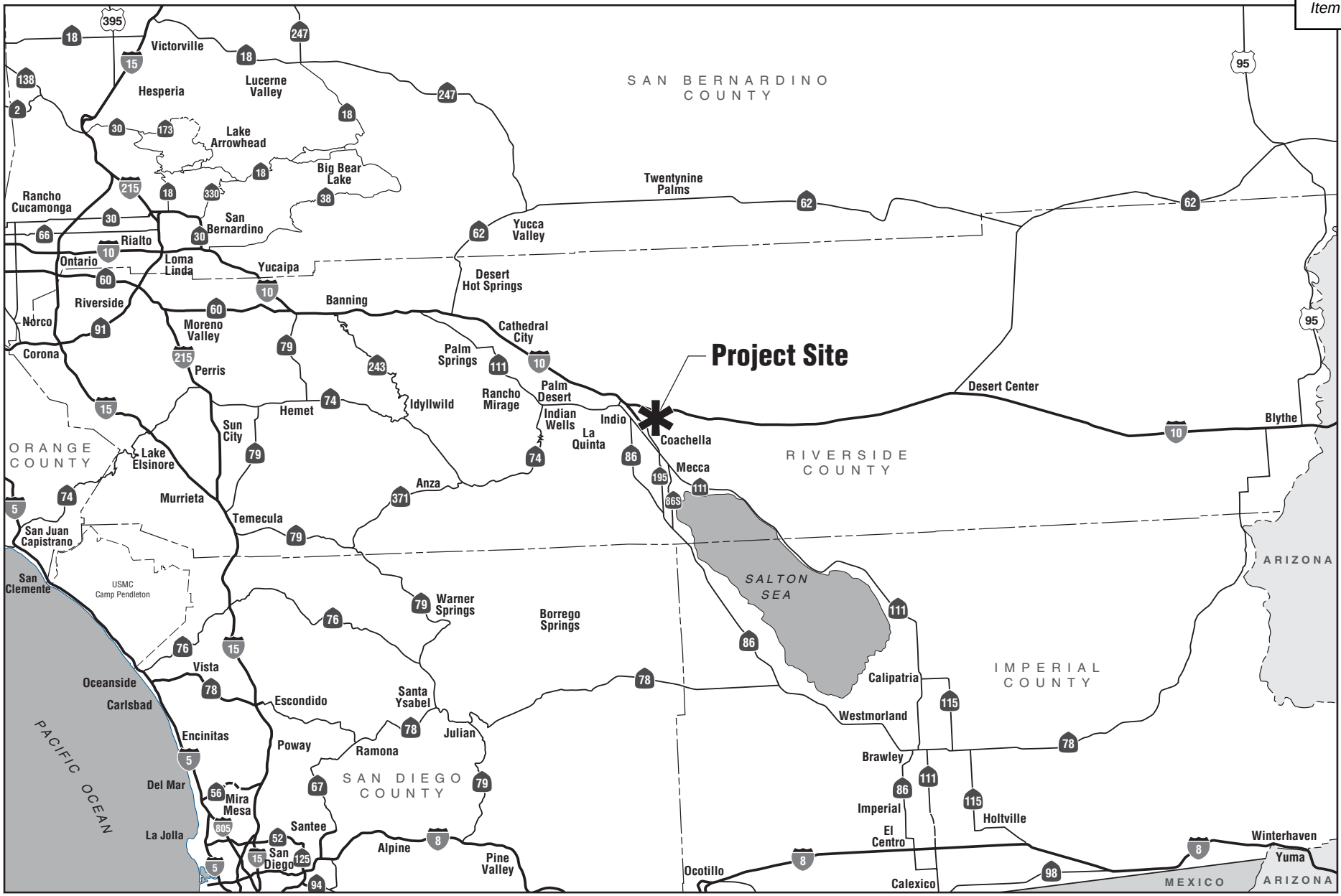
Avenue 50 is a major east/west thoroughfare that begins at the Eisenhower Drive intersection in the City of La Quinta, which then travels easterly through Indio and currently ends at the All American Canal in Coachella; however, in conjunction with the La Entrada development, Avenue 50 will be extended to Interstate 10. Work in this regard is expected to begin within the next 12 months. Avenue 50 is defined in the General Plan Mobility Element as a "Major Arterial with Bicycle Facility." Currently, Avenue 50 is a paved two-lane roadway, one-lane in each direction, through the project limits. Built in 1970, the existing Avenue 50 low water crossing begins immediately east of the Tyler Street intersection, which is stop-sign controlled. The crossing (over the Coachella Valley Stormwater Channel [CVSC]) is approximately 700 feet long and consists of two 72-inch diameter corrugated steel pipe culverts beneath the roadbed to convey ordinary low flow waters (approximately 600 cubic feet per second) from north to south. The capacity of these culverts is often exceeded, resulting in roadway flooding during heavy storm events. On the east side of the CVSC, Avenue 50 curves to the north and forms a four-leg signalized intersection with SR-86. Within the project limits, the existing Avenue 50 travel lanes are 12 feet wide with unpaved outside shoulders.

Tyler Street is defined in the General Plan Mobility Element as a "collector street with bicycle facility" road type, and is a two-lane north/south roadway that is segmented (or not continuous) within the project limits. The southern segment of Tyler Street terminates at Avenue 50, west of SR-86. The northern segment of Tyler Street begins at Avenue 50, east of SR-86. Currently, Avenue 50 and Tyler Street within the project limits do not include any signage or striping for bicyclists. Within the project limits, a sidewalk exists along the east side of Tyler Street, adjacent to existing residences and Sierra Vista Park. An aerial view of the project site and surroundings is provided on Figure 1-3, Project Site.

The entire length of SR-86 is included in the State Interregional Road System, the National Highway System and the California Freeway and Expressway System. According to the Transportation Concept Report (TCR), dated June 2017, the SR-86 corridor is also designated as a High Emphasis Route, a Focus Route, and a Goods Movement Route. The National Network for Surface Transportation Assistance Act (STAA) identifies SR-86 as a "National Network" route for STAA trucks. The segment within the project limits is currently designated as urbanized and is functionally classified as a Rural Principal Arterial.

The SR-86 TCR shows that four lanes (which includes both directions) are required on SR-86 from Airport Boulevard to Dillon Road to attain a Level of Service (LOS) "D" rating. The project is consistent with the identified goals of the TCR and is recognized as one of the strategies to achieve the corridor concept.

It is planned for this project to be constructed in two separate phases. The first phase will focus on construction of the bridge over CVSC and will include realignments of Avenue 50 and Tyler Street on the west side of SR-86. The second phase will focus on construction of the new SR-86/Avenue 50 interchange and will also include realignment of Tyler Street on the east side of SR-86. Proposed funding for the project is anticipated to be from a combination of City, CVAG, and Federal Highway Bridge Program (HBP) and Demonstration ("DEMO") funds. The project is included in the Southern California Association of Governments (SCAG)'s 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) [Project ID RIV061159/ RIV110825], as well as the 2017 Federal Transportation Improvement Program (FTIP) [Project ID RIV061159/RIV110825]. The project entry in the 2017 FTIP identifies the following scope of work for RIV 110825: "In the City of Coachella, Avenue 50 over Coachella Stormwater Channel: Replacement of a 2-lane low water crossing (Bridge No. 00L0055) with a 6-lane (3 lanes in each direction) bridge from 300-ft west of Apache Trail to SR-86 south intersection. The project entry in the 2017 FTIP identifies the following scope of work for RIV



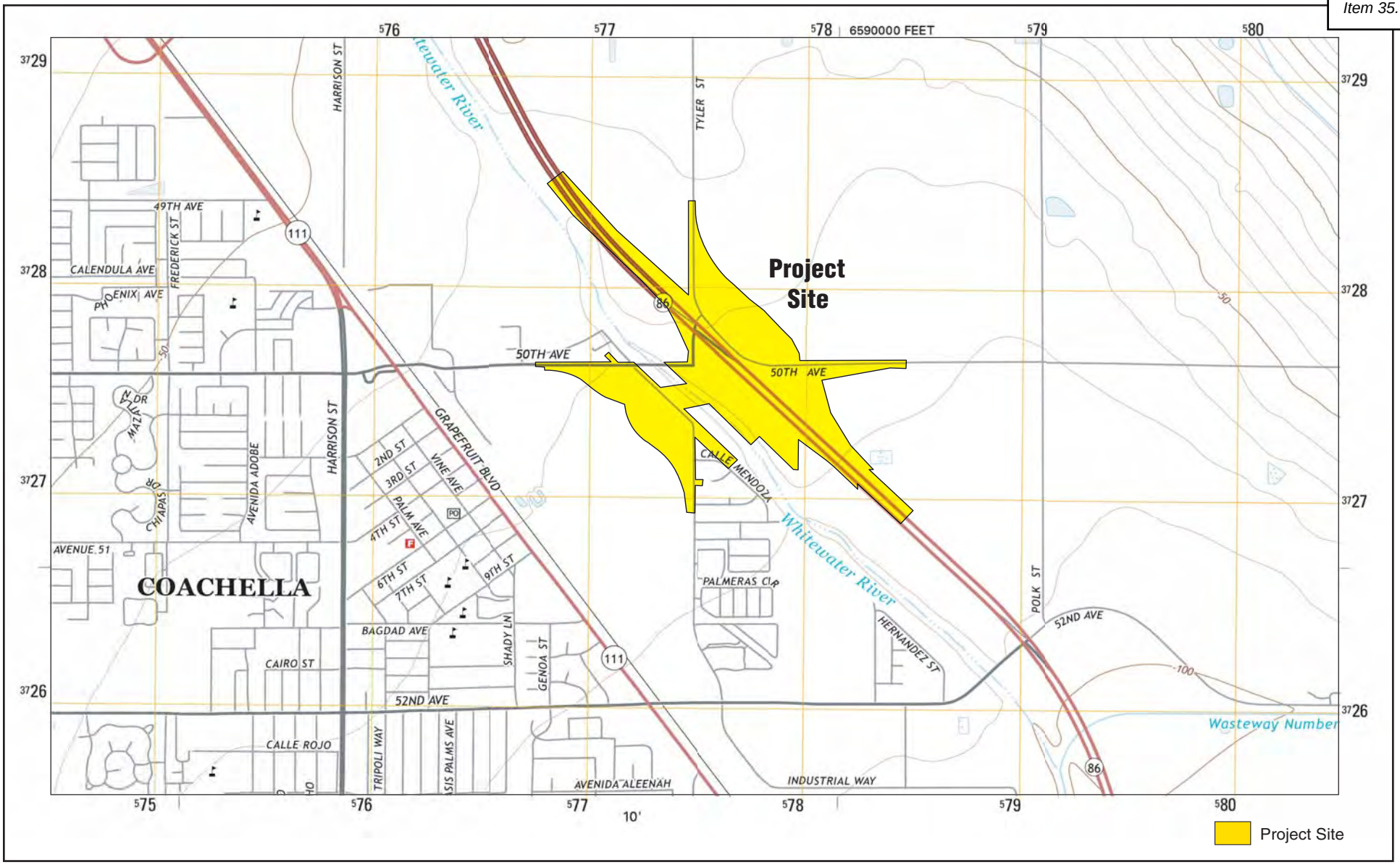
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Regional Vicinity

NOT TO SCALE

11/18 | JN 159814

Figure 1-1



NOT TO SCALE

11/18 | JN 159814

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Site Vicinity

Figure 1-2

NOT TO SCALE

11/18 | JN 159814

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Project Site

Figure 1-3

061159: At SR-86/Avenue 50: Widen and construct new 6-through lane interchange from east of Coachella Stormwater Channel Bridge to east of Tyler Street. Improvements include: extended ramp acceleration/deceleration lanes, relocate/realign Avenue 50 and Tyler Street, bike lanes, sidewalks, and reconstruct traffic signals (SAFETEA LU 1702, CA583, #2543) (EA: 0C970)." The project will also be included in the SCAG 2019 FTIP.

Other improvements include bike lanes/trails, sidewalks, reconstruct traffic signal/driveways, channel scour protection, and removal of low water crossing and culverts. The project is also included in CVAG's 2017 Transportation Project Prioritization Study (TPPS); the project was ranked #20.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the project is to:

- Improve mobility to and from eastern parts of the City of Coachella by providing direct and dependable access over the CVSC.
- Improve operational efficiency by replacing the existing SR-86/Avenue 50 intersection with a new interchange.
- Improve expressway access for the City and the Coachella Valley Region.
- Implement improvements consistent with the City's circulation plan.
- Improve traffic operations and accommodate planned growth by enhancing levels of service at local street intersections and adjacent interchanges.

1.2.2 Need

During severe winter and summer storms, the existing Avenue 50 low water crossing is frequently inundated and damaged due to debris flows within the CVSC. The flooding and the resulting road closure have a direct impact on the public's health and safety. In addition, the frequent flood damage results in substantial cost to the City for road repairs; and increases the response time of emergency vehicles.

Avenue 50 within the project limits is anticipated to operate at an unsatisfactory LOS as a result of planned development and associated traffic projections. The City's Land Use Plan Element of the General Plan identifies ongoing and planned development in the eastern part of Coachella that is expected to increase the local population and local/regional traffic demands.

1.2.3 Forecast Traffic Volumes

This section describes the existing and forecast traffic data for intersection, roadway segment, and expressway traffic operational conditions, and accident review. Traffic forecasts were developed for study facilities as part of the Memorandum of Traffic Methodology and Volumes for State Route 86/Avenue 50 New Interchange Project (see Appendix C of the Traffic Operations Report [Traffic Report] for the project, dated November 2017). The study area consists of study intersections along Avenue 50 (between Harrison Street and SR-86), the SR-86 mainline segment between Dillon Road and Avenue 52, and SR-86 ramp intersections at

Dillon Road and Avenue 52; refer to Figure 2.1.6-1, Traffic Study Area. The study facilities are identified below and were evaluated during the weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak hours at study intersections and mainline/ramp locations and on a weekday basis for study arterial roadway segments.

Study Intersections

1. Avenue 50/Harrison Street
2. Avenue 50/Leoco Lane
3. Avenue 50/Peter Rabbit Lane
4. Avenue 50/Tyler Street
5. Avenue 50/Southbound SR-86 Ramps
6. Avenue 50/Northbound SR-86 Ramps
7. Dillon Road/Southbound SR-86 Ramps
8. Dillon Road/Northbound SR-86 Ramps
9. Avenue 52/Southbound SR-86 Ramps
10. Avenue 52/Northbound SR-86 Ramps/Tyler Street
11. Tyler Street/Calle Mendoza

SR-86 Mainline Segments

1. Northbound and Southbound SR-86: between Dillon Road and Avenue 50
2. Northbound and Southbound SR-86: between Avenue 50 and Avenue 52

SR-86 Ramp Junctions

1. Northbound SR-86 Off-ramp to Avenue 50 (future)
2. Northbound SR-86 On-ramp from Avenue 50 (future)
3. Southbound SR-86 Off-ramp to Avenue 50 (future)
4. Southbound SR-86 On-ramp from Avenue 50 (future)

Study Roadway Segments

1. Avenue 50 Bridge: between Tyler Street and SR-86
2. Avenue 50: between Leoco Lane and Peter Rabbit Lane
3. Avenue 50: west of Harrison Street

Intersection Operations

Analysis Methodology

The Highway Capacity Manual (HCM) 2010 methodology for signalized intersections estimates the average control delay for vehicles at the intersection while the methodology for unsignalized intersections estimates the worst-case movement control delay for two-way stop-controlled intersections and the average control delay for all-way stop controlled intersections. After the quantitative delay estimates are complete, the methodology assigns a qualitative letter grade that represents the operations of the intersection. These grades range from level of service (LOS) A (minimal delay) to LOS F (congested conditions). LOS E represents at-capacity operations. Descriptions of the LOS letter grades for both signalized and unsignalized intersections are provided in Table 1-1, Intersection LOS.

Table 1-1: Intersection LOS

Level of Service	Description	Signalized Intersections (Average Stopped Delay per Vehicle [seconds per vehicle])	Unsignalized Intersections (Average Control Delay [seconds per vehicle])
A	Very low delay occurs due to little or no conflicting traffic.	<10.0	<10.0
B	Low delay occurs although conflicting traffic becomes noticeable.	>10.0 to 20.0	>10.0 to 15.0
C	Average delays result from increased conflicting traffic.	>20.0 to 35.0	>15.0 to 25.0
D	Longer delays occur due to a reduction in available gaps. At signals, individual cycle failures are noticeable.	>35.0 to 55.0	>25.0 to 35.0
E	High delays and extensive queues occur. This value indicates volume-to-capacity ratios. This is considered to be the limit of acceptable delay.	>55.0 to 80.0	>35.0 to 50.0
F	Delays are unacceptable to most drivers due to oversaturation.	>80.0	>50.0

Source: Transportation Research Board, *Highway Capacity Manual*, 2010.

Intersection Analysis

Table 1-2, Intersection LOS Summary Results – No-Build, summarizes the LOS for study area intersections without the project for existing (2015) and forecast 2021/2025 and 2045. All the roadway segments currently operate at acceptable LOS D or better conditions, with the exception of the intersection of Avenue 50/Tyler Street and the intersection of Avenue 50 at the northbound and southbound ramp intersections (operating at an unacceptable LOS F). By 2021/2025 and 2045, the intersection of Avenue 50/Tyler Street and the intersection of Avenue 50 at the northbound and southbound ramp intersections continue to deteriorate.

Table 1-2: Intersection LOS Summary Results – No-Build

Intersection	Control	Existing (2015)				2021 (2025)				2045			
		AM		PM		AM		PM		AM		PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Avenue 50/ Leoco Lane	Signal	7.1	A	8.3	A	8.8 (--)	A (--)	10.7 (--)	B (--)	14.0	B	30.9	C
Avenue 50/ Peter Rabbit Lane	Signal	6.4	A	8.4	A	7.6 (--)	A (--)	9.5 (--)	A (--)	8.9	A	8.7	A
Avenue 50/ Tyler Street	Side-street Stop	**127.1**	**F**	**176.1**	**F**	**621.4** (--)	**F** (--)	**653.4** (--)	**F** (--)	**1,817.2**	**F**	**877.2**	**F**
Avenue 50/ Southbound SR-86 Ramps	Signal	36.8	D	32.0	C	**79.8 (162.2)**	**E (F)**	**80.6 (182.2)**	**F (F)**	**450.8**	**F**	**431.7**	**F**
Avenue 50/ Northbound SR-86 Ramps													
Dillon Road/ Southbound SR-86 Ramps	Signal	9.9	A	10.5	B	-- (12.1)	-- (B)	-- (26.8)	-- (C)	12.4	B	32.1	C
Dillon Road/ Northbound SR-86 Ramps	Signal	19.9	B	12.3	B	-- (16.8)	-- (B)	-- (13.1)	-- (B)	31.2	C	18.2	B
Avenue 52/ Southbound SR-86 Ramps	Signal	16.3	B	19.3	B	-- (12.6)	-- (B)	-- (9.7)	-- (A)	11.3	B	10.3	B
Avenue 52/ Northbound SR-86 Ramps						-- (13.5)	-- (B)	-- (13.2)	-- (B)	10.1	B	9.0	A
Tyler Street/ Calle Mendoza	Side-street Stop	12.9	B	12.9	B	15.3 (--)	C (--)	14.9 (--)	B (--)	20.4	C	18.8	C

Source: Fehr & Peers, *SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report*, November 2017.

As shown in Table 1-3, Intersection LOS Summary Results – Build Alternatives Opening Year, all study area expressway locations along SR-86 would operate at acceptable LOS C or better under both Build Alternatives. As shown in Table 1-3, the two ramp terminal intersections at SR-86 and Avenue 50 would improve from LOS F without the project to an acceptable LOS C or better during both AM and PM peak hours under both Build Alternatives. All other study area intersections would operate at acceptable LOS B conditions under both of the Build Alternatives.

As mentioned above, the first phase of the project (Phase 1) includes the Avenue 50 bridge, which is anticipated to complete construction and be open to traffic by year 2021. The second phase of the project (Phase 2) includes the new interchange at SR-86/Avenue 50, which is anticipated to complete construction and be open to traffic by year 2025. The indication of year 2021 in Table 1-3 refers to Phase 1 improvements, and the indication of year 2025 in parentheses refers to Phase 2 improvements. It should be noted that 2045 is the design horizon year in conjunction with both phases being fully constructed.

Table 1-3: Intersection LOS Summary Results – Build Alternatives Opening Year

Intersection	Control	Build Alternative 7 – 2021 (2025)*				Build Alternative 8 – 2021 (2025)*			
		AM		PM		AM		PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Avenue 50/ Leoco Lane	Signal	8.8 (--)	A (--)	10.4 (--)	B (--)	8.8 (--)	A (--)	10.4 (--)	A (--)
Avenue 50/ Peter Rabbit Lane	Signal	9.1 (--)	A (--)	12.0 (--)	B (--)	9.1 (--)	A (--)	12.0 (--)	B (--)
Avenue 50/ Tyler Street	Side-street Stop	28.2 (--)	C (--)	23.0 (--)	C (--)	28.2 (--)	C (--)	23.0 (--)	C (--)
Avenue 50/ Southbound SR-86 Ramps	Signal	**95.5** (16.1)	**F** (B)	**96.8** (22.8)	**F** (C)	**95.5** **(15.5)**	**F** **(B)**	**96.8** **(19.9)**	**F** **(B)**
Avenue 50/ Northbound SR-86 Ramps	Signal	**95.5** (11.9)	**F** (B)	**86.8** (16.0)	**F** (B)	**95.5** (11.9)	**F** (B)	**96.8** (16.2)	**F** (B)
Dillon Road/ Southbound SR-86 Ramps	Signal	-- (11.9)	-- (B)	-- (19.6)	-- (B)	-- (11.9)	-- (B)	-- (19.6)	-- (B)
Dillon Road/ Northbound SR-86 Ramps	Signal	-- (15.9)	-- (B)	-- (17.0)	-- (B)	-- (15.9)	-- (B)	-- (17.0)	-- (B)
Avenue 52/ Southbound SR-86 Ramps	Signal	-- (13.6)	-- (B)	-- (13.2)	-- (B)	-- (13.6)	-- (B)	-- (13.2)	-- (B)
Avenue 52/ Northbound SR-86 Ramps	Signal	-- (13.9)	-- (B)	-- (12.8)	-- (B)	-- (13.9)	-- (B)	-- (12.8)	-- (B)
Tyler Street/ Calle Mendoza	Side-street Stop	16.2 (--)	C (--)	16.0 (--)	C (--)	16.2 (--)	C (--)	16.0 (--)	C (--)

Source: Fehr & Peers, *SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report*, November 2017.
* Year 2021 data is applicable to Phase 1 of the project and year 2025 data in parentheses is applicable to Phase 2 of the project.

As shown in Table 1-4, Intersection LOS Summary Results – Build Alternatives Buildout Year, both the Avenue 50/Tyler Street and SR-86/Avenue 50 intersections would improve from LOS F without the project to an acceptable LOS C or better during both AM and PM peak hours under both Build Alternatives. However, the intersection of Avenue 50 and Harrison Street would operate at an unacceptable LOS E under both Build Alternatives due to the anticipated traffic demand increase along Avenue 50. The decline in LOS at this intersection will be addressed by improvements that will be implemented as part of another project.

Table 1-4: Intersection LOS Summary Results – Build Alternatives Buildout Year

Intersection	Control	Build Alternative 7 2045				Build Alternative 8 2045			
		AM		PM		AM		PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Avenue 50/ Harrison Street	Signal	49.7	D	**79.7**	**E**	49.7	D	**79.7**	**E**
Avenue 50/ Leoco Lane	Signal	19.0	B	50.0	D	19.0	B	50.0	D
Avenue 50/ Peter Rabbit Lane	Signal	10.4	B	12.6	B	10.4	B	12.6	B
Avenue 50/ Tyler Street	Signal	34.0	C	33.0	C	34.0	C	33.0	C
Avenue 50/ Southbound SR-86 Ramps	Signal	13.9	B	31.6	C	13.7	B	20.8	B
Avenue 50/ Northbound SR-86 Ramps	Signal	8.2	A	15.9	B	10.9	B	16.5	B
Dillon Road/ Southbound SR-86 Ramps	Signal	12.8	B	25.9	C	12.8	B	25.9	C
Dillon Road/ Northbound SR-86 Ramps	Signal	24.6	C	29.3	C	24.6	C	29.3	C
Avenue 52/ Southbound SR-86 Ramps	Signal	12.4	B	22.0	C	12.4	B	22.0	C
Avenue 52/ Northbound SR-86 Ramps	Signal	10.0	B	14.4	B	10.0	B	14.4	B
Tyler Street/ Calle Mendoza	Side-street Stop	18.5	C	24.0	C	18.5	C	24.0	C

Notes: **Bold** text indicates unacceptable level of service. For signalized intersections, delay shows whole intersection weighted average control delay using methods (HCM 2010).

Source: Fehr & Peers, *SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report*, November 2017.

Roadway Segment Operations

Roadway Segment Methodology

Roadway segment operations were evaluated by comparing the daily traffic volumes to the roadway classification capacity identified in the City's General Plan Circulation Element. The roadway capacity by classification is shown in Table 1-5, Roadway Segment AADT Capacity. The volume to capacity (v/c) ratio is calculated for study roadway segments along Avenue 50. Any roadway segments with the v/c ratio equal to or greater than 1.0 is considered as LOS F conditions.

Table 1-5: Roadway Segment AADT Capacity

Roadway Classification	Number of Lanes	AADT Capacity
Major Arterial	6 – Divided	56,000
Primary Arterial	4 – Divided	37,400
Secondary Arterial	4 – Divided	28,900
Major Collector	4 – Undivided	20,000
Minor Collector	2 – Undivided	12,000
Local Street	2 – Undivided	10,400

Source: City of Coachella, City of Coachella General Plan Update, Circulation Element, May 2014.

Roadway Segment Analysis

Roadway segments were evaluated by comparing the daily existing and forecast without project volumes to the capacity thresholds utilized as part of the Traffic Report, and the results are shown in Table 1-6, Existing and Forecast Roadway Segment Volumes - No-Build. All the roadway segments currently operate at acceptable LOS D or better conditions. However, by 2021, forecast volumes, without the project, along Avenue 50 bridge between Tyler Street and SR-86, operations would deteriorate to a LOS F, and would continue to operate at an unacceptable LOS F by 2045.

Table 1-6: Existing and Forecast Roadway Segment Volumes - No-Build

Segment	Classification[1]	Existing (2015)				2021				2045			
		ADT	Capacity[2]	V/C	LOS[3]	ADT	Capacity[2]	V/C	LOS[3]	ADT	Capacity[2]	V/C	LOS[3]
Avenue 50: Bridge between Tyler Street and SR-86	Major Arterial	10,473	13,000[4]	0.81	D	14,500	13,000[4]	1.12	**F**	30,570	13,000[4]	2.35	**F**
Avenue 50: Between Leoco Lane and Peter Rabbit Lane	Primary Arterial	16,203	37,400	0.43	A	18,220	37,400	0.49	A	26,270	37,400	0.70	C
Avenue 50: West of Harrison	Major Arterial	10,144	13,000[4]	0.78	C	11,200	13,000[4]	0.86	D	15,370	56,000	0.27	A

Notes:
1 Classification reflects future build-out of roadway segment from City of Coachella General Plan (2015)
2 Capacity from City of Coachella General Plan EIR Appendix 11.4 (2013), unless otherwise indicated.
3 LOS E represents at capacity operations.
4 Capacity is based on existing roadway condition and Riverside County Integrated Project General Plan's capacity thresholds for 2-lane Collector.

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

Under both of the Build Alternatives, a portion of SR-86, between Avenue 52 and Dillon Road, would be converted from an at-grade signalized intersection into a grade-separated full interchange, which would eliminate cross traffic. It is acknowledged that Avenue 50 roadway segments were not included as study locations under Opening Year 2025, and therefore, no roadway segments were analyzed under 2025 conditions. As shown in Table 1-7, Existing and Forecast Roadway Segment Volumes – Build Alternatives, all study area roadway segments along Avenue 50 would operate at acceptable LOS D or better conditions under both of the Build Alternatives. With the increased capacity proposed by the project, Avenue 50 would expect an increase in traffic demand. However, the study area roadway segments would accommodate the traffic demand increase and still operate at LOS D or better under both Build Alternatives.

Table 1-7: Existing and Forecast Roadway Segment Volumes - Build Alternatives

Segment	Classification[1]	Opening Year (2021)				Opening Year (2025)				Design Year (2045)			
		ADT	Capacity[2]	V/C	LOS[3]	ADT	Capacity[2]	V/C	LOS[3]	ADT	Capacity[2]	V/C	LOS[3]
Avenue 50: Bridge between Tyler Street and SR-86	Major Arterial	16,480	56,000	0.29	A	--	--	--	--	32,350	56,000	0.58	A
Avenue 50: Between Leoco Lane and Peter Rabbit Lane	Primary Arterial	18,960	37,400	0.51	A	--	--	--	--	31,240	37,400	0.84	D
Avenue 50: West of Harrison	Major Arterial	11,260	13,000[4]	0.87	D	--	--	--	--	16,930	56,000	0.30	A

Notes:
1 Classification reflects future build-out of roadway segment from City of Coachella General Plan (2015).
2 Capacity from City of Coachella General Plan EIR Appendix 11.4 (2013), unless otherwise indicated.
3 LOS E represents at capacity operations.
4 Capacity is based on existing roadway condition and Riverside County Integrated Project General Plan's capacity thresholds for 2-lane Collector.

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017, Tables 10 and 18.

Freeway Mainline Analysis

Methodology

Freeway mainline and ramps were evaluated using a HCS equivalent tool which applies methodologies contained in the Highway Capacity Manual (HCM 2010) (Transportation Research Board, 2010). The LOS was calculated for each study facility based on density in number of vehicles per hour per lane. Table 1-8, Freeway LOS Threshold, describes the LOS thresholds for freeway sections identified in the HCM 2010.

Table 1-8: Freeway LOS Threshold

Level of Service	Description	Density (vplpm)[1]	
		Mainline (Basic)	Ramp/Weave
A	Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	≤11	≤10
B	Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted.	>11 to 18	>10 to 20
C	Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.	>18 to 26	>20 to 28
D	Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.	>26 to 35	>28 to 35
E	Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.	>35 to 45	>35 to 45[2]
F	Represents a breakdown in flow.	>45	>45[2]

Notes:
1. Density is reported in vehicles per lane per mile (vplpm).
2. The maximum density for ramp junctions and weaving sections under LOS E is not defined in the HCM. The maximum density for basic segments of 45 vplpm was assumed to apply to ramp junctions and weaving sections.

Source: Transportation Research Board, Highway Capacity Manual, 2010.

Freeway Mainline Analysis

Under the Build Alternatives, a portion of SR-86, between Avenue 52 and Dillon Road, would be converted from an at-grade signalized intersection into a grade-separated full interchange which would eliminating cross traffic. As shown in Table 1-9, Opening Year 2025 Freeway Analysis Summary – Build Alternatives, all study area expressway locations along SR-86 would operate at acceptable LOS C or better under both Build Alternatives. As shown in Table 1-6 and Table 1-7 above, the two ramp terminal intersections at SR-86 and Avenue 50 would improve from LOS F without the project to an acceptable LOS C or better during both AM and PM peak hours under both Build Alternatives. All other study area intersections would operate at acceptable LOS B conditions under the Build Alternatives.

Table 1-9: Opening Year 2025 Freeway Analysis Summary – Build Alternatives

Segment	Type	Build Alternative 7				Build Alternative 8			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Density[1]	LOS	Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
Northbound SR-86									
NB Mainline south of Avenue 50	Basic	10.5	A	11.1	B	10.5	A	11.1	B
Avenue 50 Off-ramp	Diverge	15.5	B	16.2	B	15.5	B	16.2	B
Avenue 50 Loop On-ramp	Merge	16.8	B	15.6	B	16.8	B	15.6	B
Avenue 50 Slip On-ramp	Merge	18.8	B	16.0	B	18.8	B	16.0	B
Mainline (Avenue 50 to Dillon Road)	Basic	15.8	B	13.1	B	15.8	B	13.1	B
Dillon Road Off-ramp	Diverge	21.3	C	18.1	B	21.3	C	18.1	B
Southbound SR-86									
Dillon Road On-ramp	Merge	16.0	B	18.5	B	16.0	B	18.5	B
Mainline (Dillon Road to Avenue 50)	Basic	13.2	B	15.8	B	13.2	B	15.8	B
Avenue 50 Off-ramp	Diverge	18.8	B	22.0	C	18.8	B	22.0	C
Avenue 50 Slip On-ramp	Merge	11.9	B	12.7	B	11.9	B	12.7	B
Mainline north of Avenue 50	Basic	9.4	A	10.2	A	9.4	A	10.2	A

Bold text indicates unacceptable operations

Note:

1 - Density was reported in number of vehicles per lane per mile.

Source: Fehr & Peers, *SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report* (November 2017), Page 38.

As shown in Table 1-10, Buildout Year 2045 Freeway Analysis Summary – Build Alternatives, all study area locations along SR-86 would operate at an acceptable LOS D or better for the Buildout Year 2045 under both Build Alternatives.

Table 1-10: Buildout Year 2045 Freeway Analysis Summary – Build Alternatives

Segment	Type	Build Alternative 7				Build Alternative 8			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Density[1]	LOS	Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
Northbound SR-86									
NB Mainline south of Avenue 50	Basic	13.5	B	16.8	B	13.5	B	16.8	B
Avenue 50 Off-ramp	Diverge	19.2	B	23.1	C	19.2	B	23.1	C
Avenue 50 Loop On-ramp	Merge	22.2	C	22.5	C	22.2	C	22.5	C
Avenue 50 Slip On-ramp	Merge	25.2	C	23.5	C	25.2	C	23.5	C
Mainline (Avenue 50 to Dillon Road)	Basic	22.2	C	20.1	C	22.2	C	20.1	C
Dillon Road Off-ramp	Diverge	28.5	D	26.3	C	28.5	D	26.3	C
Southbound SR-86									
Dillon Road On-ramp	Merge	21.6	C	24.3	C	21.6	C	24.3	C
Mainline (Dillon Road to Avenue 50)	Basic	18.5	C	21.3	C	18.5	C	21.3	C
Avenue 50 Off-ramp	Diverge	25.1	C	28.2	D	25.1	C	28.2	D
Avenue 50 Slip On-ramp	Merge	17.6	B	18.0	B	17.6	B	18.0	B
Mainline north of Avenue 50	Basic	14.6	B	15.0	B	14.6	B	15.0	B

Note:
1 - Density was reported in number of vehicles per lane per mile.

Source: Fehr & Peers, *SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report* (November 2017), Page 51.

Freeway Mainline Collision Analysis

Traffic Accident Surveillance and Analysis System (TASAS) – Transportation System Network (TSN) data was provided by Caltrans District 8, which includes accidents that occurred between July 1, 2012 and June 30, 2015 on the SR-86 expressway from post mile (PM) R19.5 to R21.5 for a period of three years. The TASAS run was generated on February 6, 2017. Accident data for Avenue 50 was not obtained because it is a local facility and is not included in the TASAS database.

There were 29 accidents, with 13 injury accidents and one fatality accident. As shown in Table 1-11, Accident Rates, the actual accident rate for the SR-86 segment was 0.56 per million vehicle miles (pmvm), which is higher than the statewide average of 0.46 pmvm for similar facilities. The actual fatal accident rate of 0.019 pmvm was higher than the statewide average of 0.008, and also the actual fatal plus injury rate of 0.27 was higher than the statewide average of 0.16.

Table 1-11: Accident Rates

Location	ADT	Actual (pmvm for mainline, per million vehicles for ramp)			Average (pmvm for mainline, per million vehicles for ramp)		
		Fatal	Fatal Plus Injury	Total	Fatal	Fatal Plus Injury	Total
Mainline SR-86 (PM R 19.5 – R 21.5)	23.5	0.019	0.27	0.56	0.008	0.16	0.46

Notes: ADT = average daily trips; pmvm = per million vehicle miles; PM = post mile
Source: Draft Project Report, dated June 2018.

The primary collision factor was speeding (58.6 percent). Other factors involved in the collisions were improper turn (13.8 percent), influence of alcohol (13.8 percent), and other violation(s) (13.8 percent).

The types of collision were as follows: rear end (65.5 percent), hit object (13.8 percent), sideswipe (10.3 percent), head-on (3.4 percent), overturn (3.4 percent), and the remainder were not disclosed (3.4 percent).

The current Avenue 50 and SR-86 is an at-grade signalized intersection with a dedicated left-turn lane and right-turn lane in the northbound and southbound direction along SR-86. Avenue 50 carries a substantial volume of trucks and other slow-moving farming vehicles that cross or enter the high-speed traffic of SR-86. The high number of accidents related to speeding and rear end type collisions suggest that speed differentials between crossing traffic and mainline, poor intersection skew angle, and operational conflicts generated with the existing wide median area of SR-86 are the primary causes.

The proposed project is expected to provide capacity and operational benefits over the existing conditions, thereby reducing potential for accidents.

1.2.4 Roadway Deficiencies

The existing Avenue 50/Tyler Street/Magnolia intersection is currently stop-controlled and operates at an unacceptable LOS F during both AM and PM peak hours. Roadway deficiencies that occur on the existing intersection include a steep roadway profile grade of approximately 9.1 percent, resulting in a sloping towards CVSC, combined with a short vertical curve on Avenue 50. There is a limited sight distance as a result of an existing non-standard intersection skew angle of 44-degrees. The project alignment would continue routing across SR-86 at an approximate 57-degree skew angle, which is an improvement, and would tie back into the existing centerline approximately 1300-feet east of the SR-86 intersection. Based on the Caltrans Highway Design Manual (HDM) 6th edition (July 2, 2018), Index 402.2 (2), the existing intersection has the following deficient geometric features:

- Intersection angle < 75 degrees;
- Inadequate approach sight distance;
- Inadequate corner sight distance.

The proposed project will eliminate these existing operational deficiencies by constructing a new Avenue 50/Tyler Street/Magnolia signal-controlled intersection, reducing the roadway profile grade, and eliminating the short vertical curve, as per the most recent design standards.

1.2.5 Social Demands or Economic Development

The eastern portion of the City of Coachella currently consists of undeveloped land. The City's General Plan Update 2035 land use designation for the portion of this area north of I-10 is Resort District, whereas land use located south of I-10 within the eastern portion of the City is governed by the La Entrada Specific Plan. The La Entrada Specific Plan designates land within the project area south of I-10 as Mixed Use and High Density Residential. Future development of this portion of the City is expected to result in direct and indirect population increases in the City.

1.2.6 Modal Interrelationships and System Linkages

As discussed above, the entire length of SR-86 is included in the State Interregional Road System, the National Highway System, and the California Freeway and Expressway System. According to the TCR, the SR-86 corridor is also designated as a High Emphasis Route, a Focus Route, and a Goods Movement Route. The National Network for Surface Transportation Assistance Act (STAA) identifies SR-86 as a "National Network" route for STAA trucks. The segment within the project limits is currently designated as urbanized and is functionally classified as a Rural Principal Arterial.

The project would also include facilities intended to promote connectivity for system linkages related to pedestrian and bicycle movement. The project includes bicycle lanes and sidewalks along proposed Avenue 50 through the interchange, where no such facilities currently exist. In addition, the project site also includes a future alignment of the planned Coachella Valley (CV) Link project. CV Link is a 50-mile multi-modal transportation pathway proposed by CVAG that would extend from the City of Palm Springs on the west to the City of Coachella on the east. The route is generally proposed along the levees of the CVSC and on local streets. CV Link is designed to accommodate the widest possible range of users, including pedestrians, bicyclists, low-speed electric vehicles (LSEVs), and mobility device users (wheelchairs and electric scooters). LSEVs include golf carts and neighborhood electric vehicles (NEVs). The project would accommodate a segment of the CV Link project along the south levee of the CVSC within the project limits. The proposed project would provide approximately 1,700 linear feet of 20-foot-wide paved access ramps, which would travel under the new Avenue 50 overcrossing, which is intended to accommodate the future planned CV Link facility, and avoid major reconstruction of the bridge in the future. The paved access ramps beneath the bridge would also serve as channel slope protection, immediately upstream and downstream of the bridge abutments, and accommodate Coachella Valley Water District (CVWD) maintenance vehicles. Access points to the planned future CV Link from Avenue 50 and Sierra Vista Park are proposed to be consistent with the access point locations identified in the CV Link Conceptual Master Plan.

1.2.7 Air Quality Improvements

The proposed project would provide new bicycle facilities on Avenue 50, as described in Section 1.4 below. Refer to subsection Bike/LSEV Lane, on page 1-36.

1.2.8 Independent Utility and Logical Termini

FHWA regulations (23 Code of Federal Regulations [CFR] 771.111 [f]) require that the action evaluated:

1. Connect logical termini and be of sufficient length to address environmental matters on a broad scope.

2. Have independent utility or independent significance (be usable and require a reasonable expenditure even if no additional transportation improvements in the area are made).

3. Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The proposed project's termini allow for an evaluation of potential environmental effects for a project large enough to address the defined operational enhancements specifically related to the interchange area as discussed above. No subsequent transportation improvements in the area would be needed to optimize the operation of the new SR-86/Avenue 50 interchange, consistent with applicable Caltrans design standards. Accordingly, the project is considered to have independent utility.

Further, the proposed project would not restrict consideration of alternatives for other reasonably foreseeable local transportation improvements adjacent and/or in proximity to the SR-86/Avenue 50 interchange.

1.3 Project Description

The proposed project would convert a portion of SR-86 from an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing bridge and access ramps. The new interchange proposed would be a Modified Type L-9 Partial Cloverleaf interchange at SR-86 and Avenue 50. A new Avenue 50 overcrossing would be constructed with associated on- and off-ramps and signalized intersections. This new overcrossing would be up to approximately 326 feet long and 122 feet wide. It would be a 2-span structure to accommodate 3 through lanes in each direction and two left-turn pockets for the eastbound and westbound directions of Avenue 50. A northbound loop on-ramp is proposed to accommodate the anticipated predominant eastbound-to-northbound movement of morning commute traffic. The project includes an auxiliary lane north of the northbound on-ramp convergence point to improve traffic operations. Retaining walls would be constructed where required.

The project would also construct a new Avenue 50 bridge structure over the Whitewater River/Coachella Valley Stormwater Channel (CVSC). This new bridge would be approximately 605 feet long and 120 feet wide. It would be a 5-span structure to accommodate 3 through lanes in each direction and a 14-foot-wide median on Avenue 50. This new bridge structure over the CVSC would replace the existing at-grade paved low water crossing and would include the following associated improvements; realignment and widening of a portion of Avenue 50 from the existing two-lane roadway to a six-lane major arterial, realignment of portions of Tyler Street on both the west and east sides of SR-86, respectively, and, the existing 1-lane in each direction road that is located within the limits of the CVSC would become a CVSC maintenance road.

The purpose of the proposed project is to improve mobility to and from eastern parts of the City of Coachella by providing direct and dependable access over the CVSC, improve operational efficiency by replacing the existing SR-86 / Avenue 50 intersection with a new interchange, improve expressway access for the City and the Coachella Valley Region, implement improvements consistent with the City's circulation plan, and improve traffic operations and accommodate planned growth by enhancing levels of service at local street intersections and adjacent interchanges.

The proposed project will be constructed in two separate phases, due to funding considerations. The first phase will focus on construction of the new bridge structure over the CVSC and will include the associated realignment of Avenue 50 and Tyler Street west of SR-86. Table 1-12, Project Phasing, below, identifies how the two phases of the project are described as well as the federal project number that has been assigned to each of the phases.

Table 1-12: Project Phasing

Phase	Description	Federal Project ID No.
Phase 1 (local, off-State Highway System)	Avenue 50 Bridge over Coachella Valley Stormwater Channel (CVSC)	BR-NBIL (536)
Phase 2 (on State Highway System)	SR-86/Avenue 50 New Interchange	HPLULN - 5294(011)

Even though Phase 1 is to be constructed in advance, it has independent utility and usability without Phase 2. Phase 1 would implement a new bridge over CVSC that would eliminate flooding hazards along Avenue 50, and could be implemented and be fully operational without any additional transportation improvements in the area occurring (including Phase 2 of the project). Phase 2 would be constructed when funding is available in the future to further improve operational efficiency and expressway access through implementation of a new interchange at SR-86.

1.4 Alternatives

1.4.1 Project Alternatives

This section describes the proposed action and the project alternatives that were developed to meet the identified purpose and need of the project. The criteria used for alternative evaluation included operational benefits, provisions for bicycle and pedestrian mobility, direct and dependable access over the CVSC, and environmental impacts. Two Build Alternatives and a No-Build Alternative were studied for the SR-86/Avenue 50 New Interchange Project.

- Build Alternative 7 (Modified Type L-9 Partial Cloverleaf with One Loop Ramp): Refer to Figure 1-4a, Build Alternative 7 Key Map, and Figures 1-4b through 1-4d, Build Alternative 7;

- Build Alternative 8 (Modified Type L-9 Partial Cloverleaf with Two Loop Ramps): Refer to Figure 1-5a, Build Alternative 8 Key Map, and Figures 1-5b through 1-5d, Build Alternative 8; and

- Alternative 1 (No-Build Alternative): Refer to Figure 1-3.

Both Build Alternatives would require detours during both construction phases. Figure 2.1.4-4, in Section 2.1.4 of this IS/EA, Phase 1 Detour Map, shows the location of closures and detour routes for Phase 1 of the project.

There are no alternatives to impacts on wetlands for this proposed project. Please see discussion in Section 2.3.2.3.2, in this regard.

Figure 2.1.4-5, in Section 2.1.4 of this IS/EA, Phase 2 Detour Map, shows the location of closures and detour routes for Phase 2 of the project. Construction-related detours will be finalized during the final design phase; however, construction of the proposed improvements have been examined relative to the existing transportation system and it has been determined that no long-term lane closures would be necessary.

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Build Alternative 7 Key Map

Figure 1-4a

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Build Alternative 7 – Sheet 1

Figure 1-4b

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Build Alternative 7 – Sheet 2

Figure 1-4c

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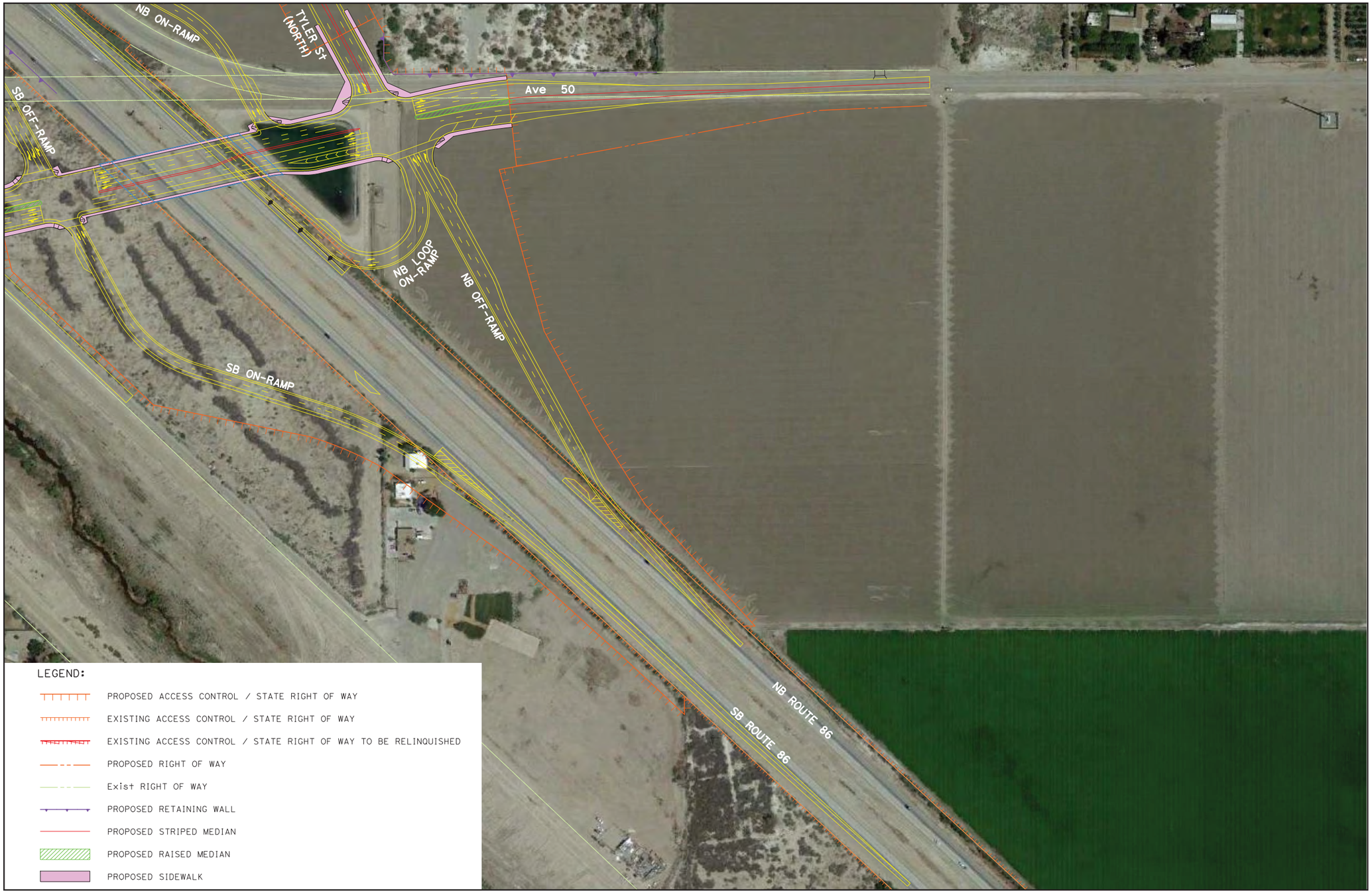

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
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Build Alternative 7 – Sheet 3

Figure 1-4d

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Build Alternative 8 Key Map

Figure 1-5a

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Build Alternative 8 – Sheet 1

Figure 1-5b

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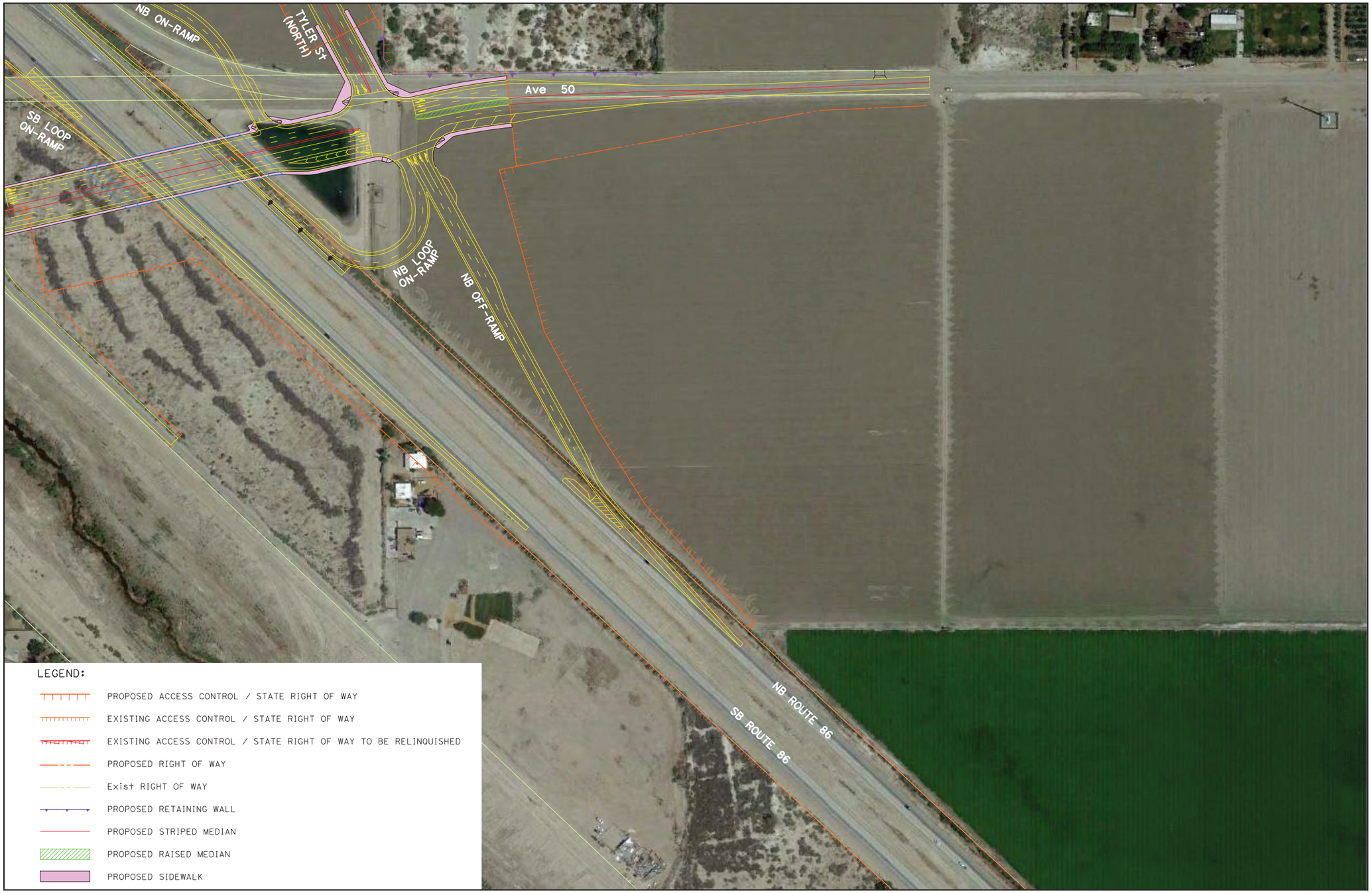
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Build Alternative 8 – Sheet 2

Figure 1-5c

Back of 11x17 figure.



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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Build Alternative 8 – Sheet 3

Figure 1-5d

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1.4.2 Common Design Features of the Build Alternatives

Avenue 50

The project would realign and widen Avenue 50 from the existing two-lane roadway to a six-lane major arterial, consistent with the City's General Plan designation as a major arterial with enhanced bicycle facilities. A 98-foot curb-to-curb roadway section with a 118-foot ROW width and three through lanes in each direction with a raised and paved median and outside shoulders would be constructed, as well as a 10-foot-wide sidewalk for a distance of approximately 2,800 feet. The proposed realignment starts curving southerly approximately 1,000 feet west of the existing CVSC levee at the Tyler Street intersection. It continues traversing across the CVSC at approximately 440 feet south of the existing Avenue 50 centerline. Two driveways are introduced to provide access to the existing Cabazon Band of Mission Indians tribal land to the north and properties to the south to avoid landlocked situations. The alignment continues routing across SR-86 and ties back into the existing centerline approximately 1,300 feet east of the existing SR-86 intersection.

Tyler Street

Within the project limits, Tyler Street will be designed as a collector with enhanced bicycle facilities, a 70-foot curb-to-curb roadway section with a 90-foot ROW width, and 2 through lanes in each direction with a paved median and outside shoulders. A 10-foot-wide sidewalk will be constructed for a distance of 200 feet on Tyler Street (north), and 200 feet on Tyler Street (south). The project includes realignment of Tyler Street on both the east and west sides of SR-86.

On the west side of the CVSC, the proposed Tyler Street realignment starts south of the Calle Mendoza intersection shifting westerly and bisects an agricultural parcel owned by the Peter Rabbit Farms (APN 778-170-011). It connects to the proposed realigned Avenue 50 with a new intersection. The project would maintain access to Sierra Vista Park by utilizing the existing Tyler Street pavement. A cul-de-sac would be created north of Calle Mendoza, with diagonal parking along the eastern side and parallel parking along both sides of the cul-de-sac street. A paved connection to CV Link will be constructed at the northerly terminus of the cul-de-sac.

On the east side of SR-86, the proposed Tyler Street realignment starts curving easterly approximately 1,400 feet north of the existing SR-86/Avenue 50 intersection. The realigned road then bisects an existing agricultural parcel owned by the Peter Rabbit Farms (APN 603-330-010) and aligns with the northbound ramps to form a standard four-legged intersection.

Northbound Off-Ramp

A new northbound off-ramp would be constructed. The new off-ramp would begin as a single exit lane that would widen to two lanes as it nears the intersection of Avenue 50, at which point the lane would terminate at a new traffic signal at Avenue 50. New expressway signage located at the northbound off-ramp divergence point would be installed to reflect the exit lane configuration. Expressway signage upstream of the ramp would also be constructed as needed to provide proper advance guidance.

Northbound Direct On-Ramp

A new northbound on-ramp would be constructed. This new two-lane direct on-ramp would be accessed from the westbound travel lane of Avenue 50. The two lanes would then merge prior

to converging with the SR-86 northbound mainline. Expressway signage east of the new interchange would be constructed as needed to provide proper advance guidance.

Northbound Loop On-Ramp

A northbound loop on-ramp would be constructed to accommodate the anticipated predominant eastbound-to-northbound movement of morning commute traffic. The project includes an auxiliary lane north of the northbound on-ramp convergence point to improve traffic operations. Adding an auxiliary lane would reduce rear-end collisions. Retaining walls would be constructed where required. New expressway signage located at the northbound loop on-ramp divergence point would be installed to reflect the entrance lane configuration. Expressway signage west of the interchange would also be constructed as needed to provide proper advance guidance.

Nonmotorized, Pedestrian, and Low Speed Electric Vehicle (LSEV) Features

CV Link. As discussed above, the project would accommodate the planned CV Link facility, which would be constructed by CVAG as part of a separate project. The proposed project would construct a 20-foot-wide concrete pathway, which would travel under the Avenue 50 bridge over the CVSC. Access ramps from Avenue 50 and Sierra Vista Park are proposed to be consistent with the access point locations identified in the CV Link Conceptual Master Plan.

Bike/LSEV Lane. As discussed above, the project would provide a bike/LSEV lane across the proposed Avenue 50 interchange. The bike/LSEV lane design is consistent with the following design standards/requirements:

- Caltrans Highway Design Manual (HDM) Index 1000.
- Manual on Uniform Traffic Control Devices (MUTCD), Part 9.
- CVAG Neighborhood Electric Vehicle Transportation Plan.
- In addition to bike/LSEV lanes, the project would comply with AB1581. All State projects are required to conform to AB 1581 by installing and maintaining traffic-actuated signal or replacement of the loop detector of a traffic-actuated signals to the extent feasible and in conformance with professional traffic engineering practice.

A 10-foot wide shoulder marked as bike/LSEV lane and striped as a Class II facility with no parking signage would be provided on Avenue 50 east of Tyler Street for a distance of 2,400 feet, and west of Tyler Street for a distance of 400 feet. At the intersections, a 7-foot-wide bike/LSEV lane would be provided between the through lanes and right-turn-only lanes. An 8-foot-wide shoulder marked as bike/LSEV lane with no parking signage would be provided on Tyler Street (north) for a distance of 2,500 feet, and on Tyler Street (south) for a distance of 1,600 feet. These features would improve mobility through the interchange for bicyclists and LSEV drivers.

Pedestrian Facilities. The CV Link pathway and sidewalks along Avenue 50 are designed to comply with the requirements of the ADA and DIB 82-06. Pedestrian and nonmotorized safety features are also proposed, including crosswalks, curb ramps, and signals.

Retaining Walls

One mechanically stabilized earth (MSE) wall is proposed in the northeast quadrant of Avenue 50 and Tyler Street for both Build Alternatives (east of SR-86). This new retaining wall would be a fill wall, approximately 750 feet in length, with a minimum height of 2 feet and a maximum height of 15 feet.

Avenue 50 Bridge Structure Over the CVSC

The project would replace the existing two-lane Avenue 50 low water crossing at the CVSC with a bridge structure. Built in 1970, the existing low water crossing is functionally deficient and does not meet safety standards because of flooding during storm events; CVSC swells well above the roadway surface during periods of heavy rainfall. The replacement bridge would include six lanes (three lanes in each direction) on an alignment south of the existing low water crossing. The bridge structure will be a 5-span structure measuring 605 feet long and 120 feet, 4 inches wide. Associated bridge abutments would also be constructed.

As noted above, the proposed project would provide approximately 1,700 linear feet of 20-foot-wide concrete pathway, which would travel under the new Avenue 50 overcrossing, which is intended to accommodate and connect to the future planned Segments 9 and 10 of the CV Link facility, and avoid reconstruction of the bridge in the future. The concrete pathway beneath the bridge would also serve as channel slope protection, immediately upstream and downstream of the bridge abutments, and accommodate CVWD maintenance vehicles.

In addition, the project would construct a restricted access road from Avenue 50 to the CVSC for maintenance vehicle access purposes by CVWD.

Traffic Signals

The existing traffic signal at the intersection of SR-86 and Avenue 50 would be removed and three new signals would be installed to accommodate the changes to intersection geometries and lane configurations. The following two new signals would be the same between both Build Alternatives (see Section 1.4.3 for the traffic signal details unique to the build alternatives):

- A new signal would be installed at the new intersection of Avenue 50 and Tyler Street, to the west of the new Avenue 50 bridge over CVSC. The new signal would accommodate westbound left turn movements and eastbound right turn movements from Tyler Street onto Avenue 50 and pedestrian crossings on the south, west, and north legs of the intersection.

- A new signal would be installed at the new intersection of Avenue 50 and the SR-86 northbound off-ramp and Tyler Street (to the east of the new Avenue 50 Overcrossing). The new signal would accommodate northbound turn movements onto Tyler Street as well as eastbound and westbound movements onto Avenue 50. Pedestrian crossings would be provided on the north and south legs of the intersection.

Utility Relocation

In accordance with Caltrans policy on longitudinal encroachments within controlled-access highway ROW, several existing utilities along Avenue 50 and Tyler Street would be relocated. Utilities along Avenue 50 and Tyler Street would be relocated per the City of Coachella Franchise Agreement. Existing facilities to be relocated include:

- Cable television (Charter Communications);
- Electric (Imperial Irrigation District);
- Gas (Southern California Gas);
- Agriculture/Irrigation/Tile Drain (Coachella Valley Water District);
- Sewer (Coachella Sanitary District);
- Telephone (Frontier Communications); and
- Water (City of Coachella).

Construction Phasing

As noted above, the project would be constructed in two phases. The first phase constructing the Avenue 50 bridge over CVSC is anticipated to take approximately 12 months. Since the proposed Avenue 50 and Tyler Street are constructed on new alignments, the existing Avenue 50 and Tyler Street would remain operational with exceptions of tie-in work conforming and joining existing pavements that need minimum traffic control. Therefore, construction-related delays are anticipated to be minimal. The first phase of the project would consist of the following key components:

- Construct the new Avenue 50 bridge over CVSC;
- Realign Avenue 50 and Tyler Street roadways west of CVSC;
- Construct a temporary road reestablishing the connectivity with the existing signalized intersection; and
- Construct access ramps connecting to the planned CV Link.

The second phase constructing the new SR-86/Avenue 50 interchange is anticipated to take approximately 15 months. The primary components for construction of the second phase include the following:

- Raise roadway embankment and pavement structure section;
- Construct the new overcrossing structure over SR-86;
- Construct on- and-off ramps and auxiliary lanes;
- Realign Tyler Street east of SR-86;
- Install new traffic signals; and
- Finish with highway planting, landscaping, and irrigation.

Full roadway and lane closures would be required during night times and on weekends to accommodate the following roadway and structure construction activities:

- Installation, moving and removal of k-rails;
- Striping and removal operations;
- Falsework erection and removal;
- Deck pouring;
- Placement of concrete pavement using rapid set concrete;
- Asphalt concrete pavement construction and overlay operations; and
- Utility work/traffic signal/lighting installations.

For the second phase of construction, the existing SR-86/Avenue 50 at-grade intersection would remain operational for the majority of the interchange construction process. However, in order to complete the construction of the southbound off-ramp and northbound on-ramp, short-term closure of access to SR-86 from Avenue 50 would be necessary for a period of up to 10 days.

Nonstandard Features

Both build alternatives would construct the following nonstandard features:

- A nonstandard 6 percent superelevation rate at the northbound on-ramp (standard is 10 percent);

- A nonstandard 7 percent superelevation rate at the northbound loop on-ramp (standard is 12 percent);

- A nonstandard 6 percent superelevation transition and runoff at the northbound loop on-ramp with all runoff occurring within the 140-foot radius curve (standard is two-thirds of the superelevation runoff should be on the tangent and one-third within the curve);

- A nonstandard ramp entrance of 14' at 700' for the northbound loop on-ramp (standard is 14' at 467.11'); the absence of the 3,000' radius curve at the entrance, and the nonstandard 700' distance between the inlet nose and the convergence point;

- A 100-foot distance between the northbound direct on-ramp (from westbound Avenue 50) to the new intersection of Avenue 50/Tyler Street/northbound off-ramp (standard is 400 feet);

- Absence of access control opposite the northbound off-ramp terminal at the new intersection of Avenue 50/Tyler Street/northbound off-ramp (standard is access rights on the opposite side of the local road from ramp terminals to preclude driveways or local roads within the ramp intersection); and

- A nonstandard grade of 0.22 percent in the gore area of the southbound on-ramp.

Project Features

This project contains a number of standardized project measures applicable to both build alternatives which are employed on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are addressed in more detail in the Environmental Consequences sections found in Chapter 2.

- A Transportation Management Plan (TMP) will be prepared during the final design phase to minimize traffic impacts during construction. The primary objective of the TMP is to maintain safe movement through the construction zone, as well as minimize traffic delays during the construction period. The TMP will include, but not be limited to, the following six major elements:

  - Public information/public awareness campaign
  - Traveler information strategies
  - Incident management
  - Construction strategies
  - Demand management
  - Alternate route strategies

- Comply with standard provisions dealing with the discovery of unanticipated cultural materials and human remains.

- Comply with Standard Specification 14-9.02 and other standard practices according to the California Air Resources Board (CARB) and South Coast Air Quality Management District (SCAQMD) requirements for air quality restrictions such as reducing idling time, proper maintenance of equipment, and fugitive dust control during the construction period.

- Construction equipment fleets will be in compliance with Best Available Control Technology requirements.

- All engines or portable engine-driven equipment required to obtain permits will obtain either a CARB Portable Equipment Registration or a permit from SCAQMD.

- Comply with sound control provisions as included in Section 14-8.02, "Noise Control," of Caltrans' 2015 Standard Specifications and Special Provisions. The contractor shall not exceed 86 dBA at 50 feet from the job site from 9:00 p.m. to 6:00 a.m. Internal combustion engines shall be equipped with the manufacturer-recommended muffler. Internal combustion engines shall not be operated on the job site without the appropriate muffler.

- Follow Standard Specifications Sections 13-05 and 21 related to erosion control during construction. Measures include fiber rolls, silt fencing, soil binders, rock slope protection, revegetation with erosion control seed mix, and the use of 4:1 slopes or flatter.

- Earthwork would be performed in accordance with Caltrans Standard Specifications, Section 19, which require standardized measures related to compacted fill, overexcavation and recompaction, and retaining walls, among other requirements.

- Construction shall be conducted in accordance with Division III, "Earthwork and Landscape" Section 21-1 through 21-3 of Caltrans Standard Specifications (2015), requiring erosion protection and drainage control.

- Design pollution prevention Best Management Practices (BMPs) as required under the Caltrans MS4 Permit for areas within State ROW that focus on reducing or eliminating runoff and controlling sources of pollutants will be implemented as part of the project.

- Design pollution prevention BMPs as required under the County of Riverside Whitewater River Watershed MS4 Permit for areas outside of State ROW that focus on reducing or eliminating runoff and controlling sources of pollutants will be implemented as part of the project.

- Comply with the following Caltrans' Standard Special Provision's regarding proper removal, handling, and disposal of the generated traffic striping waste at a permitted disposal facility,

  - Section 14-11.12, Removal of Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue,

  - Section 36-4, Residue Containing Lead from Paint and Thermoplastic, and

  - Section 84-9.03C, Remove Traffic Stripes and Pavement Markings Containing Lead.

  Follow Caltrans Standard Specifications Section 14-11.02, Discovery of Unanticipated Asbestos and Hazardous Substances, in the event unknown wastes or suspect materials are discovered during site disturbance activities that may involve hazardous waste/materials.

- During construction, solid waste would be disposed of as specified in Caltrans' Standard Specifications Section 14-10.01, General.

- During construction, dust palliatives would be used as specified in the Caltrans Standard Specifications Section 18-1.03A, General.

1.4.3 Unique Features of Build Alternatives

Build Alternative 7 (Modified Type L-9 Partial Cloverleaf with One Loop Ramp)

Southbound On-Ramp

In Build Alternative 7, a two-lane diamond-type ramp would be constructed. Pedestrian crossing along the south leg of the intersection with Avenue 50 would be provided. The southbound on-ramp would merge into one lane prior to converging with the SR-86 mainline. New expressway signage located at the southbound on-ramp divergence point would be installed to reflect the entrance lane configuration. Expressway signage along Avenue 50 would also be constructed as needed to provide proper advance guidance.

Southbound Off-Ramp

A new southbound off-ramp would be constructed. This new off-ramp would diverge to three lanes prior to intersecting with Avenue 50 at a new signalized intersection. The three lanes would encompass double right-turn lanes and one left-turn lane. New expressway signage located at the southbound off-ramp divergence point would be installed to reflect the exit lane configuration. Expressway signage upstream of the ramp would also be constructed as needed to provide proper advance guidance.

Avenue 50 Overcrossing

The Avenue 50 overcrossing structure for this alternative is slightly shorter than the structure required for Build Alternative 8, due to the proposed diamond-type ramp for the southbound on-ramp. The Avenue 50 overcrossing for this alternative is a 2-span structure measuring 286 feet, 3 inches long and 122 feet, 4 inches wide.

Traffic Signals

In addition to the two traffic signals discussed under similar project features above, one new signal would be installed at the new intersection of Avenue 50 and the SR-86 southbound on- and off-ramps. The new signal would accommodate westbound and eastbound movements onto Avenue 50 as well as turn movements onto the southbound on-ramp. Pedestrian crossing would be provided on the north and south legs of the intersection.

Retaining Walls

One Type 1 wall is proposed between the southbound SR-86 travel lanes and the southbound off-ramp. This new fill retaining wall would be approximately 440 feet in length, with a minimum height of 2 feet and a maximum height of 7 feet.

Cost

Table 1-13: Build Alternative 7 Project Cost Estimate Summary

Project Phase	Build Alternative 7 Costs
Construction Cost	
Roadway	$49,717,600
Structures	$32,003,559
Right of Way	$6,131,958
Support Cost	
PA/ED	$2,355,000
PS&E	$6,100,000
Right of Way	$458,000
Construction Management	$9,140,000
Total Project Cost	**$106,000,000**
Source: Draft Project Report, October 2018.	

Build Alternative 8 (Modified Type L-9 Partial Cloverleaf with Two Loop Ramps)

Southbound On-Ramp

In Build Alternative 8, a new two-lane loop on-ramp would be constructed. A pedestrian crossing at the north leg of the intersection with Avenue 50 would be constructed. The two lanes would merge into a single lane prior to converging with southbound SR-86. New expressway signage located at the southbound on-ramp divergence point would be installed to reflect the entrance lane configuration. Expressway signage along Avenue 50 would also be constructed as needed to provide proper advance guidance.

Southbound Off-Ramp

A new southbound off-ramp would be constructed. This new off-ramp would diverge to three lanes prior to intersecting with Avenue 50 at a new signalized intersection. The three lanes would encompass double right-turn lanes and one combined through- and left-turn lane. New expressway signage located at the southbound off-ramp divergence point would be installed to reflect the exit lane configuration. Expressway signage upstream of the ramp would also be constructed as needed to provide proper advance guidance.

Avenue 50 Overcrossing

The Avenue 50 overcrossing structure for this alternative is slightly longer than the structure required for Build Alternative 7 in order to accommodate the southbound loop on-ramp. The Avenue 50 overcrossing for this alternative is a 2-span structure measuring 326 feet long and 122 feet, 4 inches wide.

Traffic Signals

In addition to the two traffic signals discussed under similar project features above, one new traffic signal would be installed at the new intersection of Avenue 50 and the SR-86 southbound on- and off-ramps. The new signal would accommodate westbound and eastbound movements onto Avenue 50 as well as movements onto the southbound loop on-ramp. A pedestrian

crossing would be provided on the north leg along Avenue 50. A sidewalk would be accommodated along the length of the southbound side of Avenue 50.

Nonstandard Features

In addition to those nonstandard features discussed for both build alternatives, Build Alternative 8 would also construct the following nonstandard features:

- A nonstandard superelevation transition and runoff at the southbound loop on-ramp with all runoff occurring within the 120-foot radius curve; and

- Absence of access control opposite the southbound ramp terminals at the new intersection of Avenue 50/southbound ramps (standard is access rights on the opposite side of the local road from ramp terminals to preclude driveways or local roads within the ramp intersection).

Cost

Table 1-14: Build Alternative 8 Project Cost Estimate Summary

Project Phase	Build Alternative 8 Costs
Construction Cost	
Roadway	$47,691,500
Structures	$33,465,931
Right of Way	$5,581,493
Support Cost	
PR/ED	$2,355,000
PS&E	$6,100,000
Right of Way	$458,000
Construction Management	$9,140,000
Total Project Cost	**$105,000,000**
Source: Draft Project Report, October 2018.	

1.4.4 Transportation Demand Management (TDM), Transportation System Management (TSM), and Mass Transit Alternatives

Transportation System Management (TSM) strategies increase the efficiency of existing facilities; they are actions that increase the number of vehicle trips a facility can carry without increasing the number of through lanes. Examples of TSM strategies include: ramp metering, auxiliary lanes, turning lanes, reversible lanes and traffic signal coordination. TSM also encourages automobile, public and private transit, ridesharing programs, and bicycle and pedestrian improvements as elements of a unified urban transportation system. Modal alternatives integrate multiple forms of transportation modes, such as pedestrian, bicycle, automobile, rail, and mass transit.

TDM focuses on regional means of reducing the number of vehicle trips and vehicle miles traveled as well as increasing vehicle occupancy. It facilitates higher vehicle occupancy or reduces traffic congestion by expanding the traveler's transportation options in terms of travel method, travel time, travel route, travel costs, and the quality and convenience of the travel experience. A typical activity would be providing funds to regional agencies that are actively

promoting ridesharing, maintaining rideshare databases, and providing limited rideshare services to employers and individuals.

Although TSM, TDM, and mass transit measures alone could not satisfy the purpose and need of the proposed project, the following TSM measures have been incorporated into the build alternatives for this project:

- The project would provide a bike/LSEV lane along the proposed Avenue 50 through the SR-86 interchange. A 10-foot wide shoulder marked as bike/LSEV lane with no parking signage would be provided in both directions of Avenue 50. At the intersections, a 7-foot-wide bike/LSEV lane would be provided between the through lanes and right-turn-only lanes. These features would improve mobility through the interchange for bicyclists and LSEV drivers.

- Sidewalks would be constructed that would provide access through the interchange between the realigned Tyler Street, to the west of the CVSC, to Avenue 50 and the new SR-86 northbound off-ramp. A 10-foot-wide sidewalk for a distance of approximately 2,800 feet would be constructed on Avenue 50. A 10-foot-wide sidewalk would be constructed for a distance of 200 feet on Tyler Street (north), and 200 feet on the south side of Tyler Street (south). The sidewalk width on the bridge would be 6 feet, 2 inches. Sidewalks would be designed to comply with the requirements of the ADA and DIB 82-06. Pedestrian and nonmotorized safety features are also proposed as part of the project; these features include crosswalks, curb ramps, and signals.

1.4.5 Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, no construction or improvements would be made to the existing at grade intersection of SR-86 and Avenue 50. There would be no capital costs associated with this alternative. This alternative does not provide additional capacity for ongoing and planned development within Coachella and the neighboring communities. The following elements would remain:

- The existing at-grade intersection of SR-86 and Avenue 50;
- The existing low water crossing and roadway alignment;
- Discontinuous sidewalks through the intersection;
- Lack of bicycle lanes through the intersection; and
- No right-of-way or connections to support the future CV Link project.

As a result, the No-Build Alternative is not consistent with the purpose and need of this project. The No Build Alternative is inconsistent with the City's General Plan Circulation Element, which identifies Avenue 50 as a six-lane major arterial with a new interchange at SR-86 to serve local and regional traffic needs. With the No Build Alternative, traffic volumes are expected to continue to grow with the planned residential and commercial development in the City and the surrounding low desert area.

The existing at grade intersection does not have adequate capacity to accommodate forecasted traffic volumes for year 2045, and it is expected to operate at an unacceptable LOS F in the future as existing capacity is exceeded. In addition, without the proposed project, the roadway segment of Avenue 50 between Tyler Street and SR-86 is expected to operate at LOS F for year 2045 traffic volumes. The Avenue 50/Tyler Street intersection west of the CVSC, which is stop-controlled, currently operates at an unacceptable LOS F. Traffic circulation within the City would deteriorate due to lack of traffic capacity on Avenue 50, which is designated as a major

east-west arterial serving the City. Traffic demand on the north-south corridors would eventually exceed capacity and cause congestion and delay for local and regional travelers. Last, the No Build Alternative would not accommodate direct and dependable access over the CVSC, such as removal of the low water crossing at the CVSC and construction of a new interchange on SR-86, eliminating cross traffic through SR-86.

1.4.6 Comparison of Alternatives

Alternatives 7 and 8 both satisfy the project purpose and need, and offer similar operational performance. Both propose a Modified Type L-9 Partial Cloverleaf that includes a loop on-ramp in the southeast quadrant of the interchange to accommodate the anticipated heavy eastbound-to-northbound movement of morning commute traffic. Most aspects of Build Alternative 8 are similar to Build Alternative 7, including similar realignments of Avenue 50 and Tyler Street, construction of a two-span structure over the existing SR-86, construction of a five-span structure over the CVSC, and associated signing and traffic signal controls. Alternative 8 includes a southbound loop on-ramp at the proposed interchange, which provides better operational performance than Alternative 7's diamond-type on-ramp.

ROW acquisition would be similar for both build alternatives. A total of 0.630 acres for Build Alternative 7 and 0.858 acres for Build Alternative 8 would be temporarily acquired during Phase 1 project construction. A total of 1.726 acres for Build Alternative 7 and 1.670 acres for Build Alternative 8 would be temporarily acquired during Phase 2 project construction. Refer to Tables 2.1.4-3 and 2.1.4-4. A total of 36.723 acres for Build Alternative 7 and 29.095 acres for Build Alternative 8 would be permanently acquired during Phase 1 project construction. A total of 21.680 acres for Build Alternative 7 and 21.677 acres for Build Alternative 8 would be permanently acquired during Phase 2 project construction. Refer to Tables 2.1.4-5 and 2.1.4-6. Build Alternative 7 would require permanent partial acquisition of approximately 35.77 acres and permanent full acquisition of 19.12 acres, for a total of 54.89 acres. Build Alternative 8 would require permanent partial acquisition of approximately 42.62 acres and permanent full acquisition of 4.63 acres, for a total of 47.25 acres. Implementation of the Build Alternatives would result in a single residential relocation during Phase 2 of the project. This parcel has three structures on it. Build Alternative 7 would require acquisition of two of the three structures and Build Alternative 8 would require acquisition of one of the three structures.

Table 1-15 provides a summary comparison between the two Build Alternatives and the No-Build Alternative, which have been studied in conjunction with development of the proposed new interchange project.

Table 1-15: Alternatives Comparison

Evaluation Criteria	No-Build Alternative	Build Alternative 7	Build Alternative 8
Project Features and Design Standards			
Traffic Operations – Roadway Segments	As shown in Table 1-2, by the year 2040 the following roadway segments are projected to have an LOS of D or worse: • LOS F for Avenue 50 Bridge (between Tyler Street and SR-86)	As shown in Table 1-4, by the year 2045 the following roadway segments are projected to have an LOS of D or worse: • LOS D for Avenue 50 (between Leoco Lane and Peter Rabbit Lane)	As shown in Table 1-4, by the year 2045 the following roadway segments are projected to have an LOS of D or worse: • LOS D for Avenue 50 (between Leoco Lane and Peter Rabbit Lane)

Table 1-15: Alternatives Comparison [continued]

Traffic Operations – Intersections	As shown in Table 1-6, by the year 2040 the following locations are projected to have an LOS of D or worse: • LOS F at Avenue 50/Tyler Street • LOS F at Avenue 50/SR-86 Ramps	As shown in Table 1-7, by the year 2045 the following locations are projected to have an LOS of D or worse: No intersections are projected to have an LOS of D or worse.	As shown in Table 1-7, by the year 2045 the following locations are projected to have an LOS of D or worse: No intersections are projected to have an LOS of D or worse.
Traffic Operations – Freeway Segments	Not Applicable	As shown in Table 1-10, by the year 2045 all expressway segments are projected to have an LOS of D or better.	As shown in Table 1-10, by the year 2045 all expressway segments are projected to have an LOS of D or better.
Number of Signalized Intersections	1	3	3
Temporary Construction Easements	None	10 APNs for TCEs	11 APNs for TCEs
Total Project Cost	None	$**106,000,000**	$**105,000,000**

Table 1-16: Environmental Impacts

Evaluation Criteria	No-Build Alternative	Build Alternative 7	Build Alternative 8
Farmlands	No impact.	Project implementation would bisect two agricultural parcels resulting in indirect conversion of 13.35 acres of remnant portions of agricultural parcels and direct conversion of 44.47 acres of farmland, with a total acreage of permanently impacted farmland of 57.82 acres. All agricultural land that is converted to non-agricultural use will be addressed at a 1:1 ratio. With implementation of Measure ROW-1, ROW 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.	Project implementation would bisect two agricultural parcels resulting in indirect conversion of 13.35 acres of remnant portions of agricultural parcels and direct conversion of 44.47 acres of farmland, with a total acreage of permanently impacted farmland of 57.82 acres. All agricultural land that is converted to non-agricultural use will be addressed at a 1:1 ratio. With implementation of Measure ROW-1, ROW 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.
Relocations and Real Property Acquisition	No impact.	Temporary ROW acquisition of 2.356 acres and permanent ROW acquisition of 58.40 acres. One permanent residential relocation would occur during Phase 2 of the project. With implementation of Measure ROW-1, ROW 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.	Temporary ROW acquisition of 2.528 acres and permanent ROW acquisition of 50.772 acres. One permanent residential relocation would occur during Phase 2 of the project. With implementation of Measure ROW-1, ROW 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.

Table 1-16: Environmental Impacts [continued]

Hydrology and Floodplains	Existing Avenue 50 low water crossing will continue to be subject to flooding during storm events; CVSC swells well above the roadway surface during periods of heavy rainfall.	A localized rise in the water surface elevation at the CVSC would occur. The allowable change in water surface elevation is a cumulative 1-foot rise over the base flood elevation for Zone A floodplains. The project would not involve changes to the 100-year water surface elevation in CVSC which would exceed the allowable 1-foot rise prescribed by the FEMA regulations. A Conditional Letter of Map Revision (CLOMR) is therefore not required. Build Alternative 7 would not introduce additional risk for traffic disruptions or loss of life and property and does not support incompatible floodplain development.	A localized rise in the water surface elevation at the CVSC would occur. The allowable change in water surface elevation is a cumulative 1-foot rise over the base flood elevation for Zone A floodplains. The project would not involve changes to the 100-year water surface elevation in CVSC which would exceed the allowable 1-foot rise prescribed by the FEMA regulations. A Conditional Letter of Map Revision (CLOMR) is therefore not required. Build Alternative 8 would not introduce additional risk for traffic disruptions or loss of life and property and does not support incompatible floodplain development.
Wetlands and Other Jurisdictional Waters	No impact.	Temporary impacts to 0.95-acre (0.08 of non-wetland waters and 0.87 of wetland) of United States Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB) jurisdiction, and 1.88-acre (0.87 of vegetated streambed and 0.99 of unvegetated streambed) of California Department of Fish and Wildlife (CDFW) jurisdiction. Measure WET-1 would require impacts to jurisdictional waters of the U.S. and State 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. Measure WET-2 would require a delineated no work buffer around riparian and riverine communities and installation of ESA fencing and silt fence barriers. Permanent impacts to 0.02-acre of wetland associated with CVSC, which is under USACE and RWQCB jurisdiction. Permanent impacts to 3.23-acres (0.02-acre of vegetated streambed and 3.23-acres of non-vegetated streambed) of streambeds associated with CVSC, which are under CDFW jurisdiction. The City will obtain the required USACE 404 Permit, Colorado River Basin Regional Water Quality Control Board (Colorado River Basin RWQCB) 401 Water Quality Certification, and CDFW 1602 SAA, satisfying all associated requirements, prior to completion of final design. Anticipated potential impacts to jurisdictional waters of the U.S. and State will be addressed at a minimum 1:1 ratio, which may involve purchase of land or land credits and/or a restoration plan.	Temporary impacts to 0.95-acre (0.08 of non-wetland waters and 0.87 of wetland) of United States Army Corps of Engineers (USACE) Regional Water Quality Control Board (RWQCB) jurisdiction and 1.88-acre (0.87 of vegetated streambed and 0.99 of unvegetated streambed) of California Department of Fish and Wildlife (CDFW) jurisdiction. Measure WET-1 would require impacts to jurisdictional waters of the U.S. and State 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. Measure WET-2 would require a delineated no work buffer around riparian and riverine communities and installation of ESA fencing and silt fence barriers. Permanent impacts to 0.02-acre of wetland associated with CVSC, which is under USACE and RWQCB jurisdiction. Permanent impacts to 3.23-acres (0.02-acre of vegetated streambed and 3.23-acres of non-vegetated streambed) of streambeds associated with CVSC, which are under CDFW jurisdiction. The City will obtain the required USACE 404 Permit, Colorado River Basin Regional Water Quality Control Board (Colorado River Basin RWQCB) 401 Water Quality Certification, and CDFW 1602 SAA, satisfying all associated requirements, prior to completion of final design. Anticipated potential impacts to jurisdictional waters of the U.S. and State will be addressed at a minimum 1:1 ratio, which may involve purchase of land or land credits and/or a restoration plan.

The following factors will be considered in conjunction with identification of the preferred alternative: project cost, improvement to roadway operations, and environmental impacts.

After the public circulation period, all comments will be considered, and Caltrans will select a preferred alternative and make the final determination of the project's effect on the environment. Under the California Environmental Quality Act (CEQA), if no unmitigable significant adverse impacts are identified, Caltrans will prepare a Negative Declaration (ND) or Mitigated ND.

Similarly, if Caltrans, as assigned by the Federal Highway Administration (FHWA), determines the National Environmental Policy Act (NEPA) action does not significantly impact the environment, Caltrans will issue a Finding of No Significant Impact (FONSI).

1.4.7 Value Analysis (VA) Study

A Value Analysis (VA) Study was conducted for the project from November 29 through December 1, 2016. The objective of the VA study was to conduct an early review of the project design to identify value improving alternatives. Specifically, the VA objectives included the following:

- Review Avenue 50 alignments;
- Review project impacts with a goal to reduce impacts; and
- Explore traffic operation improving options.

A number of analytical tools and techniques were applied to develop a better understanding of the baseline concept. A major component of this analysis was Value Metrics, which seeks to assess the elements of cost, performance, time, and risk as they relate to project value. Value Metrics provides a standardized means of identifying, defining, evaluating, and measuring performance. The performance attributes included traffic operations, sustainability, ROW impacts, and schedule impacts. During the course of the VA Study, the alternatives were developed, assessed, and rated using these tools, techniques, and performance attributes. Accordingly, four options were considered, but rejected as part of the Avenue 50 Realignment Study. Also, a No Build Alternative and a build alternative (Alternative 2) were studied and presented in a Project Study Report/Project Development Support (PSR/PDS; EA 0C970K) that was approved by Caltrans on August 8, 2005. These two PSR/PDS alternatives are now termed as No-Build Alternative 1 and Build Alternative 2. In addition to these two PSR/PDS alternatives, seven other alternatives (Build Alternatives 3, 4, 5, 6A, 6B, 7, and 8) were developed and discussed.

Since the start of the Project Approval and Environmental Document (PA/ED) phase of the project, reviews and discussions during monthly Project Development Team (PDT) meetings have screened these eight conceptual build alternatives to just two viable build alternatives (Build Alternatives 7 and 8). The other alternatives were determined to be nonviable based on a combination of cost, safety, operational, and/or environmental constraints and were eliminated from further study. These alternatives that were considered, but rejected, are further discussed below.

1.4.8 Alternatives Considered but Eliminated from Further Discussion

1.4.8.1 Reversible Lanes

Assembly Bill 2542 amended California Streets and Highways code to require, effective January 1, 2017, that Caltrans or a regional transportation planning agency demonstrate that reversible

lanes were considered when submitting a capacity-increasing project or a major street or highway lane realignment project to the California Transportation Commission for approval (California Streets and Highways Code, Section 100.015). As Avenue 50 is an existing two-lane roadway without a median, implementing a reversible lane would require that Avenue 50 become a one-way street during peak hours. Since two-way traffic is required along Avenue 50 at all times, reversible lanes are not considered feasible and are not proposed as part of the project.

1.4.8.2 Realignment Study Option A1 – Avenue 50 Existing Centerline (Baseline Alignment)

This baseline alternative utilized the existing centerline tangent alignment. The PDT cited the following reasons for eliminating this alternative from further consideration:

- Southbound off-ramp and northbound on-ramp would encroach into tribal land.
- Virtually zero spacing between southbound off-ramp intersection and driveways (immediately east of CVSC).
- Short southbound off-ramp (approximately 800 feet) would require a number of design exceptions.
- The 45-degree skew angle would require the longest bridges, which significantly increase the overall construction cost. It also would result in an undesirable intersection skew angle at the on- and off-ramp intersections.
- Large retaining walls.

1.4.8.3 Realignment Study Option A2 – Avenue 50 Realignment (Hybrid Alignment)

Similar to Build Alternatives 7 and 8 (up to the easterly abutment of the proposed Avenue 50 bridge over CVSC), this alignment would have continued and crossed SR-86 at approximately 90 degrees, then curved northerly (to avoid the existing radio towers located at the radio tower station) and tied back into the existing Avenue 50 centerline approximately 3,000 feet east of the proposed northbound ramp intersection.

The PDT cited the following reasons for eliminating this alternative from further consideration:

- Southbound off-ramp and northbound on-ramp would encroach into tribal land.
- Longest realignment among Avenue 50 realignment alternatives, resulting in significant environmental and ROW impacts. It also increases project costs.

1.4.8.4 Realignment Study Option A3 – Avenue 50 Realignment (Centerline Alignment at the CVSC Bridge)

The proposed improvements for this alternative utilized the existing centerline alignment up to the easterly abutment of the proposed Avenue 50 bridge over CVSC. This alignment then curved to the north and crossed SR-86 at approximately 70 degrees, then curved northerly (to avoid the existing radio towers located at the radio tower station) and tied back into the existing Avenue 50 centerline approximately 3,000 feet east of the proposed northbound ramp intersection, similar to Avenue 50 realignment Alternative 2 (discussed below).

The PDT cited the following reasons for eliminating this alternative from further consideration:

- Southbound off-ramp and northbound on-ramp would encroach into tribal land.

- Require the longest bridge over CVSC.
- Long realignment resulting in environmental and ROW impacts. It also increases project costs.

1.4.8.5 Realignment Study Option A4 – Avenue 50 Realignment (North Alignment)

This proposed alignment started by curving northerly at the westerly bridge terminus across the CVSC. It continued and crossed SR-86 at approximately 85 degrees, then curved northerly (to avoid the existing radio towers located at the radio tower station) and tied back into the existing Avenue 50 centerline approximately 3,000 feet east of the proposed northbound ramp intersection, similar to Avenue 50 realignment Alternatives 2 and 3 (discussed below). This alignment required substantial ROW easement takes from tribal land. This would result in a lengthy approval process with the Cabazon Band of Mission Indians tribal members and council, and would require close coordination and agreement with the Bureau of Indian Affairs (BIA).

The PDT cited the following reasons for eliminating this alternative from further consideration:

- Substantial ROW impacts to tribal land.
- Avoid sensitive cultural resources.

1.4.8.6 Alternative 2 – Spread Diamond Interchange (From PSR-PDS)

Alternative 2 proposed a spread diamond interchange with an option to convert to a partial cloverleaf interchange to accommodate future growth and traffic demands. Avenue 50 would be realigned approximately 45 degrees in a northeasterly direction to accommodate the new interchange, perpendicular across SR-86. Tyler Street would also be realigned to maintain traffic circulation and route continuity.

The Avenue 50 overcrossing for this alternative was an approximately 60-foot-wide, 2-span structure to accommodate one through lane in each direction and two left-turn pockets for both directions. The bridge over the CVSC was a 5-span structure supported on multi-column bents.

The PDT cited the following reasons for eliminating this alternative from further consideration:

- This alternative would result in a segmented Avenue 50 (not a continuous east-west corridor), which is inconsistent with the Circulation Element of the City's General Plan;
- Impacts to Cabazon Band of Mission Indians Tribal Lands;
- Landlocked adjacent parcels (APNs 603-300-024, 603-330-011, 778-170-013, 763-020-010, 763-020-021, 763-042-022, 763-030-007, and 763-020-027); and
- Substantial impacts to KNWZ Radio Towers resulting a full acquisition and relocations of the radio transmission towers, as well as lengthy consultations with Federal Communications Commission and additional permit compliance.

1.4.8.7 Alternative 3 – Diverging Diamond Interchange (DDI)

Diverging Diamond Interchange (DDI) is an innovative, proven solution for improving safety and mobility at interchanges. Alternative 3 proposed a DDI utilizing a twin bridge layout and took advantage of reduced speeds of 25 to 35 miles per hour (mph) through the interchange. The realignment of Avenue 50 and Tyler Street on the west side of SR-86 would be similar to Build Alternatives 7 and 8. This alternative would meet the physical site constraints and provided the following benefits:

- Reduced overall ROW impacts;
- Improved skew angle, compared to other alternatives;
- Shortest Avenue 50 Overcrossing bridge length;
- Operational benefits:
  - Two phase signals reduce lost time at interchange;
  - Free-flow left turns onto expressway;
  - Increased capacity; and
- Lowest costs.

The PDT cited the following reasons for eliminating this alternative from further consideration:

- Lack of feasible options for reestablishing the Tyler Street connection to Avenue 50 on the east side of SR-86;
- Potential driver unfamiliarity;
- Safety concerns:
  - Potential for wrong-way maneuvers at crossovers; and
  - Unusual sight distance considerations.

1.4.8.8 Alternative 4 – Diamond Interchange with Roundabout Intersection Control

Alternative 4 proposed a Type L-1 Diamond interchange at Avenue 50 with the realignment of Avenue 50 and Tyler Street similar to Build Alternatives 7 and 8. Roundabouts were proposed to provide traffic ROW controls at the ramp intersections. A two-span structure was proposed for the Avenue 50 Overcrossing to accommodate three through lanes in each direction. This alternative would provide the following benefits:

- No traffic signals, which reduce lost time at interchange;
- Fewer number of overall conflict points and no left turn conflicts; and
- Reduced crash severity.

Alternative 4 was also consistent with the requirements stated in the Traffic Operations Policy Directive (TOPD) 13-02: Intersection Control Evaluation (ICE).

The PDT cited the following reasons for eliminating this alternative from further consideration:

- An undesirable 6-leg roundabout would be required on the west side of SR-86 to maintain access to the Cabazon Band of Mission Indians tribal land to the north and properties to the south.
- Three through-lane roundabouts would be required to accommodate the Avenue 50 corridor. Signing and striping on a 3-lane roundabout is complex and could lead to confusion for motorists. Currently, neither Caltrans nor FHWA has design guidelines for a three-lane roundabout.
- Due to the elevated Avenue 50 Overcrossing structure and limited space between the Avenue 50 bridge over CVSC and the southbound ramp intersection, the roundabouts would require significant fill material resulting in higher costs.
- This alternative also had safety concerns pertaining to pedestrians with vision impairment, as such persons would find it difficult to maneuver the roundabouts.

1.4.8.9 Alternative 5 – Single Point Interchange (SPUI)

A two-span structure was proposed for the Avenue 50 Overcrossing to accommodate three through lanes and two left-turn pockets for each direction of travel. This alternative would provide the following benefits:

- Improved operational efficiency and safety;
- Single traffic signal, ideal for balanced traffic volumes; and
- Wider turn radii eases movement for large vehicles.

Following the project alternative screening during ongoing PDT meetings and evaluation during the VA study session, the project team rejected this alternative. The PDT cited the following reasons for eliminating this alternative from further consideration:

- Safety Concerns:
  - Per Single Point Interchange Planning, Design, and Operations Guidelines, intersection skew angle should not exceed 15 degrees from normal;
  - Driver unfamiliarity;
- Wider bridge and extensive retaining walls resulting in substantially greater construction costs; and
- Difficult for future expansion.

1.4.8.10 Alternative 6A/6B – Modified Type L-9 Partial Cloverleaf

Alternative 6A/6B proposed a Modified Type L-9 Partial Cloverleaf interchange at SR-86 similar to Build Alternative 7 with the exception of the northbound ramp configuration. For Alternative 6A, the off-ramp aligns with the on-ramp to form a four-legged intersection with standard access control. For Alternative 6B, an innovative slip on-ramp design was proposed to comply with ADA requirements and minimize ROW impacts. Although both Alternatives 6A and 6B meet the purpose and need of the project, they do not provide feasible options for reestablishing the Tyler Street connection to Avenue 50 on the east side of SR-86.

Following the project alternative screening during ongoing PDT meetings and evaluation during the VA study session, the project team rejected this alternative. The PDT cited lack of feasible options for reestablishing the Tyler Street connection to Avenue 50 on the east side of SR-86 as the reason for eliminating these two alternatives from further consideration.

1.5 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications (PLACs) are required for project construction:

PLAC	Agency	Status
Clean Water Act Section 401 Water Quality Certification	Colorado River Basin Regional Water Quality Control Board (RWQCB)	Application for certification will be submitted to CRBRWQCB after approval of the final Environmental Document. Certificate will be acquired prior to completion of final design.
Clean Water Act Section 404 Standard Individual Permit	United States Army Corps of Engineers (USACE)	Application for permit will be submitted to USACE after approval of the final Environmental Document. Permit will be acquired prior to completion of final design.
California Fish and Game Code Section 1602 Streambed Alteration Agreement	California Department of Fish and Wildlife (CDFW)	Application for permit will be submitted to CDFW after approval of the final Environmental Document. Permit will be acquired prior to completion of final design.
Air Quality Conformity Determination	Federal Highway Administration (FHWA)	FHWA's air quality conformity analysis determination letter will be obtained prior to approval of the final environmental document for the project.

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Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

ENVIRONMENTAL ISSUES WITH NO IMPACTS

As part of the scoping and environmental analysis carried out for the project, the following environmental issues were considered but no adverse impacts were identified. As a result, there is no further discussion about these issues in this document.

- *Coastal Zone* – California's Coastal Zone generally extends 1,000 yards inland from the mean high tide line. The project area is situated in Riverside County and is not located within the Coastal Zone. Therefore, the project is not subject to the federal Coastal Zone Management Act of 1972 (CZMA) or to the California Coastal Act of 1976.

- *Wild and Scenic Rivers* – The project is not near any National Wild and Scenic Rivers.

- *National Marine Fisheries Service (NMFS)* – This project is located outside of National Marine Fisheries Service (NMFS) jurisdiction; therefore, an NMFS species list is not required and no effects to NMFS species are anticipated.

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2.1 HUMAN ENVIRONMENT

2.1.1 Land Use

The proposed project is located in the central portion of the City of Coachella. The land use analysis is based predominately on information contained in the City of Coachella General Plan Update (General Plan), adopted April 22, 2015. Please refer to Section 2.1.2, Farmlands, for information pertaining to agricultural land use designations and zoning consistencies.

2.1.1.1 Affected Environment

2.1.1.1.1 Existing Land Use

East of SR-86, existing land uses are predominately agricultural and residential. West of SR-86, existing land uses are predominately residential, commercial, agricultural, institutional, and open space.

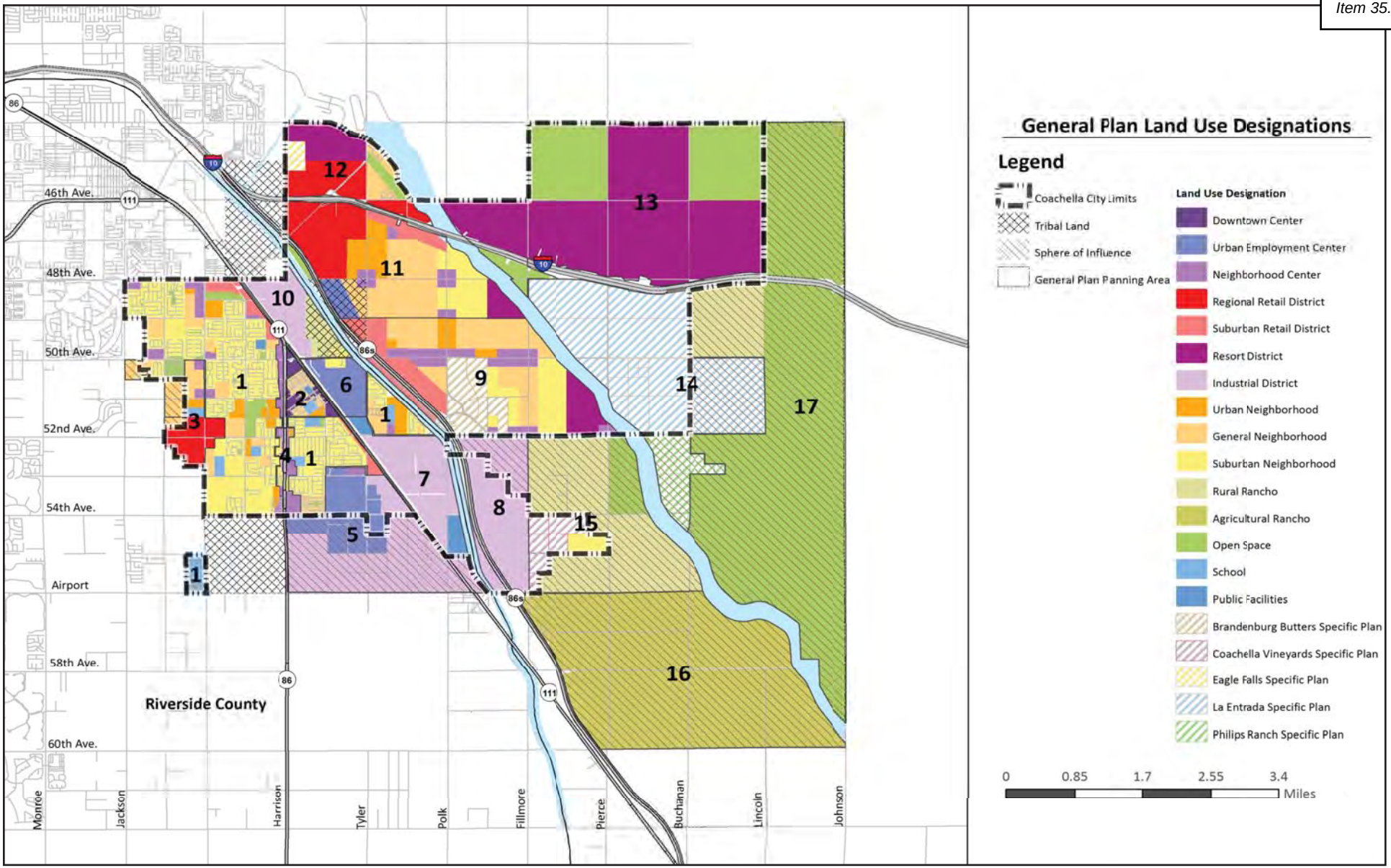
2.1.1.1.2 Future Land Use

Land use designations adjacent to the project site, as shown in the City's General Plan Figure 4-23, General Plan Designation Map, include Suburban Neighborhood, Open Space, Urban Employment Center, Suburban Retail District, Neighborhood Center, and Urban Neighborhood; refer to Figure 2.1.1-1, Coachella General Plan Land Use Designations. Areas north and west of the interchange are also identified as Tribal Land (Cabazon Band of Mission Indians). Based on the General Plan Figure 4-24, General Plan Subareas Map, existing subareas adjacent to the project site include Subarea 1 (West Coachella Neighborhoods), Subarea 6 (Downtown Expansion), Subarea 10 (North Employment District), and Subarea 9 (Central Coachella Neighborhoods); refer to Figure 2.1.1-2, Coachella General Plan Subareas.

According to the City of Coachella Official Zoning Map (2013), included as Figure 2.1.1-3, Coachella Zoning Map, the SR-86/Avenue 50 New Interchange and adjacent land uses have zoning designations of Residential Single Family (R-S), Agricultural Reserve (A-R), Open Space (O-S), Agricultural Transition (A-T), and Commercial Tourist Planned Unit Development (C-T, PUD) under the City's Zoning Code (Zoning Code). Single family residential uses to the south of Avenue 50 and west of the CVSC are specifically identified as Residential Estate (R-E). Land north of Avenue 50 and west of Tyler Street are identified as Tribal Land.

Multiple land development and transportation infrastructure projects are planned within and adjacent to the study area for future development. The locations of these projects are depicted on Figure 2.1.1-4, Planned Projects in the City of Coachella. According to the General Plan, Coachella's vision is to transform the City from a small town to a medium-sized, full-service city, and to diversify its economic activity and job opportunities. As a result, development within the City has been robust in recent years, and a substantial amount of new development is anticipated to continue throughout the City's planning horizon. Recent development trends in the City include multiple large specific plans, as well as commercial and public facilities and infrastructure that would be necessary to support the additional population that would result with implementation of these specific plans.

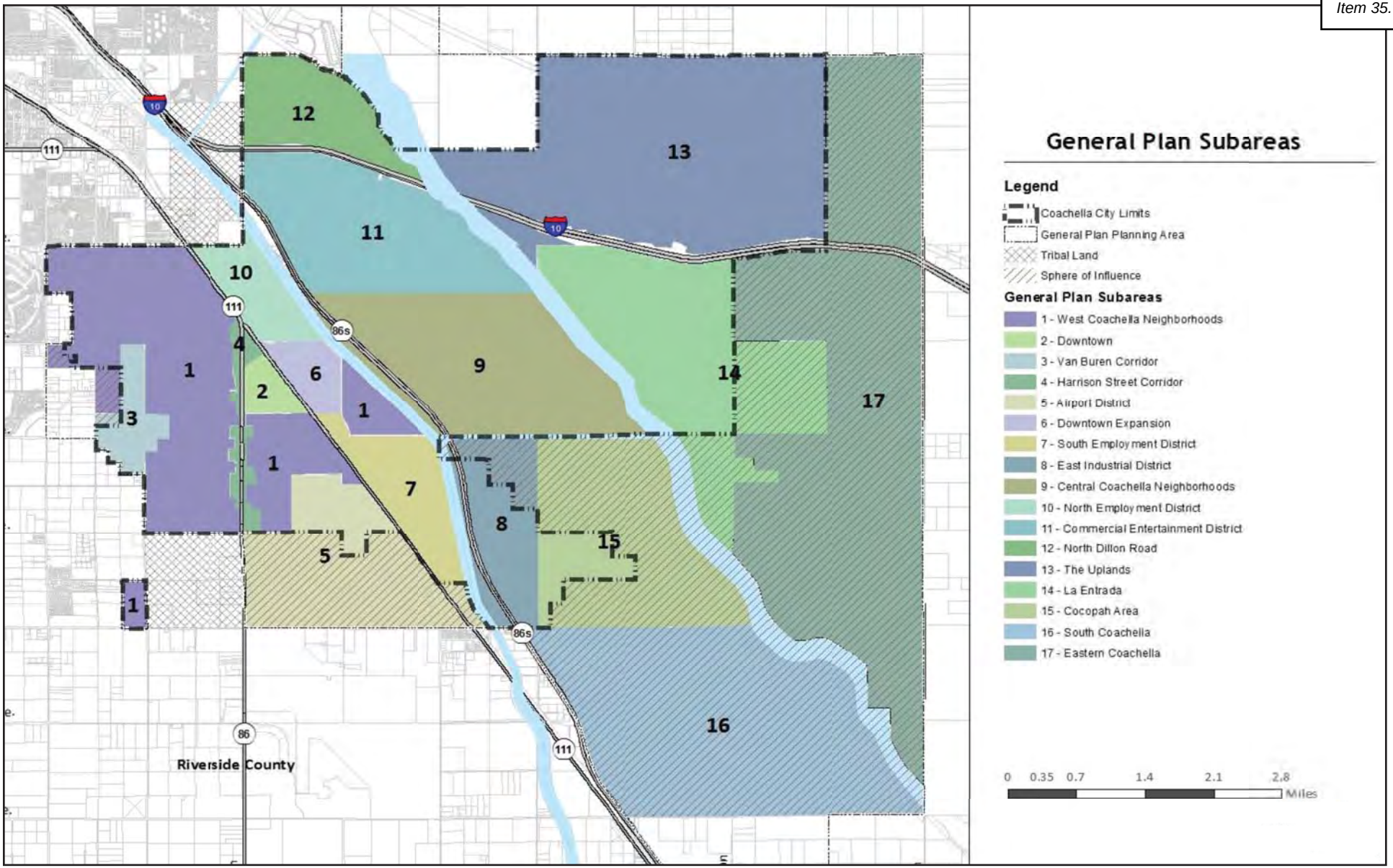
As shown on Figure 2.1.1-4, a portion of one specific plan (Brandenburg Butters Specific Plan) is located within the project vicinity. Further away, there are two other large specific plans located in the eastern portion of the City that would potentially utilize the proposed new



Source: City of Coachella General Plan Update 2035, January 2014.

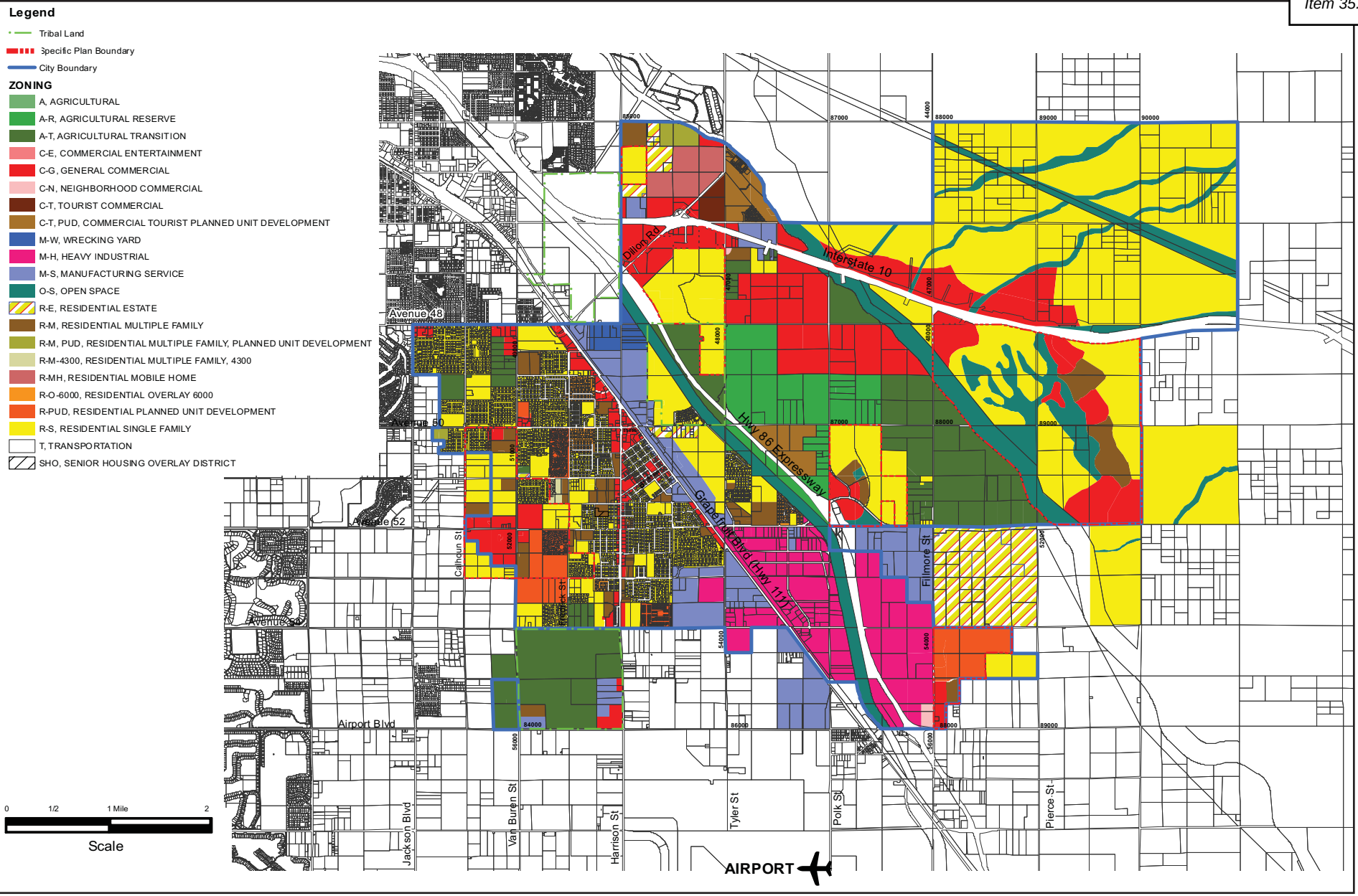
Coachella General Plan Land Use Designations

Figure 2.1.1-1



Source: City of Coachella General Plan Update 2035, January 2014.

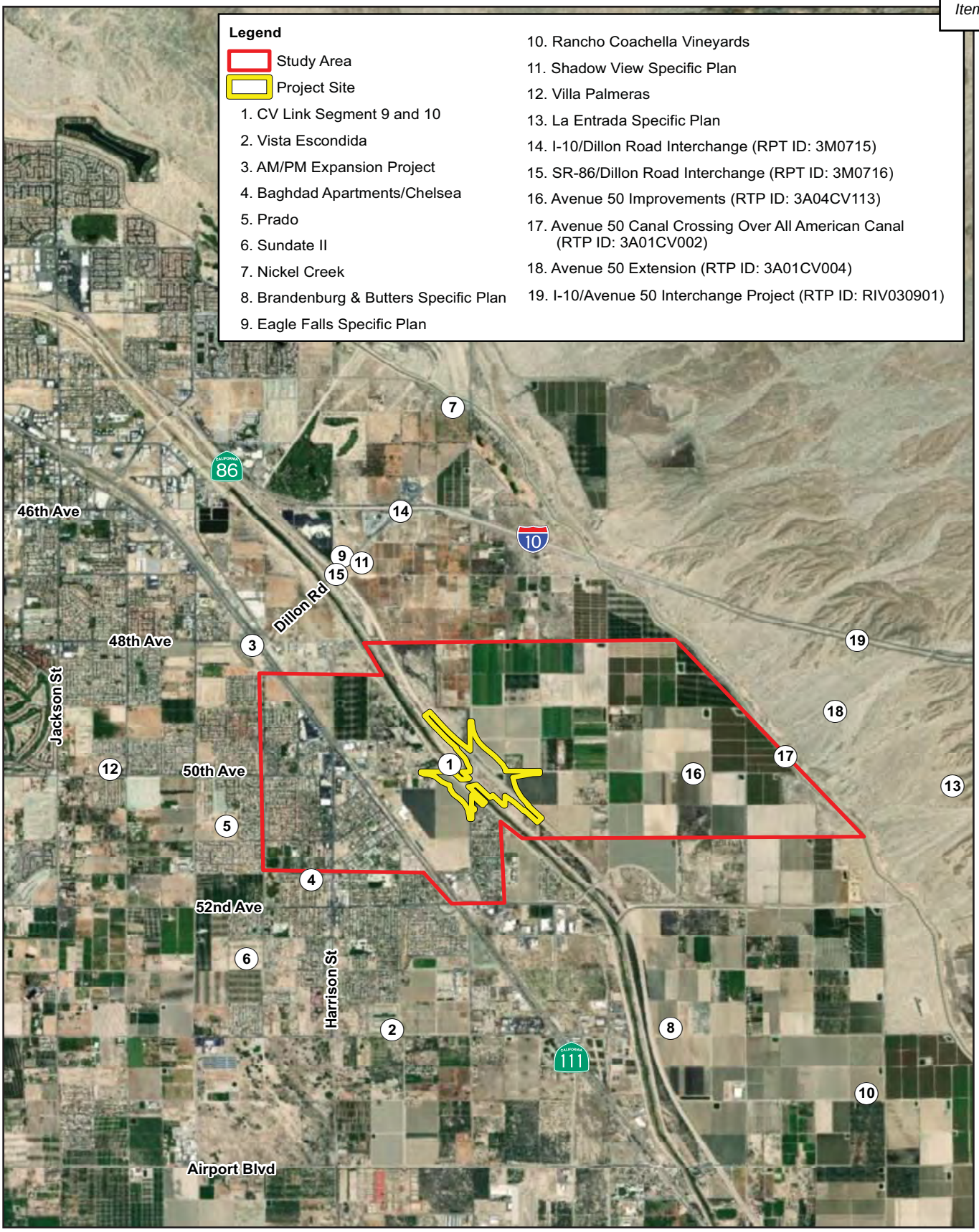
Coachella General Plan Subareas



INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Coachella Zoning Map

Figure 2.1.1-3



INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Planned Projects in the City of Coachella

11/18 | JN 159814

Figure 2.1.1-4

interchange at SR-86/Avenue 50 and new Avenue 50 bridge over the CVSC. These specific plans and other approved land development and transportation infrastructure projects under consideration by the City are listed in Table 2.1.1-1, Planned Projects and are identified on Figure 2.1.1-4.

Table 2.1.1-1: Planned Projects in the City of Coachella

Map ID*	Project Name	Project Description	Location	Status
1	CV Link Segments 9 and 10	3.5 miles of the total 50-mile CV Link alignment	Taylor Street to Airport Boulevard (Avenue 56)	First phase completed in Palm Springs, second phase commencing in La Quinta 2019.
2	Vista Escondida	282 single-family unit subdivision on 46.64 acres.	Northwest corner of Shady Lane and Avenue 54, Coachella.	25 percent of homes built; park and off-site improvements complete. Future phases to begin construction in 2019.
3	AM/PM Expansion Project	Construct new carwash, drive-thru restaurant, and retail buildings on 4.85 acres.	Southwest corner of Avenue 48 and Grapefruit Boulevard, Coachella.	Under construction. Phase 1 and 2 complete. Expected completion in 2020.
4	Baghdad Apartments/ Chelsea	General plan amendment from low-density residential; architectural review for 144-unit apartments and parcel map modification.	Southwest corner Calle Avila and Bagdad Avenue, Coachella.	First phase complete (56 units); off-site improvements complete. Second phase completed June 2018.
5	Prado	232 single-family unit subdivision.	West of Frederick Street between Avenue 50 and Avenue 51, Coachella.	65 homes built; all off-site improvements complete. Next phase of construction expected in 2018.
6	Sundate II	169 single-family unit subdivision.	Northwest corner Avenue 53 and Frederick Street, Coachella.	Tentative map revision approved. First phase of construction expected in 2020.
7	Nickel Creek	322 single-family unit subdivision on 64.64 acres.	Avenue 44, West of Dillon Road, Coachella.	Tentative map approved. Construction expected in 2020 or later.
8	Brandenburg & Butters Specific Plan	Revised Plan includes 212 single-family unit subdivision.	North of Avenue 54, between Fillmore Street and Polk Street, Coachella.	Tentative map approved. Construction expected in 2020 or later.
9	Eagle Falls Specific Plan	295 single-family unit subdivision on more than 90 acres.	North of I-10 West of Harrison Place, Coachella.	Tentative map approved. Construction expected in 2020 or later.
10	Rancho Coachella Vineyards	272 single-family unit subdivision 80 acres.	Northwest corner Avenue 55 and Pierce Street, Coachella.	Tentative map approved. Time extension granted. Construction expected in 2020 or later.
11	Shadow View Specific Plan	1,600 single-family unit subdivision on 368 acres.	Southeast of Dillon Road between I-10 and SR-86 Expressway, Coachella.	Tentative maps expired. Construction expected in 2020 or later.
12	Villa Palmeras	111 single-family attached and detached residential units on 11.58 acres.	South side of Avenue 50 between Jackson Street and Calhoun Street, Coachella.	Tentative map approved. Construction expected in 2020 or later.
13	La Entrada Specific Plan	7,800 residential units; mixed uses including high-density residential, commercial, public facilities, and other non-residential uses; three elementary schools and one middle school; 345 acres of parks/ recreation uses, including multi- purpose trails; 112 acres of roadway uses; and 557 acres of open space.	South of I-10 and east of All American Canal.	Specific Plan, environmental document, and Development Agreement approved. First phase of construction expected by 2020.
14	I-10/Dillon Road Interchange (RTP ID: 3M0715)			PSR approved in 2010.
15	SR-86/Dillon Road Interchange (RTP ID: 3M0716)			PSR approved in 2010.
16	Avenue 50 Improvements (RTP ID: 3A04CV113)			Final design.
17	Avenue 50 Canal Crossing over All American Canal (RTP ID: 3A01CV002)			Final design.
18	Avenue 50 Extension (RTP ID: 3A01CV004)			Final design.
19	I-10/Avenue 50 New Interchange Project (RTP ID: RIV030901)			Final design.

*Mapping ID Nos. correspond to those identified in Figure 2.1.1-4, Planned Projects in the City of Coachella.

Source: SR-86/Avenue 50 New Interchange Project Community Impact Assessment, dated September 2018.

The project site also includes a planned future alignment of the planned Coachella Valley (CV) Link project. CV Link is a 50 mile multi-modal transportation path proposed by Coachella Valley Association of Governments (CVAG) that would extend from the City of Palm Springs on the west to the City of Coachella on the east. The route is generally proposed along the levees of the CVSC and on local streets. CV Link is designed to accommodate the widest possible range of users, including pedestrians, bicyclists, low-speed electric vehicles (LSEVs), and mobility device users (wheelchairs and electric scooters). LSEVs include golf carts and neighborhood electric vehicles (NEVs). The project would accommodate a segment of the CV Link project along the south bank of the CVSC within the project limits.

2.1.1.1.2 Consistency with State, Regional, and Local Plans and Programs

Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life

The 2016-2040 RTP/SCS provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 20-year period, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address our mobility needs. The RTP seeks to identify regional solutions to transportation issues in Southern California. This comprehensive approach to regional planning is imperative to maintaining the unique social, environmental, cultural, and economic vitality for the tens of millions of people who would live, work, and play in Southern California. Federal and State regulations require SCAG, as the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO), to develop an RTP every four years in order for the region's transportation projects to qualify for federal and State funding. The RTP is updated to reflect changes in trends, progress made on projects, and to adjust the growth forecast for population changes. The 2016 RTP was adopted by SCAG's Regional Council on April 7, 2016, which subsequently received the required conformity determination letter from the FHWA and the Federal Transit Administration (FTA) on June 1, 2016.

SCAG's 2016 RTP provides the basic policy and program framework for long-term investment in the regional transportation system. Transportation investments in the SCAG region that receive State or federal transportation funds must be consistent with the RTP and must be included in the FTIP (see below) when ready for funding. The proposed project is included in SCAG's 2016-2040 RTP/SCS (as RTP IDs RIV061159 and RIV110825).

Southern California Association of Governments (SCAG) 2017 Federal Transportation Improvement Program (FTIP)

The FTIP, formerly referred to as the Regional Transportation Improvement Program (RTIP), is a capital listing of all transportation projects proposed over a six-year period for the SCAG region. The projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, freeway ramps, etc. In the SCAG region, a biennial FTIP update is produced on an even-year cycle. The FTIP is prepared to implement projects and programs listed in the RTP and developed in compliance with State and federal requirements. County Transportation Commissions have the responsibility under State law of proposing county projects, using the current RTP's policies, programs, and projects as a guide, from among submittals by cities and local agencies. The locally prioritized lists of projects are forwarded to SCAG for review. From this list, SCAG

develops the FTIP based on consistency with the current RTP, inter-county connectivity, financial constraint, and conformity satisfaction.

The proposed project is listed in SCAG's 2017 FTIP (approved June 2016, including Amendments 1-20) as a State Highway project (Project IDs RIV110825 and RIV061159). The project entry identifies the following scope of work:

- *RIV110825* – In the City of Coachella, Avenue 50 over Coachella Stormwater Channel: Replacement of a 2-lane low water crossing (Bridge No. 00L0055) with a 6-lane (3 lanes in each direction) bridge from 300-ft west of Apache Trail to SR-86 south intersection. Other improvements include bike lanes/trails, sidewalks, reconstruct traffic signal/driveways, channel scour protection, and removal of low water crossing and culverts (EA: 0C970).

- *RIV061159* – At SR-86/Avenue 50: Widen and construct new 6-through lane interchange from east of Coachella Stormwater Channel Bridge to east of Tyler Street. Improvements include: extended ramp acceleration/deceleration lanes, relocate/realign Avenue 50 and Tyler Street, bike lanes, sidewalks, and reconstruct traffic signals (SAFETEA LU 1702, CA583, #2543) (EA: 0C970).

The project will also be included in the SCAG 2019 FTIP.

Coachella Valley Multiple Species Habitat Conservation Plan

The Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) is a comprehensive, multi-jurisdictional habitat conservation plan focusing on preservation of species and their associated habitats within the Coachella Valley region of Riverside County. The primary goal of the CVMSHCP is to maintain and enhance biological diversity and ecosystem processes within the region while allowing the opportunity for future economic growth. The CVMSHCP covers 27 sensitive plant and wildlife species ("covered species") as well as 27 natural communities. Covered species include both listed and non-listed species that are sufficiently conserved by the CVMSHCP. The overall provisions for the plan are subdivided according to specific resource conservation goals that have been organized based on geographic areas defined as Conservation Areas. These areas are identified as Core, Essential, or Other Conserved Habitat for sensitive plant, invertebrate, amphibian, reptile, bird, and mammal species; Essential Ecological Process Areas; and Biological Corridors and Linkages. Each Conservation Area has specific Conservation Objectives that must be satisfied.

The CVMSHCP was prepared for the entire Coachella Valley and surrounding mountains to address current and potential future State and Federal Endangered Species Act issues in the Plan Area. A Memorandum of Understanding ("Planning Agreement") was developed to govern the preparation of the CVMSHCP. In late 1995 and early 1996, under the auspices of CVAG, the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage; County of Riverside; USFWS; California Department of Fish and Wildlife (CDFW); Bureau of Land Management; U.S. Forest Service; and National Park Service signed the Planning Agreement to initiate the planning effort. Subsequently, Caltrans, Coachella Valley Water District (CVWD), Imperial Irrigation District (IID), Riverside County Flood Control and Water Conservation District (County Flood Control), Riverside County Regional Park and Open Space District, Riverside County Waste Resources Management District, California Department of Parks and Recreation, and Coachella Valley Mountain Conservancy decided to participate in the CVMSHCP. Local Permittees would be required to ensure future development is consistent with the MSHCP.

The CVMSHCP balances environmental protection and economic development objectives in the plan area and simplifies compliance with endangered species related laws. The CVMSHCP is intended to satisfy the legal requirements for the issuance of permits that would allow the Take of species covered by the plan in the course of otherwise lawful activities. The CVMSHCP would, to the maximum extent practicable, minimize and mitigate the impacts of "Take" and provide for Conservation of the Covered Species. Implementation of the MSHCP would be overseen and administered by the Coachella Valley Conservation Commission (CVCC), a joint powers authority formed by the Local Permittees pursuant to the requirements of the California Government Code and other appropriate legal authorities. Each participating Permittee or local jurisdiction within the Coachella Valley region would impose a development mitigation fee for new development projects within its jurisdiction. With payment of the mitigation fee and compliance with the requirements of the CVMSHCP, full mitigation compliance with CEQA, the NEPA, California Endangered Species Act (CESA), and Federal Endangered Species Act (FESA) would be granted.

The CDFW issued the Natural Community Conservation Plan permit for the CVMSHCP on September 9, 2008, and the USFWS issued the final permit for the CVMSHCP on October 1, 2008. The MSHCP "balances environmental protection and economic development objectives in the plan area and simplifies compliance with endangered species related laws" (CVAG 2007). It currently covers 27 species; a Reserve System would be established within 21 Conservation Areas based on occurrences of 27 natural communities that provide habitat for the Covered Species. The Biological Study Area (BSA) associated with the proposed project is located in the CVMSHCP Area, but is located outside of all associated Conservation Areas (Natural Environment Study [NES], May 2018).

City of Coachella General Plan

The City of Coachella's General Plan was adopted on April 22, 2015, and it establishes a comprehensive framework through which the City manages its growth and development.

Mobility Element

The Mobility Element addresses both automobile travel as well as the movement of bicycles, pedestrians, and transit users. Rather than prioritize one mode of travel as compared to another, the goals and policies outlined are focused on creating a balanced transportation system in which all modes of travel are treated equally. Relevant mobility-related goals and policies in the General Plan are described below.

ME Goal 1 – Complete Streets. A balanced transportation system that accommodates all modes of travel safely and efficiently without prioritizing automobile travel at the expense of other modes.

ME Policy 1.1 – Complete streets for new construction. Require that the planning, design and construction of all new transportation projects consider the needs of all modes of travel to create safe, livable and inviting environments for pedestrians, bicyclists, motorists and public transit users of all ages and abilities.

ME Policy 1.2 – Complete streets for existing roadways. Require that the planning, design and reconstruction of any existing transportation projects consider the needs of all travel modes to the extent feasible.

ME Policy 1.6 – Pedestrian and cyclist safety. Balance the safety concerns of pedestrians and cyclists with motor vehicles and emergency response to ensure that the safety of all users of the transportation system is considered.

ME Policy 1.7 – Street Beautification: Require that the City maintain consistency among landscape and streetscape elements along roadway projects to create a more uniform approach to these items throughout the City.

ME Goal 3 – Pedestrian Network. A safe pedestrian network that provides direct connections between residences, employment, shopping and civic uses.

ME Policy 3.3 – Sidewalks for roadways. Require that the City provide wide sidewalks along all roadways which are built or reconstructed in the City except in those instances in which there is insufficient right-of-way or other physical limitations.

ME Goal 4 – Bicycle Trail Network. A bicycle and multi-use trail network that facilitates bicycling for commuting, school, shopping and recreational trips.

ME Policy 4.1 – Bicycle networks. Require that the City provide additional bicycle facilities along all roadways in the City which are built or reconstructed in the City except in those instances in which there is insufficient right-of-way or other physical limitations.

ME Goal 6 – Sustainable Transportation. A sustainable transportation system that can be built, operated, and maintained within the City's existing and future resource limitations.

ME Policy 6.5 – Sustainable Landscaping. Promote the use of sustainable landscape and streetscape elements along roadways and other transportation facilities as they are constructed or reconstructed.

Land Use and Community Character Element

The Land Use and Community Character Element provides a long-term vision, goals, and policies for land use and development in Coachella over the next 20 to 30 years. Over this time, Coachella is expected to grow significantly and transform from a small town to a medium sized city. The goals and policies in the Land Use and Community Character Element are critical to the overall development of the City. In addition to regulating land use and development intensity, this element also regulates the form and character of development that would occur and the connections between development projects. Relevant land use-related goals and policies in the General Plan are described below.

LU Policy 3.3 – Pedestrian barriers. Discourage physical barriers to walking and bicycling between and within neighborhoods and neighborhood centers. If physical barriers are unavoidable, provide safe and comfortable crossings for pedestrians and cyclists. Physical barriers may include arterial streets with speed limits above 35 mph, transit or utility rights-of-way, very long blocks without through-streets, and sound walls, among others.

LU Goal 9 – Corridors and Connectivity. A network of transportation and open space corridors throughout the City that provides a high level of connectivity for vehicles, cyclists and pedestrians.

LU Policy 9.4 – Transportation corridors. Plan and reserve transportation corridors in coordination with land use.

- Avenues 50 and 52. Establish Avenues 50 and 52 as important cross-town corridors that connect Coachella, serve as transitions between neighborhoods, provide opportunities for local-serving retail and balance the needs of multiple transport modes.

2.1.1.2 Environmental Consequences

Alternative 1 (No-Build Alternative)

The No-Build Alternative is not consistent with State and regional plans and programs, or the City's General Plan for this area. Refer to Table 2.1.1-2, Consistency with State, Regional, and Local Plans and Programs.

Alternatives 7 and 8 (Build Alternatives)

While permanent ROW acquisition would be required, conversion of these vacant, residential, agricultural, and commercial (radio tower station) uses to a roadway use would not trigger a new land use requiring an amendment to the City's General Plan Land Use Element for both Build Alternatives 7 and 8. Relocation of the one residential use would occur within a comparable land use area in the City, which would not necessitate a General Plan Amendment. Therefore, no permanent land use impacts would occur.

As outlined above, the proposed project is a planned project per the City's General Plan Mobility Element. Build Alternatives 7 and 8 would be consistent with State, regional, and local plans and programs, as identified in Table 2.1.1-2.

Table 2.1.1-2: Consistency with State, Regional, and Local Plans and Programs

Policy	No-Build Alternative	Build Alternatives 7 and 8
Regional Plans and Programs		
Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)	**Not Consistent.** The project is included in SCAG's 2016-2040 RTP/SCS as RTP IDs RIV061159 and RIV110825. As such, implementation of the No-Build Alternative would not be consistent with the 2016-2040 RTP/SCS since the transportation improvements that would be provided by the project would not be constructed under the No-Build Alternative.	**Consistent.** The project is included in SCAG's 2016-2040 RTP/SCS as RTP IDs RIV061159 and RIV110825. As such, implementation of Build Alternatives 7 and 8 would be consistent with the 2016-2040 RTP/SCS since the transportation improvements that would be provided by the project would be constructed under Build Alternatives 7 and 8.
Southern California Association of Governments (SCAG) 2017 Federal Transportation Improvement Program (FTIP)	**Not Consistent.** The project is included in SCAG's 2017 FTIP as Project ID RIV061159 and RIV110825. As such, implementation of the No-Build Alternative would not be consistent with the 2017 FTIP since the transportation improvements that would be provided by the project would not be constructed under the No-Build Alternative.	**Consistent.** The project is included in SCAG's 2017 FTIP as Project ID RIV061159 and RIV110825. As such, implementation of the Alternative 7 or Alternative 8 would be consistent with the 2017 FTIP since the transportation improvements that would be provided by the project would be constructed under the project.

Table 2.1.1-2: Consistency with State, Regional, and Local Plans and Programs [continued]

Policy	No-Build Alternative	Build Alternatives 7 and 8
Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)	**Not Consistent.** The proposed project is recognized as a Covered Activity under the CVMSHCP. In developing the conservation goals and objectives of the CVMSHCP, the project was determined to be consistent with the biological goals and objectives of the CVMSHCP. The project is located within the boundaries of the CVMSHCP, although it is not located within any identified Conservation Areas. As the project is a Covered Activity, even though it is located outside designated Conservation Areas, because the project is an identified covered project, implementation of the No-Build Alternative would not be consistent with the CVMSHCP.	**Consistent.** As indicated in the CVMSHCP Table 7-3, CVAG Regional Road Projects, Caltrans and the City of Coachella are both agencies identified in conjunction with the State Route 86/Avenue 50 New Interchange Project. Implementing Agencies are obligated to acquire land and fund the Monitoring Program, the Management program, and Adaptive Management is described in Section 6.6.1 and Section 6.6.2 of the CVMSHCP. The proposed project is recognized as a Covered Activity under the CVMSHCP. In developing the conservation goals and objectives of the CVMSHCP, the project was determined to be consistent with the biological goals and objectives of the CVMSHCP. The project is located within the boundaries of the CVMSHCP, but is not located within any identified Conservation Areas. As such, no CVMSHCP Conservation Areas would be impacted from project implementation. Although the project is a Covered Activity located outside designated Conservation Areas, construction of the project is still expected to be consistent with the applicable avoidance, minimization, and mitigation measures set forth in Section 4.4 of the CVMSHCP. No further avoidance, minimization, and mitigation measures are required. See Section 2.3, "Biological Environment" in this chapter of this Environmental Document for more detailed discussion regarding the proposed project's consistency with the CVMSHCP.
Local Plans and Programs		
City of Coachella General Plan Mobility Element: Goal 1 - Complete Streets, Policies 1.1, Complete streets for new construction; 1.2, Complete streets for existing roadways; 1.6, Pedestrian and cyclist safety; and 1.7, Street Beautification	**Not Consistent.** Under the No-Build Alternative, no changes to the existing roadways would occur in the project area. This alternative would not improve interchange traffic operations, nor would it contribute to the achievement of the City's mobility goals, particularly those excerpted herein as part of the City of Coachella General Plan discussion.	**Consistent.** With implementation of the proposed Build Alternatives 7 and 8, the project would contribute to a balanced transportation system that accommodates all modes of travel safely and efficiently without prioritizing automobile travel at the expense of other modes. Through the proposed sidewalks, dedicated LSEV lanes, LSEV connections, and accommodation of the CV Link right-of-way, the project considers all modes of travel to create safe environments for pedestrians, bicyclists, motorists, and public transit users. Not only would the project accommodate these alternative modes of transportation, but would also increase connectivity of automobiles in the area, including emergency vehicle access. Further, all City General Plan goals and policies pertaining to street trees would be incorporated into the improvements proposed within City right-of-way, as part of the City's design review process.
Goal 4, Bicycle Trail Network, Policies 3.3, Sidewalks for roadways; and 4.1, Bicycle networks	**Not Consistent.** Under the No-Build Alternative, no changes to the existing roadways would occur in the project area. This alternative would not improve interchange traffic operations, nor would it contribute to the achievement of the City's mobility goals, particularly those excerpted herein as part of the City of Coachella General Plan discussion.	**Consistent.** Development of Build Alternatives 7 and 8 would provide wide sidewalks and bicycle lanes along all project roadways, removing the existing physical limitations imposed by the CVSC and SR-86.

Table 2.1.1-2: Consistency with State, Regional, and Local Plans and Programs [continued]

Policy	No-Build Alternative	Build Alternatives 7 and 8
Goal 6, Sustainable Transportation, Policy 6.5, Sustainable Landscaping	**Not Consistent.** Under the No-Build Alternative, no changes to the existing roadways would occur in the project area. This alternative would not improve interchange traffic operations, nor would it contribute to the achievement of the City's mobility goals, particularly those excerpted herein as part of the City of Coachella General Plan discussion.	**Consistent.** All City General Plan goals and policies pertaining to streetscape and sustainable landscape would be incorporated into the improvements proposed within City right-of-way, as part of the City's design review process.
City of Coachella General Plan Land Use and Community Character Element: Policy 3.3, Pedestrian barriers	**Not Consistent.** Under the No-Build Alternative, no changes to the existing roadways would occur in the project area. This alternative would not improve the physical barriers to pedestrians and bicyclists presented by the SR-86 corridor.	**Consistent.** Build Alternatives 7 and 8 support development patterns and urban design comprised of complete, walkable streets that support healthy and active lifestyles. Implementation of the project would encourage walkability by maximizing connectivity both to the future CV Link Project, as well as between the east and west sides of SR-86.
Goal 9, Corridors and Connectivity, Policy 9.4, Transportation corridors	**Not Consistent.** Under the No-Build Alternative, no changes to the existing roadways would occur in the project area. This alternative would not improve interchange traffic operations, nor would it contribute to the achievement of the City's mobility goals, particularly those excerpted herein as part of the City of Coachella General Plan discussion.	**Consistent.** The proposed project would enhance the City's network of transportation and open space corridors (particularly along Avenue 50, SR-86, and the CVSC), which provides a high level of connectivity for vehicles, bicyclists, and pedestrians in the project area. These proposed corridors would increase the City's green/open space network along, and to, the CVSC.

2.1.1.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.1.1.4 Parks and Recreational Facilities

2.1.1.4.1 Affected Environment

There is one public park located within 0.5-mile of the project site, as described below.

- Sierra Vista Park is a park that adjoins the project site in the southwest quadrant at 50-570 Calle Mendoza, in the City of Coachella. This 2.6-acre park includes one basketball court, and a playground and picnic tables. The facility is owned and operated by the City and is open to the public.

2.1.1.4.2 Environmental Consequences

Alternative 1 (No-Build Alternative)

No temporary, permanent, and/or indirect impacts on the aforementioned parks/recreational facilities would occur with implementation of the No-Build Alternative, since no construction activity or land use changes would occur with this alternative.

Alternatives 7 and 8 (Build Alternatives)

A detailed discussion of temporary, permanent, and indirect impacts of the Build Alternatives on the aforementioned parks/recreational facilities is provided in Appendix A to this Environmental Document.

Potential project effects related to the Sierra Vista Park are discussed below.

Sierra Vista Park

As discussed above, Sierra Vista Park is a park that adjoins the project site in the southwest quadrant at 50-570 Calle Mendoza, in the City of Coachella. This 2.6-acre park includes one basketball court, and a playground and picnic tables. The facility is owned and operated by the City and is open to the public. Thus, it is considered a Section 4(f) property under the provisions of Section 4(f).

There are a number of existing electrical power poles within Sierra Vista Park that would require removal as part of Phase 1 of project construction. Specifically, there are four power poles located within Sierra Vista Park that would be removed under construction of the Build Alternatives (pole numbers T-17671; T-17672; T-17673; and T-17674). Figure A-4 of Appendix A, Project Improvements Relative to Sierra Vista Park, shows the location of the affected power poles. Construction activities associated with the power pole relocation would be of short duration (approximately one week). During this brief period, the park may require closure for safety purposes. Measure PR-1 would ensure that closure information is received by the City 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.

Upon completion of the power pole removal, full use of Sierra Vista Park would be restored and users of the park would continue to utilize the park facilities as they currently do. The removal of the power poles would represent a beneficial impact during long-term operations, since these existing obstructions would be removed.

Construction of the re-alignment of Tyler Street is expected to be completed within one to three months. Throughout the duration of construction of the re-alignment of Tyler Street, pedestrian access to Sierra Vista Park would be maintained (aside from the maximum of one week when power pole relocation in Sierra Vista Park occurs). Park users would be able to park along the streets located in the neighborhood immediately south of the park during the re-alignment of Tyler Street and construction of the cul-de-sac. Roadside parking within walking distance of the park would be available specifically on Calle Mendoza, Calle Pizano, Corte Olivia, and Las Flores Avenue, all of which are located less than 0.25-mile from the park. Additionally, a sidewalk is currently provided along the eastern side of Tyler Street. The sidewalk along Tyler Street would remain open throughout project construction.

A temporary loss of parking for users of the park would occur during Phase 1 of project construction. There are currently 11 parallel parking stalls located on the east side of Tyler Street along the park's western border; no parking is permitted along the west side of Tyler Street. Following project completion, access to Sierra Vista Park would be provided via a new driveway extending immediately north of Calle Mendoza. This driveway would include 11 diagonal parking spaces along the eastern side and three parallel parking spaces along each side of the roadway. A cul-de-sac would be provided at the end of the driveway. Refer to Figure A-4 of Appendix A for the location of proposed parking.

As summarized above, based on review of preliminary engineering efforts to-date for the proposed project, Caltrans anticipates concluding that the proposed project would result in no use of Sierra Vista Park, and that regarding Sierra Vista Park, the project satisfies the criteria for a Temporary Occupancy exception as set forth in 23 CFR 774.13(d). Written correspondence took place with Ms. Maritza Martinez**,** Public Works Director at the City of Coachella, in this regard and the City provided their agreement with the temporary occupancy exception determination.

As noted above, the removal of power poles from Sierra Vista Park would take a maximum of one week, and the realignment of Tyler Street would last from one to three months. The scope of work for the proposed project in relation to Sierra Vista Park would be minor and would result in beneficial impacts for park users after the poles are removed. This duration would be shorter than construction of Phase 1 of the project (12 months). Access to the park would be maintained continuously during the realignment of Tyler Street, and an increased amount of parking would be provided adjacent to Sierra Vista Park, as compared to existing conditions. Moreover, Measure PR-1 would require that the City of Coachella 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. Accordingly, the project would not interfere with the protected activities, features, or attributes of the property. Additionally, there would be no change in ownership of any land associated with Sierra Vista Park.

Since the proposed project would result in no use of Sierra Vista Park, this facility meets the Section 4(f) exception requirements of 23 CFR 774.13(d). In addition, the project would have minimal adverse constructive use effects (i.e., "proximity" impacts), that would substantially impair the activities, features, and/or attributes that qualify this facility for protection under Section 4(f), such as access (discussed above), visual/aesthetics (refer to Section 2.1.7), air quality (refer to Section 2.2.6), and noise (refer to Section 2.2.7). As such, the project would not represent a use of this resource under the provisions of Section 4(f).

The above-referenced parks and recreational resources are shown on Figure A-1 in Appendix A. These resources were evaluated to assess whether they would trigger the requirements for protection under Section 4(f). As discussed in Appendix A, although there are Section 4(f) resources located within 0.5-mile of the project area, the project would not result in a use of these Section 4(f) resources. Refer to Appendix A for additional discussion regarding evaluation of the project under Section 4(f).

In California, public parks operated by public agencies are protected by the Park Preservation Act (California Public Resources Code [PRC] Sections 5400-5409). As defined by the Park Preservation Act, "public park" means any park operated by a public agency. The Park Preservation Act prohibits local and State agencies from acquiring any property that is in use as a public park at the time of acquisition unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the park land and any park facilities on that land. Because neither of the Build Alternatives would result in the acquisition of land in use as a public park, the requirements of the Park Preservation Act do not apply to the proposed project.

2.1.1.4.3 Avoidance, Minimization, and/or Mitigation Measures

Refer to Appendix A, Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determination. Measure PR-1 would ensure that closure information for Sierra Vista Park is received by the City a minimum of 60 days in advance, so that the City would be able to provide 30 days advance notice of closure to the neighborhood from Calle Mendoza south to Avenue 52.

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2.1.2 Farmland

2.1.2.1 Regulatory Setting

The National Environmental Policy Act (NEPA) and the Farmland Protection Policy Act (FPPA, 7 United States Code [USC] 4201-4209; and its regulations, 7 Code of Federal Regulations [CFR] Part 658) require federal agencies, such as the Federal Highway Administration (FHWA), to coordinate with the Natural Resources Conservation Service (NRCS) if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. For purposes of the FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance.

The California Environmental Quality Act (CEQA) requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to discourage the early conversion of agricultural and open space lands to other uses.

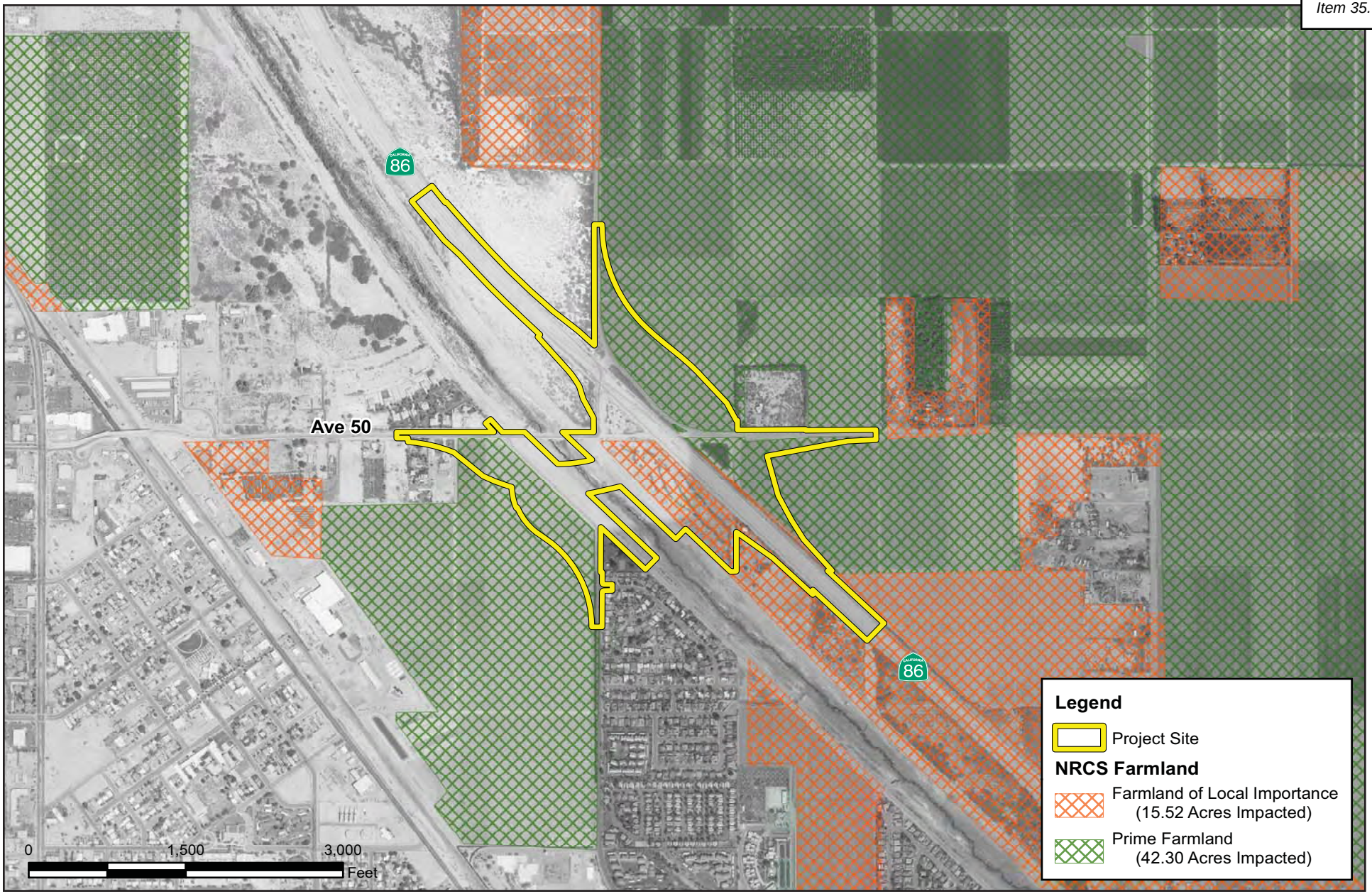
2.1.2.2 Affected Environment

Information in this section is based on the August 2018 Community Impact Assessment (CIA) that was prepared for the proposed project.

The California Department of Conservation, Office of Land Conservation maintains a statewide inventory of farmlands. These lands are mapped by the Division of Land Resource Protection (DLRP) as part of the Farmland Mapping and Monitoring Program (FMMP). For the purposes of this analysis, farmland includes lands identified by the State of California Department of Conservation as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, and Farmland of Local Importance, as well as those properties encumbered by a Williamson Act preserve contract.

Cultivated farmland, consisting of a variety of row crops, is located within both the northeast and southwest quadrants of the interchange. Row crops within the project area have historically included fruits and vegetables (lettuce, celery, broccoli, strawberries, etc.) but can vary widely due to seasonal demand and market conditions. The cultivated land in the southwest quadrant has been designated as Prime Farmland by the California Department of Conservation, DLRP. In the northeast quadrant, there are both Prime Farmland and Farmland of Local Importance designations for the cultivated land. None of these farmlands are currently committed to future development. Refer to Figure 2.1.2-1, Important Farmland Map.

There are no Williamson Act lands within the project area.



INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Important Farmland Map

11/18 | JN 159814

Figure 2.1.2-1

2.1.2.3 Environmental Consequences

2.1.2.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

Since no construction or physical changes to the environment would occur under the No-Build Alternative, no conversion of farmland would result; therefore, no temporary impacts would occur under this alternative.

Alternatives 7 and 8 (Build Alternatives)

Potential impacts to farmland associated with Phase 1 and Phase 2 construction and operation of the Build Alternatives are considered permanent. Refer to Section 2.1.2.3.2, Permanent Impacts, below.

2.1.2.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

There would be no permanent impacts under the No-Build Alternative since no farmland conversion would occur.

Alternatives 7 and 8 (Build Alternatives)

In the context of permanent impacts to farmland, the two agricultural parcels discussed below are owned by the same entity. Accordingly, the discussion of Alternatives 7 and 8, as well as the phasing of the project (Phase 1 and Phase 2), is combined into a single discussion since implementation of either Build Alternative and would result in similar impacts and impacts would be addressed as a single project.

Construction would occur in two phases and is anticipated to last approximately 27 months. Although grading and construction impacts would be temporary, it is expected that agricultural activities will not be restored in these areas, due to a lack of accessibility for agricultural equipment. As such, these impacts to agricultural lands are considered permanent impacts. Project implementation would bisect two agricultural parcels (Assessor's Parcel Number [APN]: 778-170-011 and 603-330-010), resulting in 13.35 acres of remnant portions of the parcels following construction of the project, considered to be an indirect conversion of farmland acreage. Either Build Alternative would directly convert 44.47 acres of farmland. The total acreage of permanently impacted farmland is 57.82 acres (refer to Table 2.1.2-1: Important Farmland Conversion, and Figure 2.1.2-1: Important Farmland Map). The project is subject to the FPPA, 7 USC 4201-4209; and its regulations, 7 CFR Part 658). The FPPA requires Federal agencies to "…coordinate with the Natural Resources Conservation Service (NRCS) to examine the effects of farmland conversion…" before they approve any activity that would convert farmland. According to the FPPA, Section 658.2, farmland does not include land already in or committed to urban development. In order to determine permanent farmland impacts in the study area, per the FPPA, a Farmland Conversion Impact Rating Form (Form AD-1006) was completed for the Build Alternatives and submitted to the NRCS for review. Documentation of coordination with NRCS is provided in Chapter 4.0 of this document, Comments and Coordination.

Both Build Alternatives rated the same combined score of 179 points on the land evaluation and site assessment portion of the Form AD-1006. When the total points equal or exceed 160, it is expected that alternative actions be considered that could reduce adverse impacts. Refer to Appendix H, Farmland Impact Rating Form, of this document.

Table 2.1.2-1: Important Farmland Conversion

Alternative	Total Farmland Affected (acres)	Prime Farmland (acres)	Farmland of Local Importance (acres)	Direct Impact (acres)	Indirect Impact (acres)	Percent of Important Farmland in County	Farmland Conversion Impact Rating
Build Alternatives	57.82	42.30	15.52	44.47	13.35	0.006%	179

Although the Form AD-1006 threshold of 160 has been exceeded, Riverside County as a whole contains 419,835 acres of important farmland, meaning that the proposed project comprises a total of 0.006 percent of important farmland in Riverside County. Additionally, the City's General Plan does not assign an "agricultural" land use designation to these areas, but rather, residential and commercial land use designations. As stated in General Plan Policy 2.14, Reserve Development Areas, subareas 13, 15, and 16 will maintain their current land or agricultural use until the identified "High Priority Development Areas" are at least 60 percent developed with urban uses or preserved open spaces. Consistent with Policy 2.14, the project site is located in subareas 6, 9, and 10, which are areas identified as "High Priority Development Areas" in the General Plan. Refer to Figure 2.1.1-2: Coachella General Plan Subareas in Section 2.1.1, Land Use, in this IS/EA.

The western portion of the project site (west of the Coachella Valley Stormwater Channel [CVSC]) is zoned "residential single family," the CVSC is zoned "open space" and the eastern portion of the project site is zoned "PUD, commercial tourist planned unit development," "agricultural reserve," and "agricultural transition." However, as a roadway project, the Build Alternatives would not result in the creation of a new land use or development that would result in a zoning conflict resulting in the need for a zone change. Although the Build Alternatives would provide infrastructure that is intended to serve future planned growth, any future development project within agricultural areas of the City would be subject to a case-by-case zoning consistency review as part of its entitlement process.

Although the Build Alternatives have received a combined score of 179 on the Form AD-1006, exceeding the threshold where alternative actions should be considered, the NRCS data indicates that the prime and unique farmland to be converted to non-agricultural use comprises just 0.006 percent of farmland in the County jurisdiction. Accordingly, the measure which has been incorporated into the project, which provides property owners with just compensation and fair market value for their property, is considered appropriate to address the project's acquisition of agricultural land for non-agricultural use.

2.1.2.4 Avoidance, Minimization, and/or Mitigation Measures

Implementation of minimization measure ROW-1 will appropriately address the project's acquisition of agricultural land for non-agricultural use.

2.1.3 Growth

2.1.3.1 Regulatory Setting

The Council on Environmental Quality (CEQ) regulations, which established the steps necessary to comply with the National Environmental Policy Act (NEPA) of 1969, require evaluation of the potential environmental effects of all proposed federal activities and programs. This provision includes a requirement to examine indirect effects, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations (40 Code of Federal Regulations [CFR] 1508.8) refer to these consequences as indirect impacts. Indirect impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The California Environmental Quality Act (CEQA) also requires the analysis of a project's potential to induce growth. The CEQA guidelines (Section 15126.2[d]) require that environmental documents "…discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…"

2.1.3.2 Affected Environment

Information for this section was derived from the Community Impact Assessment (August 2018) that was prepared for the project. The affected environment for growth effects includes the community impact study area boundaries shown in Figure 2.1.4-1, Community Impact Study Area, in Section 2.1.4, Community Impacts, of this IS/EA.

As discussed in Section 2.1.1, Land Use, of this IS/EA, development within the City has been robust in recent years, and a substantial amount of new development is anticipated to continue throughout the City's planning horizon. Recent development trends in the City include multiple large specific plans, as well as commercial and public facilities and infrastructure that would be necessary to support the additional population that would result with implementation of these specific plans.

Population Growth Rates. Table 2.1.3-1 below, shows the projected population, housing units, and employment figures for both the City of Coachella and the County of Riverside for year 2012 and future year 2040, according to the Growth Forecast Appendix of the *2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS),* adopted by the Southern California Association of Governments (SCAG) in June 2016. This data shows that population, housing unit, and employment growth in the City will dramatically increase in the next 20 years. In fact, the City's population is projected to more than triple from about 42,000 people, to just over 146,000 in 2040. This is a major contrast to the slower rate of growth projected in Riverside County. Overall, the County's population is expected to increase from 2.2 million people to approximately 3.2 million in 2040, an increase of 41.1 percent.

Table 2.1.3-1: Population, Housing Unit and Employment Projections for the City and County

Type	Location	2012	2040
Population	City of Coachella	42,400	146,300
	Riverside County	2,245,100	3,168,000
Housing Units	City of Coachella	9,200	40,100
	Riverside County	694,400	1,048,500
Employment	City of Coachella	8,500	34,400
	Riverside County	616,700	1,174,300

Source: Growth Forecast Appendix, 2016 RTP/SCS, SCAG, June 2016, Table 11.

Planned Land Use. For the purposes of planned land use organization, Coachella is divided into 17 distinct and unique subareas. The purpose of the subareas is to define an overall vision and specific policy direction that supplements the *General Plan* designations and the citywide goals and policies. Descriptions of each of the 17 subareas are included in the Land Use and Community Character Element of the General Plan.

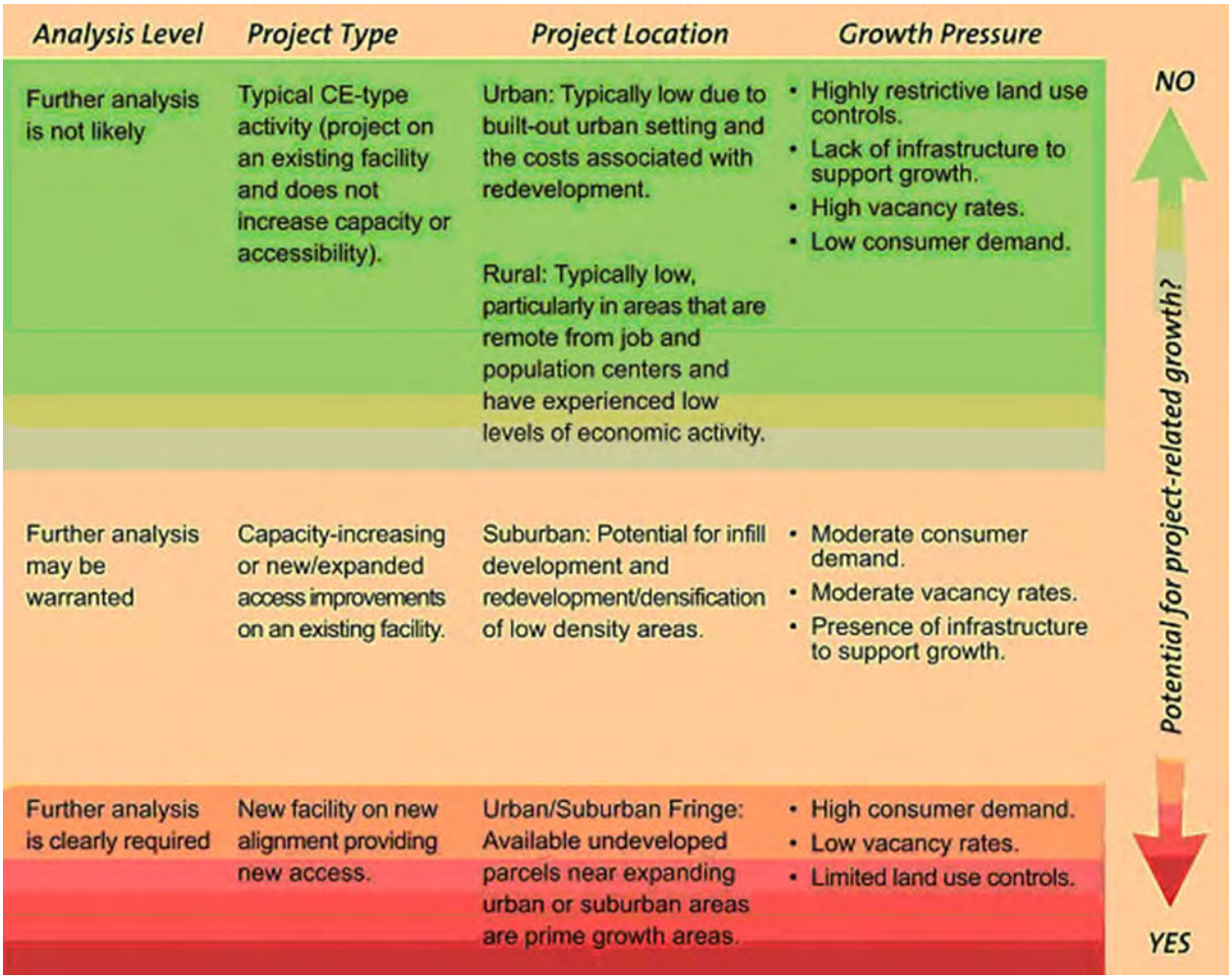
The study area encompasses seven (7) different subareas, as identified in the *General Plan.* As discussed in Section 2.1.1 of this IS/EA, the study area traverses subareas 1, 2, 4, 6, 9, 10 and 11; four out of five of which are designated as Priority Growth Areas in the General Plan, targeted for growth through City policies and actions, as described in the Land Use and Community Character Element Policy 2.12.

First-Cut Screening Methodology. According to the Caltrans guidance document titled *Guidance for Preparers of Growth-related, Indirect Impact Analyses* (May 2006), the first step in determining whether a project could potentially influence growth and development is to perform a "first-cut screening." The "first-cut screening" process evaluates the potential for growth-related effects and whether further analysis is required through addressing the following:

- How, if at all, does the project potentially change accessibility?
- How, if at all, does the project type, project location, and growth pressure potentially influence growth?
- Is project-related growth reasonably foreseeable as defined by NEPA (under NEPA, indirect impacts need only be evaluated if they are reasonably foreseeable as opposed to remote and speculative)?
- If there is project-related growth, how, if at all, will that affect resources of concern?

Figure 2.1.3-1, Analysis Considerations Related to Determining Potential for Project-Related Growth, helps illustrate the relationship between project type, location and growth pressure, and the potential for project-related growth. If the first-cut screening results in a determination that further analysis is required regarding growth, additional analysis steps must be followed, as described in Chapter 6 of the Guidance for Preparers of Growth-related, Indirect Impact Analyses (Guidance) (May 2006).

Figure 2.1.3-1: Analysis Considerations Related to Determining Potential for Project-Related Growth



Source: California Department of Transportation, *Guidance for Preparers of Growth-related, Indirect Impact Analyses* (May 2006), p. 5-8, Figure 5-2.

2.1.3.3 Environmental Consequences

The "first-cut screening" is presented below.

How, if at all, does the project potentially change accessibility?

The project improvements include construction of a new interchange at an existing facility (SR-86) and new bridge on an existing facility (Avenue 50), spanning over the CVSC and replacing the existing low water crossing to eliminate flood-related hazards. Capacity associated with the existing SR-86 mainline would remain the same. Although the improvements would be implemented on existing roadway facilities, the improvements would increase local roadway capacity and provide enhanced connections to SR-86 and would subsequently also result in improved accessibility. However, no new roadways, and thus, no new access would result with project implementation. Therefore, the proposed project is likely to result in only a low-to-moderate change in accessibility.

How, if at all, does the project type, project location, and growth pressure potentially influence growth?

The project type is a combination of replacing an existing low water crossing with a bridge and replacing an existing signalized intersection with an interchange. Since the project would construct a new interchange and new bridge on existing facilities, subsequently enhancing access (but not resulting in new access), the project type is considered to be one that has a low-to-moderate potential to influence growth.

The project location is in the eastern portion of the City, which currently retains a sparsely-populated rural character and consists of predominately agricultural production, some residential uses, and a park. Based on the planned land use designations (subareas), projected growth for the area, and planned projects in the area, growth in the region is anticipated to occur. However, construction of the proposed project would not influence this planned growth in the project area. Additionally, due to the lack of existing infrastructure to support the designed growth in the study area and low consumer demand, the growth pressure within the study area is considered to be low.

Is project-related growth reasonably foreseeable as defined by NEPA?

As discussed above, the proposed project would not influence growth because the project would not directly result in substantial changes to land use or directly encourage changes in population density. Growth in the region is anticipated to occur whether or not the project is constructed. While the project would result in some improvements in accessibility due to the replacement of an existing low water crossing with a bridge and improvements in the operational performance of Avenue 50 in relation to SR-86, these improvements would not influence the attractiveness of some areas to development over others. Project-related growth is not reasonably foreseeable as defined by NEPA.

If there is project-related growth, how, if at all, will that affect resources of concern?

As discussed above, the proposed project would not influence growth. No further analysis is required.

2.1.3.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.1.4 Community Impacts

Community Character and Cohesion

2.1.4.1 Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969, as amended, established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 United States Code [USC] 4331[b][2]). The Federal Highway Administration (FHWA) in its implementation of NEPA (23 USC 109[h]) directs that final decisions on projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under the California Environmental Quality Act (CEQA), an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

2.1.4.2 Affected Environment

The information for this section is based upon the Community Impact Assessment (August 2018) that was prepared for the proposed project. The community impact study area, shown on Figure 2.1.4-1, Community Impact Study Area, is completely contained within the boundaries of the City of Coachella. The study area includes a total area of approximately 5.95 square miles and is generally bounded by Avenue 48 to the north; the All-American Branch of the Coachella Canal to the east; primarily Avenue 52 west of SR-86 and 51st Avenue east of SR-86 to the south; and Frederick Street to the west. SR-86 bisects the study area in a northwest-southeast orientation and the Coachella Valley Stormwater Channel (CVSC) follows the SR-86 alignment on the west side.

Population and Housing

Community character is generally reflected by such demographic factors as average age, ethnicity, race, income, employment, household size, and population growth trends that are found within the study area. This data provides a snapshot of residents living in the community and helps in developing a community profile, so that the affected environment can be correctly described as it relates to communities and neighborhoods. A community profile is provided in this subsection, including a description of the populations residing within the study area and the existing housing stock within the study area.

Information from the U.S. Census Bureau was used to identify the demographic characteristics of the populations within the study area. The four census tract block groups that were selected to be analyzed were chosen because their boundaries most closely align with the community impact study area boundaries, although some of the area in these census tracts is located outside of the study area boundaries. The smaller-size block groups were chosen for analysis rather than entire census tracts because the census tracts in this area are relatively large in size and would include populations within a geographic distance that are not likely to be impacted by

project implementation. The total population within all the block groups is 7,470 residents. Refer to Figure 2.1.4-2, Study Area Census Tract Block Groups. The block groups and population of each block group include the following:

- Census Tract 456.09, Block Group 2 (population 1,140)
- Census Tract 457.06, Block Group 1 (population 3,667)
- Census Tract 457.06, Block Group 2 (population 1,128)
- Census Tract 457.07, Block Group 1 (population 1,535)

The portion of the study area east of SR-86 (Census Tract 456.09, Block Group 2) is located in a sparsely populated, rural area within the limits of the City of Coachella, whereas the portion of the study area west of SR-86 (Census Tract 457.06, Block Group 1; Census Tract 457.06, Block Group 2; and Census Tract 457.07, Block Group 1) is located within a more densely populated area that has cohesive residential neighborhoods in newer developments, as well as shopping centers with a downtown area, indicative of a high level of community activity.

General Demographics: Table 2.1.4-1, Regional, Local, and Study Area Demographics, shows general demographic information for the existing population within the study area census tract (CT) block groups (BG), the City, and the County. As shown in Table 2.1.4-1, the study area block groups share similar characteristics with the City, including average household size and median age. The block groups have a lower median household income than the City by a range of approximately $10,000 to $18,000, and they have a lower median household income than the County overall by a range of approximately $25,000 to $34,000. The low-income percentages for the block groups also tend to be higher than both the City and County, ranging from approximately 25 to 33 percent, whereas the City's low-income percentage is at nearly 28 percent and the County's low-income percentage is only 13 percent.

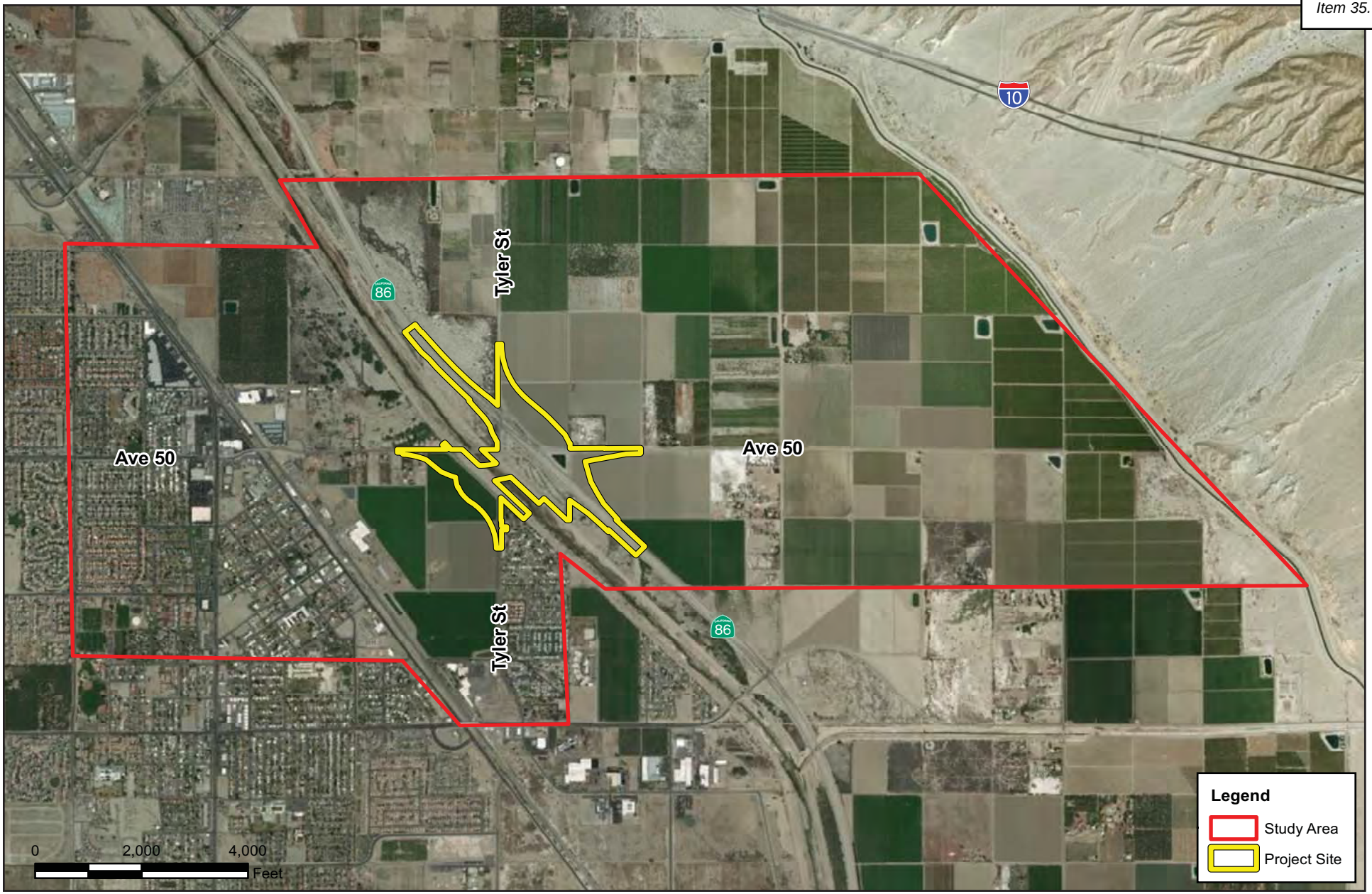
Table 2.1.4-1: Regional, Local, and Study Area Demographics

Demographics	BG 2 in CT 456.09	BG 1 in CT 457.06	BG 2 in CT 457.06	BG 1 in CT 457.07	City of Coachella	Riverside County
Total Population[1] (# of persons)	1,140	3,667	1,128	1,535	40,704	2,189,641
Average Household Size[1] (# of persons)	4.03	4.61	4.87	3.98	4.52	3.14
Median Age[1] (years)	34.6	25.4	35.4	28.7	24.5	33.7
Median Household Income[1] (dollars)	$22,656	$30,333	$30,964	$25,536	$40,423	$56,592
Low Income[1, 2] (percent)	25.4%	32.3%	31.5%	32.6%	27.9 %	13.1%

CT = Census Tract, BG = Block Group

Notes:
1. U.S. Census Bureau, 2015 American Community Survey 5-year estimates (2011-2015).
2. Percentage of families below poverty level.

Ethnic and Racial Composition: Table 2.1.4-2, Ethnic and Racial Composition, identifies the ethnic characteristics of the existing population within the study area block groups, the City, and the County. As shown in Table 2.1.4-2, the study area block groups have a similar ethnic and racial distribution to the City of Coachella. However, the study area block groups represent a dissimilar ethnic and racial distribution when compared to the County overall. In particular, the percentage of persons identifying as Hispanic or Latino in all the block groups, as well as the City, is more than double that of the County.

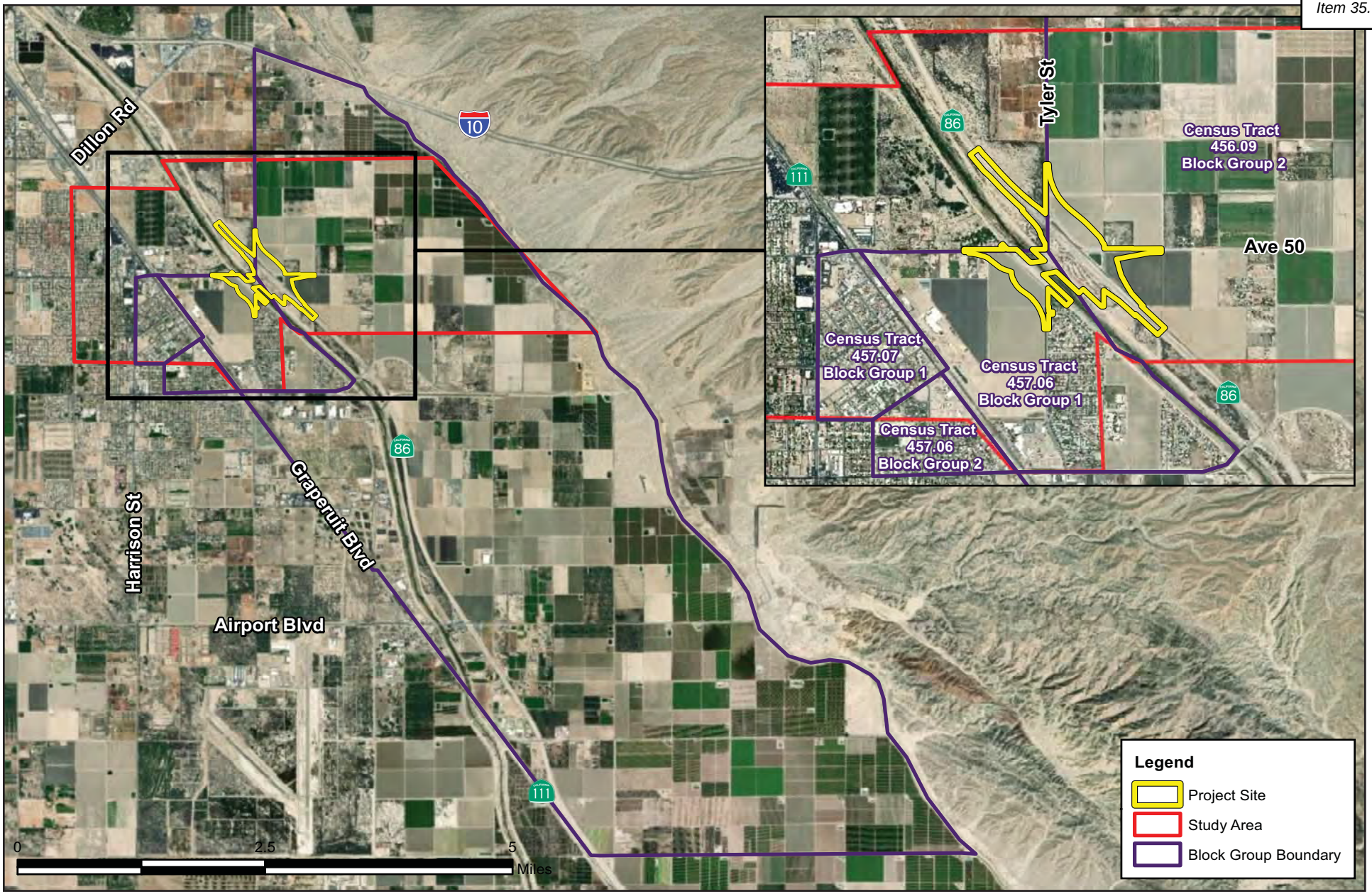


INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Community Impact Study Area

11/18 | JN 159814

Figure 2.1.4-1



INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Study Area Census Tract Block Groups

11/18 | JN 159814

Figure 2.1.4-2

Table 2.1.4-2: Ethnic and Racial Composition

Composition	BG 2 in CT 456.09	BG 1 in CT 457.06	BG 2 in CT 457.06	BG 1 in CT 457.07	City of Coachella	Riverside County
White Alone	41.8%	57.2%	45.5%	47.4%	48.1%	61.0%
Black or African American Alone	0.8%	0.7%	2.2%	0.6%	0.8%	6.4%
American Indian/Alaska Native Alone	1.0%	0.5%	1.0%	0.9%	0.7%	1.1%
Asian Alone	1.4%	0.4%	0.3%	0.0%	0.7%	6.0%
Native Hawaiian/Other Pacific Islander Alone	0.0%	0.1%	0.2%	0.3%	0.1%	0.3%
Some Other Race Alone	53.4%	38.2%	48.1%	47.2%	47.1%	20.5%
Two or More Races	1.5%	2.8%	2.7%	3.6%	2.6%	4.8%
Hispanic or Latino (any race)	96.5%	98.5%	98.1%	96.2%	96.4%	45.5%

CT: Census Tract, BG: Block Group

Note:
1. 2010 Decennial Census Data was used for this table because it is the Caltrans standard data set for discussion of minority populations.

Source: U.S. Census Bureau, 2010.

Housing: The City's General Plan Housing Element Technical Appendix contains a discussion of the City's housing stock characteristics. The proportion of units by housing type has remained stable over the last 20 years. Single-family units constitute the majority of the housing stock in the city. In 2000, 68 percent of the housing stock was single-family units, increasing to 73 percent in 2010. From the 2000 and 2010 US Census, structures with 5 or more units increased slightly; in 2000, when they represented 10 percent of the units, and in 2010, they represented 11 percent of the housing stock. From 2000 to 2010, the number of housing units in Coachella increased by 4,359.

From 2000 to 2010, there was a change in housing tenure (owner-occupied versus renter-occupied) within the City. Owner-occupied households outpaced renter-occupied households in Coachella, with 5,586 owner-occupied households and 3,412 renter-occupied households in 2010. Both renter and owner households have experienced numeric increases between 2000 and 2010. In comparison to Coachella, Riverside County has a higher proportion of owner households. Although both owners and renters continue to increase numerically, the proportion of owner households in the county continues to rise. Approximately 67 percent of county households were owners, while 62 percent of city households were owners.

Vacancy trends in housing are analyzed using a vacancy rate, which establishes the relationship between housing supply and demand. For example, if the demand for housing is greater than the available supply, then the vacancy rate is low and the price of housing will most likely increase. Additionally, the vacancy rate indicates whether or not Coachella has an adequate housing supply to provide choice and mobility. U.S. Department of Housing and Urban Development (HUD) standards indicate that a vacancy rate of five percent is sufficient to provide choice and mobility.

General existing housing stock conditions were also assessed based on an exterior survey of quality, condition and improvements needed. Each residential structure was scored according to structural criteria established by the California Department of Housing and Community Development in five categories: foundation, roofing, siding, windows and electrical. Based on scores assigned for each category, housing structures were rated as "sound," "dilapidated" or in need of minor, moderate or substantial repairs. Survey findings indicated that the majority of

units, 73 percent, were in sound condition or in need of minor repair, and approximately 27 percent of units were in need of moderate or substantial rehabilitation or were dilapidated.

The median housing unit value, based on the U.S. Census Bureau's most recent American Community Survey (2015), is $151,700. According to the General Plan Housing Element Technical Appendix, Coachella has remained relatively affordable as compared to other areas of the region in terms of housing costs. Based on the point-in-time analysis done for housing and rental costs, very low-income households have access to up to three-bedroom rental houses. Similarly, most of the houses currently for sale in the city are affordable to low-and moderate-income households.

Of the 9,903 existing housing units in Coachella, 197 units (2 percent) of the available housing units were vacant rental units. An additional 388 units (4 percent) were vacant for-sale units. The remaining 316 vacant housing units (3 percent) comprised rented and sold but unoccupied units, seasonal units or uncategorized units. Approximately 905 (9 percent) of the total housing units in the city were vacant in 2010. Based on the U.S. Census Bureau's most recent American Community Survey (2015) vacancy rate of 7.1% for the community,[1] it is anticipated that there will be sufficient single-family residences that are equal to or better than the displacement properties available for rent or purchase.

In addition, the City's Regional Housing Needs Allocation (RHNA) new construction goal is 6,771 housing units (2,614 of which are for lower-income households) in the 2014-2021 timeframe; a total of 4,795 units have been entitled.[2] The City has ample land to accommodate housing appropriate for households with a wide variety of needs and lifestyles, and has identified sites already approved for residential development as well as vacant parcels and underutilized sites that will be appropriate to meet the remaining lower-income RHNA for the current and previous planning cycles.

Economic Conditions

Jobs/Employment: Major employers in the study area include two schools, agricultural/produce processing facilities (all of which are located west of SR-86), and various commercial/retail, wholesale and food establishments in the downtown area as well as along the Harrison Street Corridor. Also located downtown within the study area are several city government agencies, a post office, and a public water agency (CVWD), located just to the southeast of downtown along Highway 111.

The number of jobs in the City overall has increased in the last decade. According to the Southern California Association of Governments' (SCAG) most recent city profile available for the City, in 2015, total jobs in the City numbered 12,222, an increase of 89.1 percent from 6,463 total jobs in 2007. The wholesale sector was the largest job sector, accounting for 22.8 percent of total jobs in the City. Other large sectors included education (13.7 percent), leisure (11.1 percent), and retail (9.7 percent). Agricultural jobs accounted for 9.0 percent, down from 29.1 percent in 2010.[3]

Unemployment Rates: Unemployment data from the U.S. Census Bureau are not available at the census tract or census block group level. Therefore, only City and County unemployment

[1] U.S. Census Bureau website, https://factfinder.census.gov/, accessed 8-22-17.

[2] City of Coachella General Plan Update 2035 Housing Element, January 2014, Chapter 11, *Housing,* p. B-36 through B-38.

[3] Southern California Association of Governments (SCAG) Profile of the City of Coachella, May 2017, p. 27.

data are included herein. According to the 2015 American Community Survey (ACS), the unemployment rate for the population age 16 and over in the City of Coachella in year 2015 was 17.9 percent, as compared to that of Riverside County at 12.9 percent. This represents an increase in the unemployment rate of 14.9 percent in year 2010 in the City, and 11.2 percent in the County, although the approximate 4 to 5 percent margin between the City and County remained similar.

Jobs/Housing Ratio: The jobs-housing ratio is a basic tool to measure whether the number of jobs and housing units within a community are roughly equivalent. According to the City's General Plan, the City's jobs-housing ratio was 0.65 (5,831 jobs ÷ 8,998 housing units) in 2010. The recommended standard for jobs-housing unit ratios is based on the assumption the average number of workers per household is approximately 1.5. As such, the City's jobs-housing ratio is significantly lower than the recommended standard, indicating the area is job-poor, requiring many of the workers to travel outside the jurisdiction to find employment.

The General Plan states that the City intends to attract employers to the area that will help diversify its employment base, while continuing employment growth through the existing base. In conjunction with implementation of the City's RHNA new home construction of 6,771 housing units in the 2014-2021 timeframe, improvement of the jobs-housing ratio is a goal the City intends to pursue.

Property Tax Revenue: The City of Coachella Comprehensive Annual Financial Report for Fiscal Year Ended June 30, 2017, provides a list of the top 25 principal property tax payers within the City, which include a variety of local businesses in several different industries including, but not limited to, agricultural producers, residential construction companies, real estate/land development companies, big-box retail establishments, combustible ordnance manufacturing, and others. In the 2016-17 fiscal year, the City estimated a total taxable property value of over $273 million for these principal property tax payers, which accounted for 16.42 percent of the total city taxable value.[4]

At the county level, the County of Riverside Assessor-County Clerk-Recorder 2017-18 Annual Report provides a breakdown of the annual assessment analysis for both secured and unsecured property, by land type. In 2017, the gross value of secured agricultural property in the County was nearly $3.3 billion with a 1.26 percent value percentage. The gross value of unsecured agricultural property in the County was approximately $99 million with a 1.18 percent value percentage.[5]

Property tax information for Peter Rabbit Farms and Cardinal Distributing Co. Inc. is currently unavailable. However, the Riverside County Assessor ParcelQuest website identifies a total land and improvement assessment value for year 2018 of $55,149 for Assessor's Parcel Number (APN) 778-170-011, and $165,631 for APN 603-330-010, for a total of assessment value of $220,780.[6] Of note, while several of the 25 principal property tax payers listed above are agricultural companies, Peter Rabbit Farms and Cardinal Distributing Co. Inc. are not included on the list.

[4] City of Coachella Comprehensive Annual Financial Report for Fiscal Year Ended June 30, 2017, p. 122.

[5] County of Riverside Assessor-County Clerk-Recorder 2017-18 Annual Report, pp. 10-11.

[6] County of Riverside Assessor-County Clerk-Recorder website, http://www.asrclkrec.com/Assessor/AssessorServices/PropertyInformationCenter.aspx, accessed 8-10-18.

Community Facilities

Community facilities are those services and institutions that the local population relies on for their health and welfare and as a means to interact with other members of the community. Such places serve the normal daily functions of a community or neighborhood; these can generally include—but are not limited to—schools, religious institutions and/or places of worship, medical institutions, senior centers and community centers. Existing community facilities located within the study area include two elementary schools, one library, and one place of worship as listed below.

- Cesar Chavez Elementary School located at 49601 Avenida De Oro (student population of 988 students);
- Palm View Elementary School located at 1390 7th Street (student population of 556 students);
- Coachella Library located at 1538 7th Street; and
- Islamic Society of Palm Springs located at 84650 Avenue 49.

Community facilities can also include parking facilities and bike paths/walkways because they also influence the character of a community. A separate discussion of these facilities is included in the "Transportation and Traffic/Pedestrian and Bicycle Facilities" discussion below.

Art in Public Places: The City has implemented its Art in Public Places Program as part of its effort to enhance the enrichment of the community through fine arts, visual arts, performing arts, arts education, historic preservation and cultural issues. Art in public places are intended to promote the general welfare of the public through the acquisition and installation of public art works (Municipal Code Chapter 4.48),[7] and include various paintings and murals located on walls throughout the City. There are several facilities containing art as part of this Program within the study area (although none exist within the project footprint), such as those located on walls along Vine Street and 6th Street in the downtown area. It should be noted that the Program is an important vehicle for integration of cultural affairs into the social and economic fabric of the City, and as such, would be considered a resource that is integral to the health of the existing community character.

Transportation and Traffic/Pedestrian and Bicycle Facilities

The complete streets goals and policies in the General Plan Mobility Element address both automobile travel as well as the movement of bicycles, pedestrians, and transit users to create a balanced transportation system in which all modes of travel are treated equally. This balance would enhance roadway operations and the wellbeing of the community. Currently, there are no existing bike lanes or sidewalks in the study area with the exception of a sidewalk along the eastern side of Tyler Street. Figure 2.1.4-3, Existing and Planned Transportation Facilities and Public Transportation, shows existing and reasonably foreseeable transportation facilities for motorized use (roadways) and non-motorized use (bicycle lanes and trails) related to the study area.

Public transportation in Coachella is operated by SunLine Transit Agency (SunLine), which enables commuters to travel within the City and adjacent cities with minimal transfers. Sunline

[7] City of Coachella website, accessed 3-3-16. http://www.coachella.org/residents/art-in-public-places.

operates one bus route within the study area, Line 95. The alignment of Line 95 within the study area (along Avenue 50 and Tyler Street) is shown on Figure 2.1.4-3.

2.1.4.3 Environmental Consequences

The project footprint for both Build Alternatives is similar; therefore, the discussion of Alternatives 7 and 8 below is combined into a single discussion of Build Alternatives, since implementation of either of the Build Alternatives would result in similar impacts.

Population and Housing

Temporary Impacts

Alternative 1 (No-Build Alternative)

Since no construction or physical changes to the environment would occur under the No-Build Alternative, no changes to the existing population characteristics or existing housing would result; therefore, no temporary impacts would occur under this alternative.

Alternatives 7 and 8 (Build Alternatives)

Phase 1 and 2 construction of the Build Alternatives would result in temporary noise and traffic impacts within the study area, which may affect existing populations residing in the study area. However, access to the neighborhoods within the study area would be maintained throughout the duration of construction, and a Transportation Management Plan (TMP) would be implemented during the Plans, Specifications, and Estimates (PS&E) phase. The Caltrans TMP Guidelines identifies the processes, roles, and responsibilities for preparing and implementing TMPs, as well as useful strategies for reducing congestion and managing work zone traffic impacts. The primary objective of the TMP is to maintain safe movement for vehicles, pedestrians, and bicyclists through the construction zone, as well as minimize traffic delays during the construction period. Temporary impacts regarding population and housing would not be substantial.

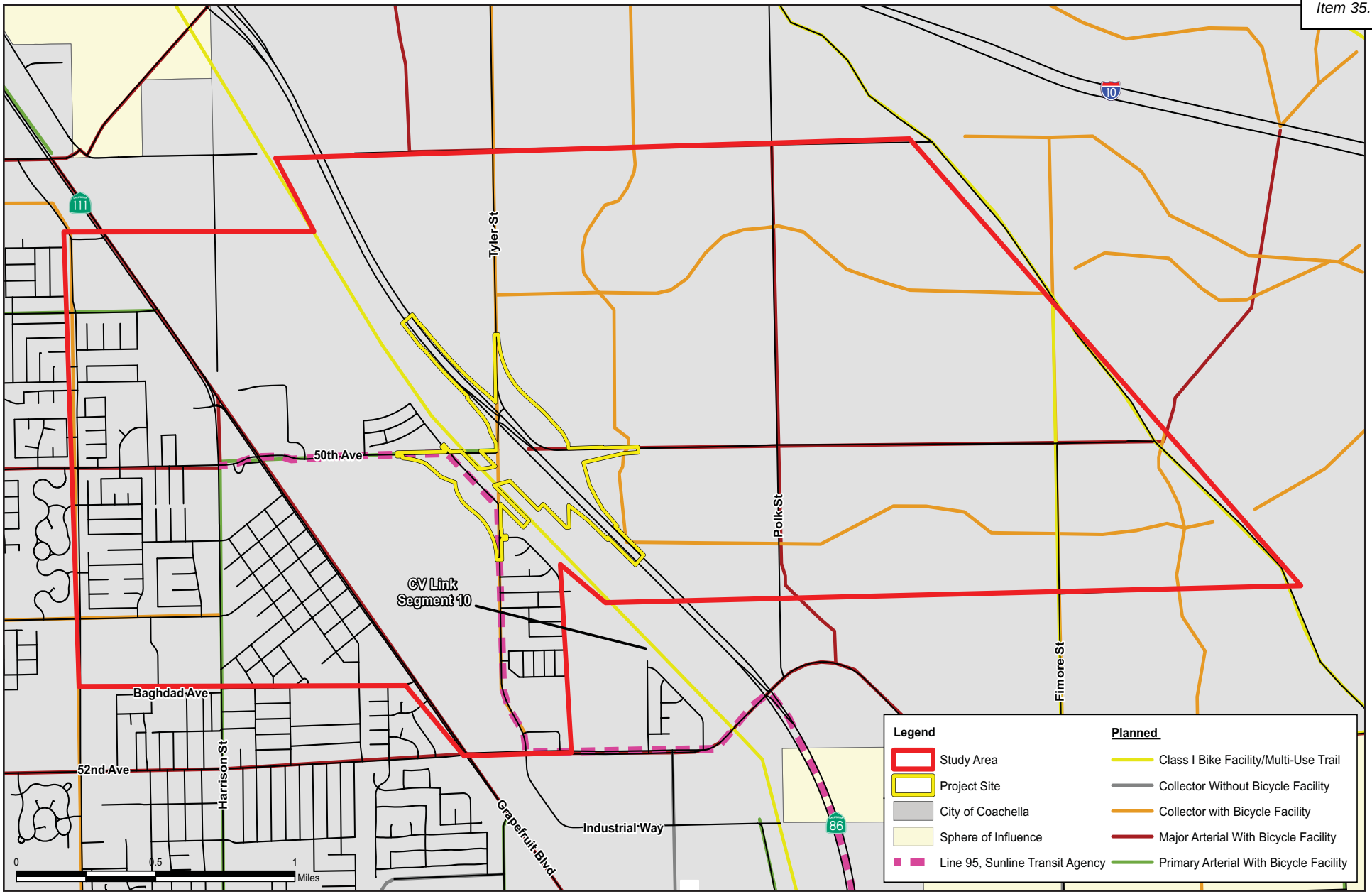
Permanent Impacts

Alternative 1 (No-Build Alternative)

There would be no permanent impacts related to population and housing under the No-Build Alternative since no physical changes to the existing environment would occur.

Alternatives 7 and 8 (Build Alternatives)

The Build Alternatives would not result in impacts with regard to general demographics or ethnic and racial composition. The project would not divide neighborhoods, since the improvements would occur on existing roadways, nor would the project separate residences from any community facilities in the study area. It is not expected that the Build Alternatives would result in disproportionate effects to minority populations; refer to the “Environmental Justice” discussion below for further analysis regarding Environmental Justice.



Source: Coachella General Plan 2035.

Existing and Planned Transportation Facilities and Public Transportation

The Build Alternatives propose implementation of transportation infrastructure improvements and would not construct any new housing. One residence would be displaced under the Build Alternatives during Phase 2 of the project. According to the Draft Relocation Impact Memorandum (DRIM) that was prepared for the project, the City has sufficient replacement housing within its existing housing stock, and impacts related to housing under the Build Alternatives would be nominal. Refer to the "Relocations and Real Property Acquisition" discussion below for further analysis regarding relocations and real property acquisition.

Economic Conditions

Temporary Impacts

Alternative 1 (No-Build Alternative)

Since no construction would occur under the No-Build Alternative, existing economic conditions would remain and no impacts regarding economic conditions would occur under this alternative.

Alternatives 7 and 8 (Build Alternatives)

The Build Alternatives involve construction of transportation infrastructure improvements that would require expenditures on labor and materials. No fiscal impact analyses were prepared for the project to quantify potential economic impacts related to employment. However, proposed construction activities associated with both Phase 1 and Phase 2 of the Build Alternatives would provide minor temporary economic benefit to the region through these expenditures and through additional employment opportunities, but such effects would not be substantial given the small size of the development and the relatively large size and diversity of the local economy. Implementation of the Build Alternatives would not appreciably change the economic character or employment stability of the surrounding area.

Construction of the Build Alternatives is not anticipated to result in impacts to existing businesses in the project area regarding access to local businesses. As noted above, a TMP will be prepared during the PS&E phase. A component of the TMP will include ensuring access to business operations is maintained throughout the duration of construction.

Permanent Impacts

Alternative 1 (No-Build Alternative)

No permanent physical changes to the environment would be implemented under the No-Build Alternative and no impacts are anticipated.

Alternatives 7 and 8 (Build Alternatives)

Because the project involves transportation improvements and would not construct any residential or commercial uses or permanent employment opportunities, operation of the Build Alternatives is not expected to result in any change to the existing employment in the project area, and no impacts are anticipated.

Operation of the Build Alternatives is not anticipated to result in impacts with regard to jobs. Two agricultural/produce processing facilities located in the study area would be affected by real property acquisition in both Phase 1 and Phase 2 of the project, as discussed in the "Relocations and Real Property Acquisition" discussion below. These agricultural facilities

currently provide employment in the City. Although, based on preliminary engineering efforts, potential partial and full permanent acquisition of parcels associated with Peter Rabbit Farms and Cardinal Distributing Co. Inc. are anticipated under either of the Build Alternatives, these businesses would not be displaced as a result of project implementation and employment opportunities would continue. Additionally, the project would not otherwise result in changes to locations of employment centers, or new permanent employment opportunities. As such, the Build Alternatives are not expected to affect existing unemployment rates.

As a transportation project, the Build Alternatives are not expected to contribute to the need for new housing or employment and are therefore not expected to result in any change to the existing jobs/housing ratio in the City.

Operation of the Build Alternatives is not anticipated to result in substantial impacts with regard to property tax revenue in the City. Two agricultural/produce processing facilities located in the study area would be affected by real property acquisition in both Phase 1 and Phase 2 of the project, as discussed in the "Relocations and Real Property Acquisition" discussion below. As discussed above, the 2018 land and improvement assessment value for the agricultural lands that will be affected by the project was $220,780, according to the Riverside County Assessor. This represents a very minor percentage (0.0008 percent) of the City's total taxable property value of over $273 million for the top 25 principal property tax payers in the City. A formal land value appraisal for these agricultural lands will be conducted at a later phase of the project, however, based on the preliminary analysis discussed above, agricultural acquisitions associated with either of the Build Alternatives are not expected to result in a substantial loss of property tax revenue.

Community Facilities

Temporary Impacts

Alternative 1 (No-Build Alternative)

No temporary impacts regarding community facilities would occur with implementation of the No-Build Alternative since no construction activity would occur with this alternative.

Alternatives 7 and 8 (Build Alternatives)

There are no community facilities situated within the design footprint associated with the Build Alternatives. However, as noted above, there are a number of community facilities located in the study area. Access to community facilities in the study area will not be impacted during construction of the project.

Permanent Impacts

Alternative 1 (No-Build Alternative)

No permanent impacts regarding community facilities would result with implementation of the No-Build Alternative since no physical changes to the environment would occur under this alternative.

Alternatives 7 and 8 (Build Alternatives)

There are no community facilities located within the design footprint associated with the Build Alternatives. Existing community facilities located within the study area include two elementary schools, one library, and one place of worship. Operation of the Build Alternatives would not impact these facilities. The Build Alternatives would provide direct and dependable access over the CVSC by replacing the existing low water crossing with a new bridge, allowing uninterrupted travel to and out of Coachella when flooding and debris flows occur. The Build Alternatives would also improve operational efficiency by replacing the existing SR-86/Avenue 50 at grade intersection with a new grade separated overcrossing structure, which would eliminate conflicts between local cross traffic and mainline traffic streams. These would be considered beneficial impacts relative to community facilities and patrons traveling to such facilities.

There are no identified locations of art in public places within the project footprint, and the locations of art in public places that are located within the overall study area would not be affected by the Build Alternatives due to their distances from the project area.

Project Features That Will Avoid or Minimize Community Impacts

Transportation and Traffic/Pedestrian and Bicycle Facilities

Temporary Impacts

Phase 1

Alternative 1 (No-Build Alternative)

No temporary impacts regarding access, circulation and parking or public transit would occur with implementation of the No-Build Alternative since no construction activity would occur with this alternative.

Alternatives 7 and 8 (Build Alternatives)

All construction activity associated with Phase 1 of the project will occur west of SR-86 and will not include any work on SR-86. The Build Alternatives would result in temporary construction impacts that are anticipated to result in some instances of vehicular travel within the construction area being restricted and/or detoured; however, these disruptions are expected to be temporary, and would cease once construction of the project is complete. Construction-related detours will be finalized during the final design phase; however, construction of the proposed improvements have been examined relative to the existing transportation system and it has been determined that no long-term lane closures would be necessary. Refer to Figure 2.1.6-4, Phase 1 Detour Map, in Section 2.1.6 of this document. The current alignment Avenue 50 crossing the CVSC at ground level would remain open at all times during the construction of the proposed bridge crossing over the channel, maintaining access to the local street network west of SR-86. In conjunction with constructing the completion of the access to the new bridge across the CVSC from the existing portion of Avenue 50, which turns north and becomes Tyler Street, flagging will be used to manage travel through this area. The duration of this construction activity is anticipated to be approximately one week. Following completion of this work, it is anticipated local traffic will be able to utilize the new bridge across the CVSC.

The Build Alternatives would also accommodate the planned CV Link multi-modal pathway, that would extend along the western side of the CVSC within the project area.

Traveler information strategies will include Portable Changeable Message Signs to advise motorists to divert at remote advance decision points beginning approximately one week ahead of the start of construction, as well as announcement of lane closure locations and detours on the City's website. This is expected to ensure sufficient advance notice of lane closures is provided to local residents and businesses.

Construction of the Build Alternatives will include re-alignment of the portion of existing Tyler Street from just south of the Calle Mendoza/Tyler Street intersection, north, to where existing Tyler Street turns toward Avenue 50. There are currently 11 parallel parking stalls located on the east side of Tyler Street along the park's western border; no parking is permitted along the west side of Tyler Street. The re-alignment of this part of Tyler Street will result in the existing on-street parking available on Tyler Street, immediately adjacent to Sierra Vista Park, being replaced with a new cul-de-sac, that will be accessed from Calle Mendoza. The new cul-de-sac will be designed to provide angled parking for nine vehicles, plus angled parking for two dedicated (signed) handicap-access parking spaces, plus parallel parking spaces for six more vehicles. A temporary loss of parking for users of the Sierra Vista Park will occur during construction.

Construction of the re-alignment of Tyler Street is expected to be completed within one to three months. Throughout the duration of construction of the re-alignment of Tyler Street, pedestrian access to Sierra Vista Park will be maintained (aside from the maximum of one week when power pole relocation in Sierra Vista Park occurs). Park users would be able to park along the streets located in the neighborhood immediately south of the park during the re-alignment of Tyler Street and construction of the cul-de-sac. Roadside parking within walking distance of the park would be available specifically on Calle Mendoza, Calle Pizano, Corte Olivia, and Las Flores Avenue, all of which are located less than 0.25-mile from the park. Additionally, a sidewalk is currently provided along the eastern side of Tyler Street. The sidewalk along Tyler Street would remain open throughout project construction. Following project completion, access to Sierra Vista Park would be provided via a new driveway extending immediately north of Calle Mendoza. This driveway would include 11 diagonal parking spaces along the eastern side and six parallel parking spaces along both sides of the roadway. A cul-de-sac would be provided at the end of the driveway.

The existing sidewalk adjacent to Sierra Vista Park will be maintained, however, from the top of the cul-de-sac, a paved pedestrian/bicycle access ramp will be constructed to where a portion of the future CV Link will be constructed (on top of the embankment adjacent to the CVSC).

The City of Coachella would receive closure information related to Sierra Vista Park 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.

The components of the TMP that will be implemented during construction, will help to ensure that construction impacts to local traffic circulation are as minimal as possible. The TMP will be finalized during the PS&E phase associated with Phase 1 of the project.

Phase 1 construction of the Build Alternatives would not restrict accessibility for public transportation within the study area. The nearest bus stop is located approximately 0.25-mile to the southwest of the project site; there are no bus stops located within the project area. If road closures are required during construction, Line 95 would be temporarily diverted. Coordination with SunLine regarding potential bus route diversions during construction would occur throughout the construction phase and temporary impacts would not be substantial.

Phase 2

Alternative 1 (No-Build Alternative)

No temporary impacts regarding access, circulation, and parking or public transit would occur with implementation of the No-Build Alternative since no construction activity would occur with this alternative.

Alternatives 7 and 8 (Build Alternatives)

Most of the construction activity associated with Phase 2 of the project will occur east of SR-86, with the exception of the work necessary to complete the new on- and off-ramps to northbound and southbound SR-86. Construction of the new on- and off-ramps to northbound SR-86 will occur east of SR-86. Construction of the new on- and off-ramps to southbound SR-86 as well as related local access to the new SR-86/Avenue 50 interchange from the west, will occur west of SR-86. The Build Alternatives would result in temporary construction impacts that are anticipated to result in some instances of vehicular travel within the construction area being restricted and/or detoured, however these disruptions are expected to be temporary, and would cease once construction of the project was complete.

Construction of realigned Tyler Street to realigned Avenue 50 is expected to result in a 10-day full closure at the intersection of Tyler Street and Avenue 50. A temporary detour will be constructed in advance to manage traffic through this existing intersection during construction. Construction of new alignment of Avenue 50 to existing alignment of Avenue 50 at the eastern limits of the project with respect to Avenue 50, is expected to be accomplished through flagging only and is anticipated to be completed in 10 days. Completion of construction of the northbound on-ramp to SR-86, which will involve permanent removal of access to SR-86 via the existing Tyler Street/Avenue 50 intersection with northbound SR-86, is expected to be completed in one month. This part of Phase 2 construction will require a detour for traffic on Avenue 50 and for traffic on Tyler Street, to address access to northbound SR-86. Refer to Figure 2.1.6-5, Phase 2 Detour Map. Completion of construction of the southbound off-ramp to Avenue 50, which will involve permanent removal of access to SR-86 via the existing Tyler Street/Avenue 50 intersection with southbound SR-86, is expected to be completed in one month. This part of Phase 2 construction, which will coincide with the construction related to the northbound on-ramp, will require a detour for traffic on Avenue 50, to address access to southbound SR-86. The respective detours related to construction of the new on-ramp to northbound SR-86 and construction of the new off-ramp from southbound SR-86 will be in place until the new interchange is open for traffic.

Traveler information strategies will include Portable Changeable Message Signs to advise motorists to divert at remote advance decision points beginning approximately one week ahead of the start of construction, as well as announcement of lane closure locations and detours on the City's website. This is expected to ensure sufficient advance notice of lane closures is provided to local residents and businesses.

The portion of the project setting associated with Phase 2 currently includes no sidewalks or bicycle facility designations. As discussed in the "Permanent Impacts" discussion below, completion of Phase 2 of the project will result in construction of some new sidewalks and bicycle facilities. The bicycle facilities will involve usage of paved 10-foot shoulders and include "share the road" signage as well as "no parking" signage for regular motorized vehicles. The bicycle facilities will be shared and also signed for low-speed electric vehicles (LSEV).

Phase 2 construction of the Build Alternatives would not restrict accessibility for public transportation within the project area. The nearest bus stop is located approximately 0.25-mile to the southwest of the project site; there are no bus stops located within the project area. If road closures are required during construction, Line 95 would be temporarily diverted. Coordination with SunLine regarding potential bus route diversions during construction would occur throughout the construction phase and temporary impacts would not be substantial.

Permanent Impacts

Phase 1

Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, improvements that would improve mobility and traffic operations would not be constructed.

Alternatives 7 and 8 (Build Alternatives)

Long-term operation of either of the Build Alternatives would replace an existing low water crossing of the CVSC with a bridge structure; and improve operational performance by replacing an existing at grade intersection with a new grade separated overcrossing structure. In addition, a multi-modal pathway is proposed along the alignment of Avenue 50, and along the CVSC alignment, as part of the CV Link Project. Regional benefits that are anticipated with implementation of the CV Link include alternative transportation resulting in a reduction in traffic congestion and air quality improvement, and the enhancement of safety.[8] The project would fully accommodate the CV Link project design features within the project area.

Implementation of Phase 1 of the project would not construct any improvements that would affect existing transit service or transit stops within the project area. Long-term operation of either of the Build Alternatives would not reduce transit service or alter access to transit stops within the project area, including SunLine bus service and stops located along the alignment of Line 95. Therefore, the Build Alternatives would not result in impacts to public transportation.

Phase 2

Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, improvements that would improve traffic operations would not be constructed.

Alternatives 7 and 8 (Build Alternatives)

Long-term operation of either of the Build Alternatives is expected to result in beneficial traffic and transportation impacts. The proposed project would construct a new interchange on SR-86 with a new overcrossing structure and access ramps, which would accommodate traffic for existing and planned development in the area. The proposed project would also improve traffic operations by enhancing level of service (LOS) at local street intersections and adjacent interchanges. The proposed improvements also include realignment and widening of Avenue 50 from the existing two-lane roadway to a six-lane major arterial, and realignment of Tyler Street on both the east and west side of SR-86.

[8] Coachella Valley Association of Governments, *CV Link Master Plan*, January 2016.

As discussed in Section 2.1.1, Land Use, of this IS/EA, an increase of six parking stalls would be provided for Sierra Vista Park under the Build Alternatives, as compared to existing conditions. Therefore, the Build Alternatives would not result in the loss of any parking spaces for businesses or other facilities within the project area.

The project would result in beneficial changes to bicycle and pedestrian routes within the project area, as it would provide these facilities in areas where none currently exist. Refer to Figure 2.1.6-4, Proposed Typical Bicycle and Pedestrian Facilities, within Section 2.1.6 of this document, which shows a typical section of Avenue 50 and Tyler Street; Figure 2.1.6-5, Alternative 7 Proposed Bike Lanes, within Section 2.1.6 of this document; and Figure 2.1.6-6, Alternative 8 Proposed Bike Lanes, within Section 2.1.6 of this document, which shows the locations of proposed bike lanes. As such, transportation connectivity would be enhanced as a result of these improvements, as envisioned in the General Plan Land Use goals and policies. The Build Alternatives would be designed and constructed in compliance with regulations included in the 1990 Americans with Disabilities Act (ADA), as required for federal-aid projects. The Build Alternatives both include planned access and mobility of non-motorized vehicles and pedestrians. These accommodations are consistent with the General Plan, in which Avenue 50 within the project area is proposed as a "Major Arterial with Bicycle Facility." Design facilities for both Build Alternatives would be fully accessible as described in the Caltrans' Design Information Bulletin 82-03 "Pedestrian Accessibility Guidelines for Highway Projects," and allows Americans with Disabilities Act-compatible crossings.

Implementation of Phase 2 of the project would not construct any improvements that would affect existing transit service or transit stops within the project area. Long-term operation of either of the Build Alternatives would not reduce transit service or alter access to transit stops within the project area, including SunLine bus service and stops located along the alignment of Line 95. Therefore, the Build Alternatives would not result in impacts to public transportation.

2.1.4.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

Relocations and Real Property Acquisition

2.1.4.5 Regulatory Setting

The Department's Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of the RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Please see Appendix C for a summary of the RAP.

All relocation services and benefits are administered without regard to race, color, national origin, persons with disabilities, religion, age, or sex. Please see Appendix B for a copy of the Department's Title VI Policy Statement.

2.1.4.6 Affected Environment

The information for this section is based upon the Draft Relocation Impact Memorandum (DRIM) (May 2018) that was prepared for the proposed project. Based on the DRIM, within the project area, temporary and permanent partial and full right-of-way (ROW) acquisition of parcels situated within the realignment of Avenue 50 and SR-86 would be required. There are three existing structures associated with the single-family residence located on APN 763-030-010, which is located on the south side of Avenue 50 in the southwest quadrant of the SR-86/Avenue 50 intersection. According to the Riverside County Assessor's Office, this 9.85-acre parcel is located within Tax Rate Area 012-009. The main residence structure was constructed in 1950, has 4 bedrooms and a total area of 2,371 square feet. The most recent assessed value of the residence includes the land at $279,193 and the structure at $126,906, for a total assessed value of $406,099.[9]

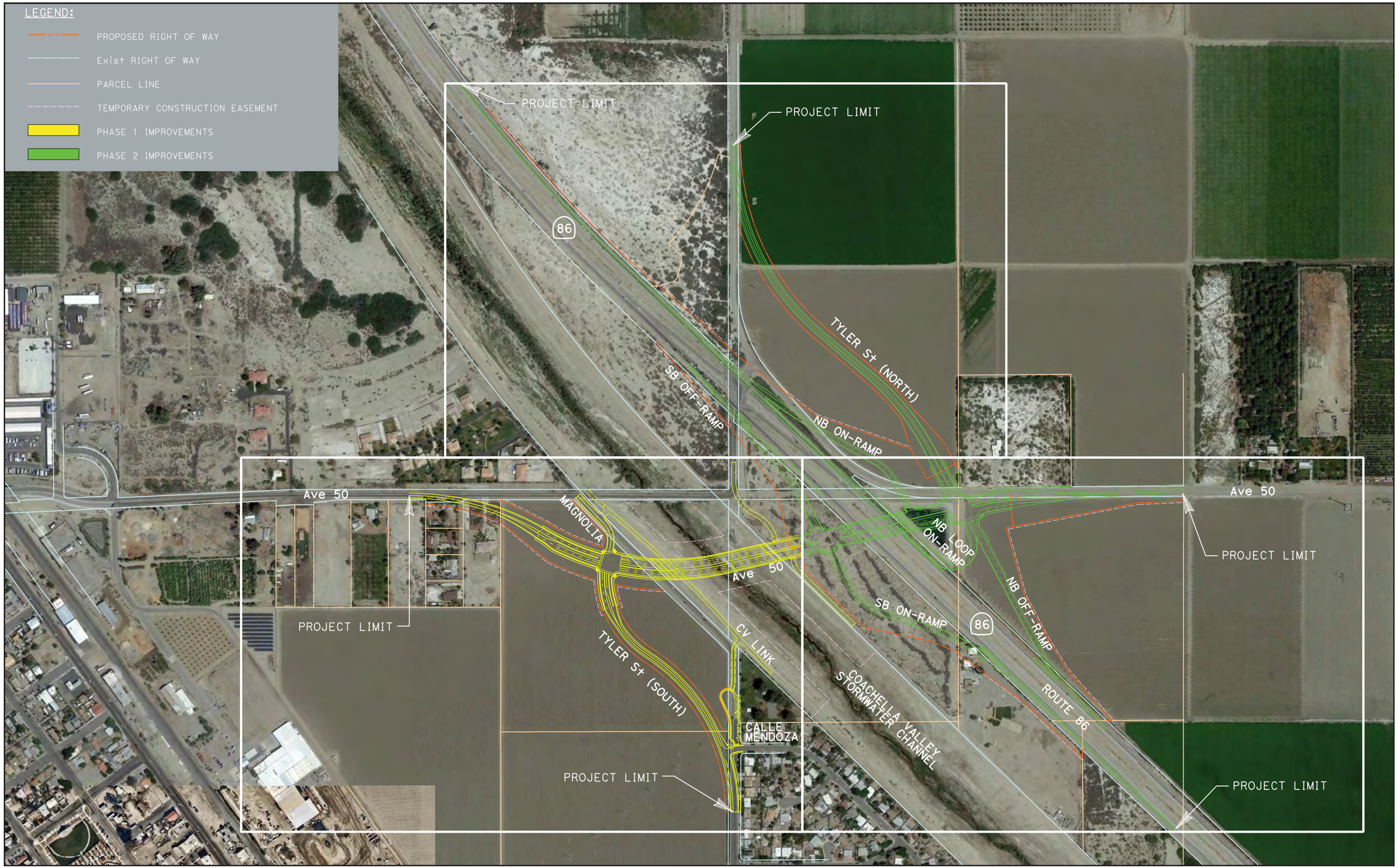
As discussed in Section 2.1.2, Farmlands, of this IS/EA, acquisition of existing agricultural lands would also occur under the Build Alternatives. Cultivated farmland, consisting of a variety of row crops, is located within both the northeast and southwest quadrants of the proposed interchange area. Row crops within the project area have historically included fruits and vegetables (lettuce, celery, broccoli, strawberries, etc.) but can vary widely due to seasonal demand and market conditions. The cultivated land in the southwest quadrant has been designated as Prime Farmland by the California Department of Conservation, Division of Land Resource Protection (DLRP). In the northeast quadrant, there are both Prime Farmland and Farmland of Local Importance designations for the cultivated land. None of these farmlands are currently committed to future development.

2.1.4.7 Environmental Consequences

A detailed profile of all parcels that would be potentially affected by temporary and permanent ROW acquisition associated with the Build Alternatives, including APNs, acreages, property owners, relocation status, and land uses, are shown in Table 2.1.4-3, Phase 1 Potential Temporary ROW Acquisitions and Relocations, Table 2.1.4-4, Phase 2 Potential Temporary ROW Acquisitions and Relocations, Table 2.1.4-5, Phase 1 Potential Permanent ROW Acquisitions and Relocations, and Table 2.1.6-6, Phase 2 Potential Permanent ROW Acquisitions and Relocations below. In addition, Figures 2.1.4-4a through 2.1.4-4d, Alternative 7 Potential ROW Acquisition and Figures 2.1.4-5a through 2.1.4-5d, Alternative 8 Potential ROW Acquisition, show the areas of potential temporary and permanent ROW acquisition.

It should be noted that there is an acreage difference between the ROW acquisition acreages discussed in Section 2.1.2, Farmlands, of this IS/EA, and the ROW acquisition acreages discussed in this section. The acreages obtained for this section are the result of the use of the detailed grading/roadway design plans as the basis; refer to Figures 2.1.4-4a through 2.1.4-4d and 2.1.4-5a through 2.1.4-5d. The acreages obtained for Section 2.1.2 are the result of the use of a project footprint polygon developed in GIS as the basis for all technical studies prepared for the project and disclosed on the Farmland Conversion Impact Rating Form (Form AD-1006), which was submitted to the Natural Resources Conservation Service (NRCS). Areas within State ROW have been identified as farmlands due to underlying soil conditions per FMMP data.

[9] County of Riverside Assessor-County Clerk-Recorder website, http://www.asrclkrec.com/, accessed 8-22-17.



NOT TO SCALE

11/18 | JN 159814

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Alternative 7 Potential ROW Acquisition Key Map

Figure 2.1.4-4a

Back of 11x17 figure.

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11/18 | JN 159814

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Alternative 7 Potential ROW Acquisition – Sheet 1

Figure 2.1.4-4b

Back of 11x17 figure.

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11/18 | JN 159814

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Alternative 7 Potential ROW Acquisition – Sheet 2

Figure 2.1.4-4c

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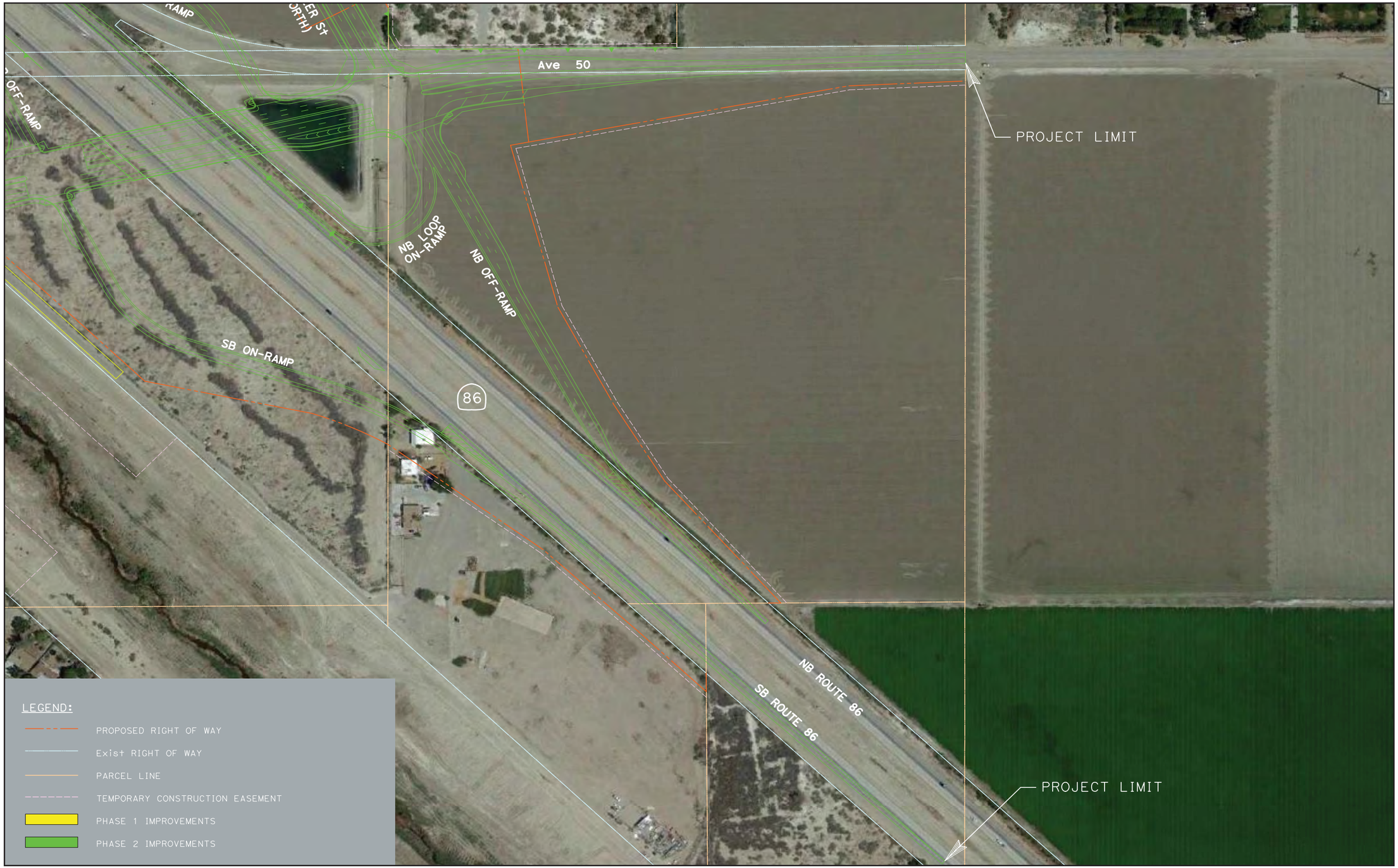

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Alternative 7 Potential ROW Acquisition – Sheet 3

Figure 2.1.4-4d

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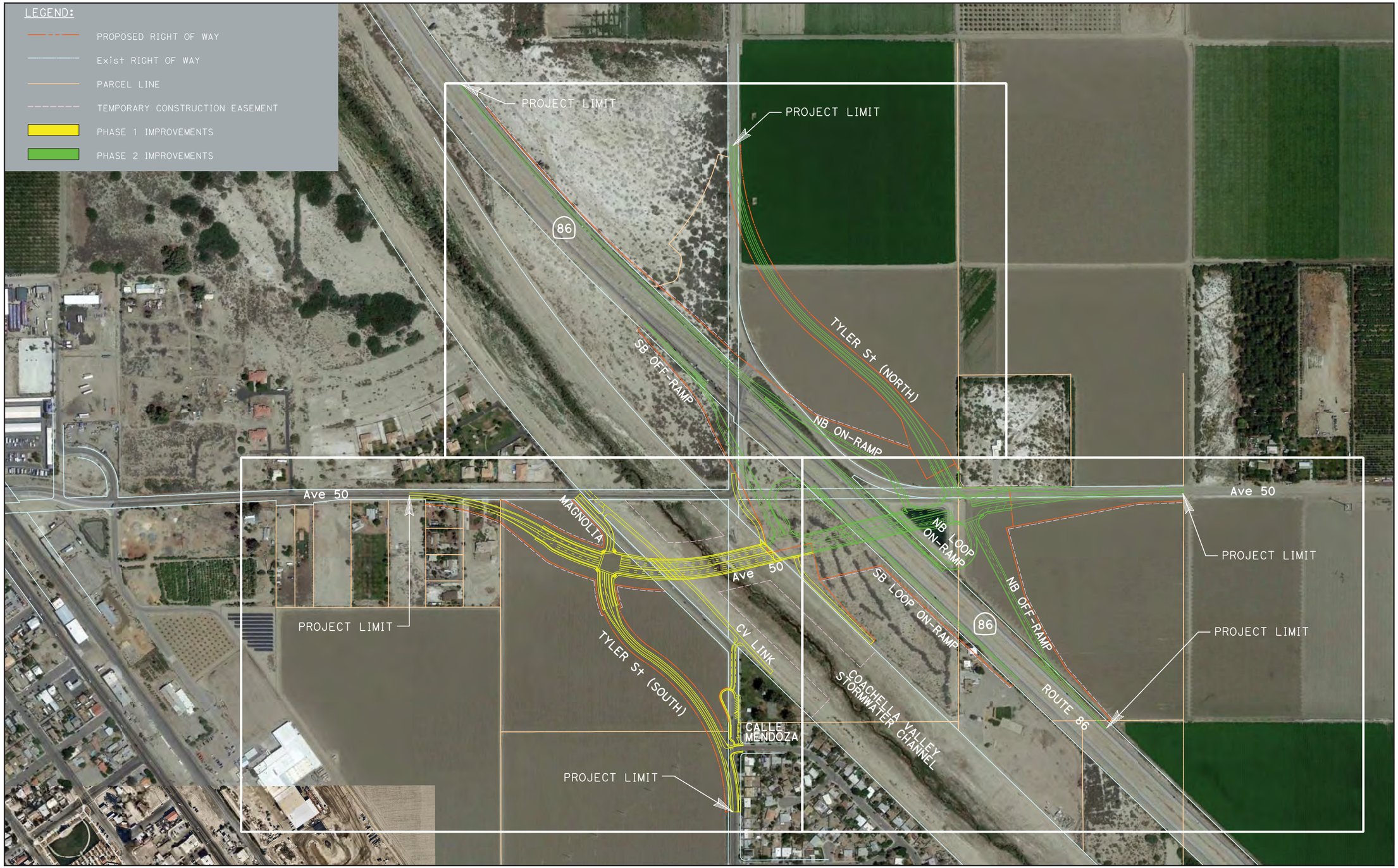

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Alternative 8 Potential ROW Acquisition Key Map

Figure 2.1.4-5a

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11/18 | JN 159814

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Alternative 8 Potential ROW Acquisition – Sheet 1

Figure 2.1.4-5b

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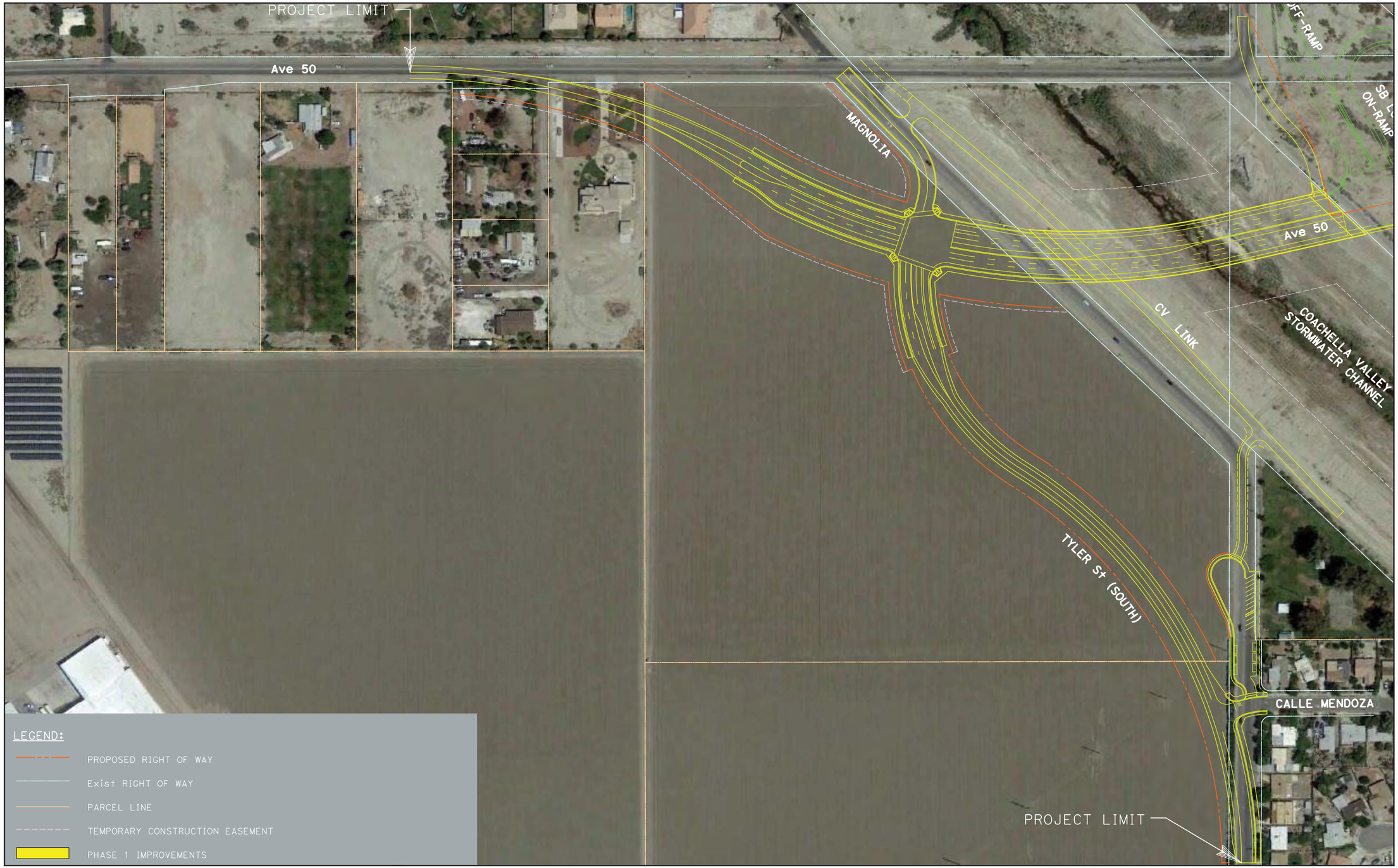

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Alternative 8 Potential ROW Acquisition – Sheet 2

Figure 2.1.4-5c

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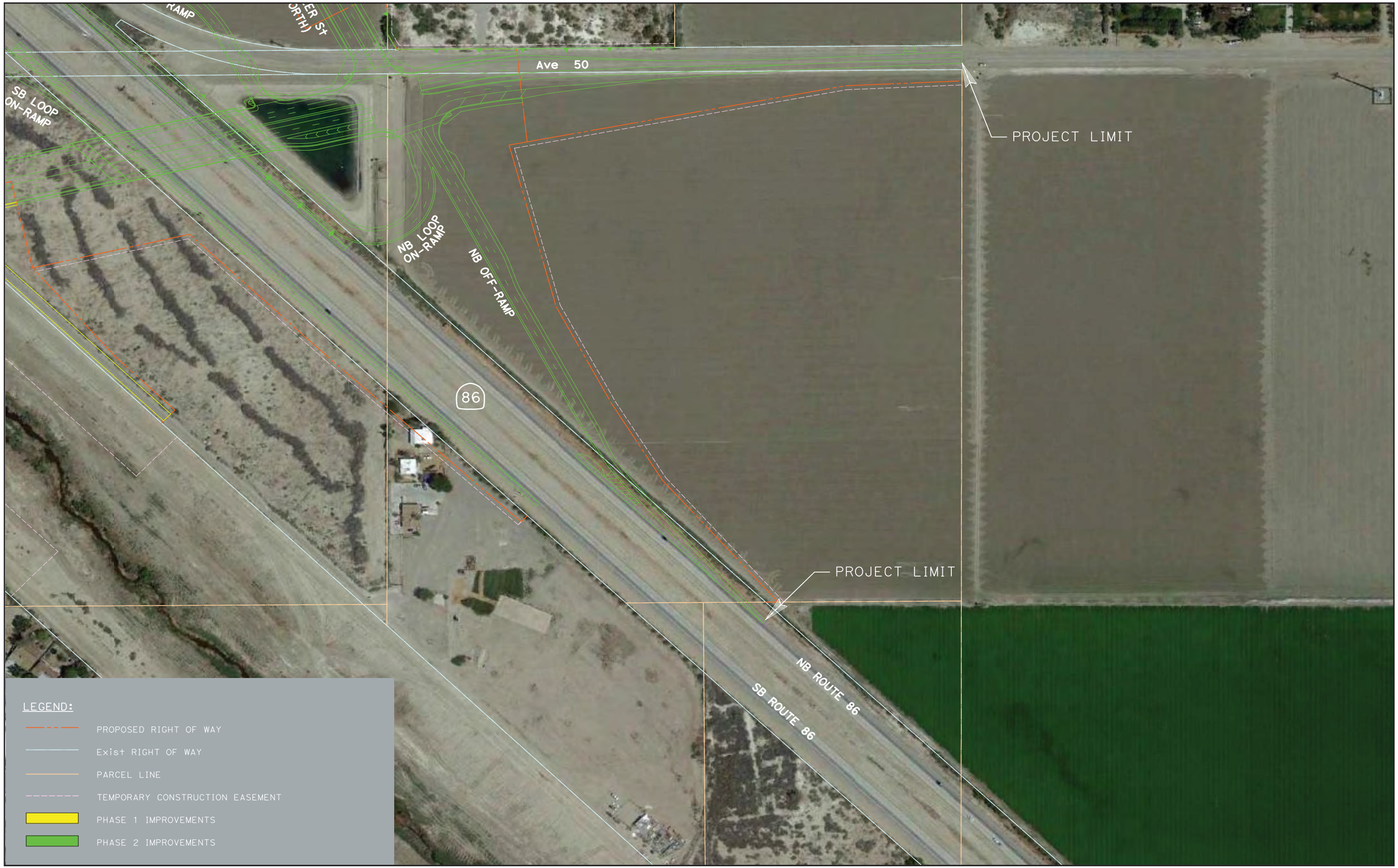

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Alternative 8 Potential ROW Acquisition – Sheet 3

Figure 2.1.4-5d

Back of 11x17 figure.

Temporary Impacts

Alternative 1 (No-Build Alternative)

No temporary relocations or real property acquisition impacts would occur with implementation of the No-Build Alternative since no construction activity would occur.

Alternatives 7 and 8 (Build Alternatives)

It is expected that Temporary Construction Easement (TCE) areas will be required for the Build Alternatives. Construction would occur in two phases and is anticipated to last approximately 27 months. Tables 2.1.4-3 and 2.1.4-4 below show the potential temporary ROW acquisitions that may occur under the Build Alternatives. A total of 0.630 acres for Build Alternative 7 and 0.858 acres for Build Alternative 8 would be temporarily acquired during Phase 1 project construction. A total of 1.726 acres for Build Alternative 7 and 1.670 acres for Build Alternative 8 would be temporarily acquired during Phase 2 project construction.

Table 2.1.4-3: Phase 1 Potential Temporary ROW Acquisitions and Relocations

APN	Address	Alternative 7 Impacts (Acres)	Alternative 8 Impacts (Acres)	Relocation	Current Land Use
763-020-021	No address reported	--	0.228	No	Vacant Land
778-170-005	85701 Avenue 50	0.051	0.051	No	Single-Family Residential
778-170-009	85751 Avenue 50	0.053	0.053	No	Single-Family Residential
778-170-011	No address reported	0.526	0.526	No	Agricultural
Totals		**0.630**	**0.858**		

Source: RealQuest Property Data, accessed May 30, 2017.

Table 2.1.4-4: Phase 2 Potential Temporary ROW Acquisitions and Relocations

APN	Address	Alternative 7 Impacts (Acres)	Alternative 8 Impacts (Acres)	Relocation	Current Land Use
603-300-024	No address reported	0.150	0.218	No	Vacant Land
603-300-027	No address reported	0.126	0.126	No	Vacant Land
603-300-028	No address reported	0.334	0.334	No	Vacant Land
603-330-003	No address reported	0.170	0.170	No	Vacant Land
603-330-010	No address reported	0.185	0.185	No	Agricultural
763-020-023	No address reported	0.542	0.542	No	Agricultural
763-030-010	86275 Avenue 50	0.219	0.095	Yes	Single-Family Residential
Totals		**1.726**	**1.670**		

Source: RealQuest Property Data, accessed May 30, 2017.

Permanent Impacts

Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, the existing SR-86 and Avenue 50 roadways, and surrounding transportation network would be maintained. No relocations or permanent property acquisition would occur.

Alternatives 7 and 8 (Build Alternatives)

Construction would occur in two phases and is anticipated to last approximately 27 months. Tables 2.1.4-5 and 2.1.4-6 below show the potential permanent ROW acquisitions that may occur under the Build Alternatives. A total of 36.723 acres for Build Alternative 7 and 29.095 acres for Build Alternative 8 would be permanently acquired during Phase 1 project construction. A total of 21.680 acres for Build Alternative 7 and 21.677 acres for Build Alternative 8 would be permanently acquired during Phase 2 project construction.

Table 2.1.4-5: Phase 1 Potential Permanent ROW Acquisition and Relocations

APN	Address	Alternative 7 Impacts (Acres)	Alternative 8 Impacts (Acres)	Relocation	Current Land Use
603-330-011	No address reported	1.805 (full)	1.805 (full)	No	Agricultural
763-020-019	No address reported	7.044 (partial)	7.044 (partial)	No	Vacant Land
763-020-021	No address reported	14.478 (full)	6.850 (partial)	No	Vacant Land
778-170-005	85701 Avenue 50	0.130 (partial)	0.130 (partial)	No	Single-Family Residential
778-170-009	85751 Avenue 50	0.460 (partial)	0.460 (partial)	No	Single-Family Residential
778-170-011	No address reported	6.489 (partial)	6.489 (partial)	No	Agricultural
778-170-012	No address reported	5.714 (partial)	5.714 (partial)	No	Vacant Land
778-170-013	No address reported	0.029 (full)	0.029 (full)	No	Agricultural
778-180-004	No address reported	0.574 (partial)	0.574 (partial)	No	Agricultural
Totals		**36.723**	**29.095**		

Source: RealQuest Property Data, accessed May 30, 2017.

Table 2.1.4-6: Phase 2 Potential Permanent ROW Acquisition and Relocations

APN	Address	Alternative 7 Impacts (Acres)	Alternative 8 Impacts (Acres)	Relocation	Current Land Use
603-300-024	No address reported	0.373 (partial)	1.266 (partial)	No	Vacant Land
603-300-027	No address reported	0.512 (partial)	0.512 (partial)	No	Vacant Land
603-300-028	No address reported	0.291 (partial)	0.291 (partial)	No	Vacant Land
603-330-003	No address reported	0.009 (partial)	0.009 (partial)	No	Vacant Land
603-330-010	No address reported	8.180 (partial)	8.180 (partial)	No	Agricultural
603-330-012	No address reported	0.099 (full)	0.099 (full)	No	Agricultural
763-020-020	No address reported	2.720 (full)	2.720 (full)	No	Agricultural
763-020-023	No address reported	8.349 (partial)	8.349 (partial)	No	Agricultural
763-030-010	86275 Avenue 50	1.147 (partial)	0.251 (partial)	Yes	Single-Family Residential
Totals		**21.680**	**21.677**		

Source: RealQuest Property Data, accessed May 30, 2017.

According to the DRIM, Build Alternative 7 would require permanent partial acquisition of approximately 35.77 acres and permanent full acquisition of 19.12 acres, for a total of 54.89 acres. Build Alternative 8 would require permanent partial acquisition of approximately 42.62 acres and permanent full acquisition of 4.63 acres, for a total of 47.25 acres. Implementation of the Build Alternatives would result in a single residential relocation during Phase 2 of the project. As mentioned above, this parcel has three structures on it. Build Alternative 7 would

require acquisition of two of the three structures and Build Alternative 8 would require acquisition of one of the three structures.

Although agricultural land is being acquired as described above, no business relocations would occur as a result of either of the Build Alternatives.

As shown in the tables above, there would be one permanent residential relocation that would occur during Phase 2 of the project, under either of the Build Alternatives. According to the DRIM, there are currently ample single-family residential replacement properties on the market similar to the displacement property, and it was determined that adequate housing stock is available in proximity to the project area to meet the decent, safe, and sanitary standards to relocate the displaced residents from the impacted area. Implementation of Minimization Measure ROW-1, below, would reduce potential relocation impacts and impacts would not be substantial.

No business relocations would occur under either of the Build Alternatives. Although partial and full permanent acquisition of parcels associated with Peter Rabbit Farms and Cardinal Distributing Co. Inc. would occur under the Build Alternatives, these businesses would not be displaced as a result of project implementation.

2.1.4.8 Avoidance, Minimization, and/or Mitigation Measures

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.

Environmental Justice

2.1.4.9 Regulatory Setting

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,* signed by President William J. Clinton on February 11, 1994. This EO directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For 2018, this was $25,100 for a family of four.

All considerations under Title VI of the Civil Rights Act of 1964, and related statutes, have also been included in this project. The Department's commitment to upholding the mandates of Title VI is demonstrated by its Title VI Policy Statement, signed by the Director, which can be found in Appendix B of this document.

2.1.4.10 Affected Environment

Demographic information from the U.S. Census Bureau was used to identify minority and low-income populations in the project area. The same four census tract block groups that were used for general demographics were used for this Environmental Justice analysis; refer to the "Community Character and Cohesion" discussion and the corresponding Figure 2.1.4-2, Study Area Census Tract Block Groups above.

Racial and Ethnic Characteristics: Table 2.1.4-7, Racial and Ethnic Demographics, shows the minority population for the City, the County and the study area block groups. Three out of the four block groups (CT 456.09, BG 2; CT 457.06, BG 1; and CT 457.06, BG 2) have similar percentages of White populations, at 49.0 percent, 46.0 percent, and 48.0 percent, respectively, whereas CT 457.07, BG 1 has a lower White percentage of 24.5 percent. A similar trend occurs for the Black population in the block groups. Three out of the four block groups (CT 456.09, BG 2; CT 457.06, BG 1; and CT 457.07, BG 1) have Black populations of 1.8 percent, 1.0 percent, and 0.0 percent, respectively, whereas CT 457.06, BG 2 shows a Black population of 10.0 percent.

The City's White percentage is higher than CT 457.07, BG 1 at 31.0 percent, but lower than the rest of the block groups, whereas the County's White percentage is higher than all other areas included in the study area at 64.6 percent. The City's Black percentage of 1.3 percent is similar to those of CT 456.09, BG 2; CT 457.06, BG 1; and CT 457.07, BG 1. The County has a Black population percentage of 6.3 percent.

All four block groups included in the study area show a high percentage of Hispanic or Latino populations, ranging from 90.0 percent to 99.3 percent. The City's Hispanic percentage is similar to the block groups at 97.5 percent, whereas the County's Hispanic population is lower than all other areas included in the study area at 47.0 percent. All four block groups also showed an absence of any American Indian and Alaska Native, Asian, and Native Hawaiian/Other Pacific Islander populations. The City also shows a very low percentage of these populations, with a 0.5 percent American Indian and Alaska Native population, a 0.1 percent Asian population, and a 0.1 percent Native Hawaiian/Other Pacific Islander population. All four block groups and the City have fairly high percentages of Some Other Race populations, ranging from 49.3 percent to 74.1 percent. The City's Some Other Race population percentage is 66.6 percent, and the County's Some Other Race population percentage is lower than all the other areas in the study area at 17.5 percent.

Table 2.1.4-7: Racial and Ethnic Demographics

Demographic	BG 2 in CT 456.09	BG 1 in CT 457.06	BG 2 in CT 457.06	BG 1 in CT 457.07	City of Coachella	Riverside County
White Alone, Non-Hispanic %	558 (49.0%)	1,674 (46.0%)	541 (48.0%)	376 (24.5%)	13,443 (31.0%)	1,484,768 (64.6%)
Black or African American Alone, Non-Hispanic %	20 (1.8%)	36 (1.0%)	112 (10.0%)	0 (0%)	549 (1.3%)	143,976 (6.3%)
American Indian and Alaska Native Alone, Non-Hispanic %	0 (0%)	0 (0%)	0 (0%)	0 (0%)	209 (0.5%)	21,535 (0.9%)
Asian Alone, Non-Hispanic %	0 (0%)	0 (0%)	0 (0%)	0 (0%)	24 (0.1%)	142,136 (6.2%)
Native Hawaiian and Other Pacific Islander Alone, Non-Hispanic %	0 (0%)	0 (0%)	0 (0%)	0 (0%)	18 (0.1%)	6,601 (0.3%)
Some Other Race Alone, Non-Hispanic %	562 (49.3%)	1,947 (53.1%)	475 (42.1%)	1,137 (74.1%)	28,849 (66.6%)	401,152 (17.5%)
Two or More Races, Non-Hispanic %	0 (0%)	10 (0.3%)	0 (0%)	22 (1.4%)	216 (0.5%)	97,864 (4.3%)
Hispanic/Latino (any race) %	1,021 (90.0%)	3,621 (99.0%)	1,037 (92.0%)	1,524 (99.3%)	42,220 (97.5%)	1,079,778 (47.0%)
Total Population	**1,140**	**3,667**	**1,128**	**1,535**	**43,308**	**2,298,032**

Source: U.S. Census Bureau, 2015 American Community Survey 2011-2015.

Poverty/Low-Income Characteristics: For the purposes of this discussion, the poverty threshold according to the U.S. Census Bureau was used to determine the percentages of families living below the poverty line. According to the Census Bureau, the poverty threshold for a family of four (including two adults and two children) was $24,858 in 2017 (the most recent year for which this data is available).[10] Low income is defined based on the Department of Health and Human Services (DHHS) poverty guidelines. According to the DHHS 2018 Poverty Guidelines, the poverty threshold for a family of four in the State of California is $25,100.[11] There is a nominal difference of $242 between the Census Bureau and DHHS poverty thresholds.

Table 2.1.4-8, Regional, Local, and Project Area Income and Poverty Levels, shows the percentage of families living below the poverty level (low income) for the City, the County, and the study area block groups. As shown, the figures between the City and four study area block groups are consistent, ranging from a low of 25.4 percent in Census Tract 456.09, Block Group 2, to a high of 32.3 percent in Census Tract 457.06, Block Group 1. The City's low-income population percentage is 27.9 percent, which is more than double that of the County overall. However, the variance of the number of families living below the poverty level within the study area is not considered to be substantial.

Table 2.1.4-8: Regional, Local, and Project Area Income and Poverty Levels

Demographic	City of Coachella	Riverside County	BG 2 in CT 456.09	BG 1 in CT 457.06	BG 2 in CT 457.06	BG 1 in CT 457.07
Total Population	40,704	2,189,641	1,140	3,667	1,128	1,535
Median Household Income	$40,423	$56,592	$22,656	$30,333	$30,964	$25,536
Families living below the poverty level	27.9%	13.1%	25.4%	32.3%	31.5%	32.6%

Notes:
1. CT: Census Tract, BG: Block Group.
2. The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. The official poverty thresholds do not vary geographically, but they are updated for inflation using the Consumer Price Index (CPI-U). The official poverty definition uses money income before taxes and does not include capital gains or noncash benefits (such as public housing, Medicaid, and food stamps).

Source: U.S. Census Bureau, 2015 American Community Survey 2011-2015.

2.1.4.11 Environmental Consequences

Temporary Impacts

To determine whether the project will have a "disproportionately high and adverse impact" on minority and low-income populations, various factors were considered, including potential beneficial and adverse impacts, both temporary and permanent, and mitigation measures that will be incorporated into the project, and offsetting benefits. Temporary impacts are those impacts resulting from construction of the project. Permanent impacts are those impacts resulting from operation of the project. Potential permanent beneficial and adverse impacts were evaluated in regard to traffic and transportation, air quality, noise and vibration, and community character and cohesion.

[10] U.S. Census Bureau website, accessed 8-8-18. https://www.census.gov/topics/income-poverty/poverty/guidance/poverty-measures.html.

[11] U.S. Department of Health and Human Services (DHHS) website, accessed 8-3-18. https://aspe.hhs.gov/20185-poverty-guidelines.

Alternative 1 (No-Build Alternative)

No temporary impacts regarding environmental justice populations would occur with implementation of the No-Build Alternative since no construction activity would occur with this alternative.

Alternatives 7 and 8 (Build Alternatives)

Traffic and Transportation: The Build Alternatives may result in traffic congestion in the project area as a result of construction-related activities during the construction phases. Adverse construction-related impacts to traffic would occur with respect to the general public as a whole and would not be confined to minority or low-income populations, and these impacts would cease upon completion of the project. As discussed in Section 2.1.6 of this IS/EA, temporary traffic congestion would be addressed with implementation of a TMP, which would serve to minimize disruption to local traffic for all populations impacted during project construction. Any temporary lane closures would be publicized through a public awareness campaign and portable changeable message signs within the project limits. Access to properties in the project area would be maintained during project construction. Therefore, construction of the project would not result in disproportionate or adverse traffic impacts to low-income or minority populations in the project area.

Air Quality: The Build Alternatives may result in adverse air quality in the project area as a result of construction-related activities during the construction phase. Adverse construction-related impacts to air quality would occur with respect to the general public as a whole and would not be confined to minority or low-income populations, and these impacts would cease upon completion of the project. As discussed in Section 2.2.6 of this IS/EA, temporary air quality impacts would be addressed with implementation of standardized measures, which would reduce construction-related air emissions for all populations impacted during project construction. Therefore, construction of the project would not result in disproportionate or adverse air quality impacts to low-income or minority populations in the project area.

Noise: The Build Alternatives may result in adverse noise and vibration impacts in the project area as a result of construction-related activities during the construction phase. Adverse construction-related noise and vibration impacts would occur with respect to the general public as a whole and would not be confined to minority or low-income populations, and these impacts would cease upon completion of the project. As discussed in Section 2.2.7 of this IS/EA, temporary noise impacts would be addressed with implementation of standardized measures, which would reduce construction-related noise and vibration for all populations impacted during project construction. Therefore, construction of the project would not result in disproportionate or adverse noise and vibration impacts to low-income or minority populations in the project area.

Community Character and Cohesion: Community character and cohesion impacts generally are considered to be permanent because the project improvements would remain after construction is complete. Therefore, temporary impacts to community character and cohesion during project construction are not anticipated.

Permanent Impacts

Technical studies and analyses have been reviewed to determine whether the Build Alternatives would have any adverse effects on all segments of the population, including minority and low-income population groups. The technical studies addressing traffic and transportation, air quality, noise and vibration, and community character and cohesion, indicate that some

potential adverse effects are expected as a result of the Build Alternatives. However, these impacts are either temporary, or will be mitigated to levels that are below significance. In addition, potential beneficial operational impacts that may result from implementation of the Build Alternatives are also addressed. Thus, no permanent effects are expected to disproportionately affect the minority and low-income populations within the Environmental Justice study area.

The following discussions summarize the impacts identified in these technical reports and the measures to avoid or reduce the impacts.

Alternative 1 (No-Build Alternative)

Traffic and Transportation: Under the No-Build Alternative, the existing roadway configuration would be maintained and neither the new bridge over Avenue 50 nor the new SR-86/Avenue 50 interchange would be constructed. As discussed in Section 2.1.6 of this IS/EA, long-term operational traffic impacts would occur under the No-Build Alternative. By the design horizon (2045) year, the Avenue 50 low water crossing between Tyler Street and SR-86 would operate at LOS F. In addition, the Avenue 50/Tyler Street intersection would remain as stop-controlled and operate at an unacceptable LOS F during both AM and PM peak hours, and the SR-86/Avenue 50 intersection would remain as an at-grade signal and operate at LOS F during both AM and PM peak hours. This deterioration in LOS on local roadways would adversely impact all segments of the population, including minority and low-income population groups.

Air Quality: As discussed in Section 2.2.6 of this IS/EA, the project would not result in a significant increase in truck average daily traffic (ADT) volumes between the No-Build and Build Alternative scenarios. The highest opening year No-Build average daily traffic (ADT) volumes would be 42,520, which include truck volumes of 8,249 ADT, which is slightly less than the highest opening year Build conditions ADT volumes of 43,130, which include truck volumes of 8,367 ADT. Horizon Year No-Build ADT volumes range from 15,370 to 61,180, which include truck volumes that range from 830 to 11,869 ADT, as compared to Build conditions, in which ADTs would range from 1,060 to 62,140, and truck volumes would range from 355 to 12,055 ADT. Therefore, the difference in air emissions between the No-Build Alternative and the Build Alternatives is not substantial and the No-Build Alternative is not anticipated to result in substantial air quality impacts. No permanent adverse air quality impacts to minority and low-income population groups would occur, and no long-term avoidance, minimization, and/or mitigation measures are required.

Noise: As discussed in Section 2.2.7 of this IS/EA, under the No-Build Alternative, none of the proposed project improvements would be implemented; therefore, no operational noise impacts would occur. The No-Build Alternative would not result in permanent adverse noise impacts to minority and low-income population groups, and no long-term avoidance, minimization, and/or mitigation measures are required.

Community Character and Cohesion: As discussed above, it is unlikely that adverse community character and cohesion impacts would occur with regard to regional and local demographics or housing characteristics under the No-Build Alternative. However, in the absence of the transportation infrastructure proposed as part of the project, improvements that would provide direct and dependable access of the CVSC would not be constructed.

Alternatives 7 and 8 (Build Alternatives)

Traffic and Transportation: As discussed in Section 2.1.6 of this IS/EA, traffic operations in the study area would maintain existing LOS or experience improved LOS under the Build Alternatives. Specifically, the SR-86 mainline and ramps would operate at an acceptable LOS (LOS D or better) under the Build Alternatives in the design horizon year (2045) during both the AM and PM peak hours. In addition, the Build Alternatives would also substantially improve the Avenue 50/Tyler Street and SR-86/Avenue 50 intersections from an unacceptable LOS F without the project to an acceptable LOS C or better conditions.

In addition to improving levels of service, the Build Alternatives would also replace an existing low water crossing of the CVSC with a bridge structure; and improve operational performance by replacing an existing at grade intersection with a new grade separated overcrossing structure. These improvements are expected to reduce flood hazards along Avenue 50 with the provision of a bridge over the existing low-water crossing and eliminate cross traffic with the new SR-86/Avenue 50 interchange.

The beneficial traffic conditions under the Build Alternatives would occur with respect to the general public as a whole. Therefore, operation of the project would not result in disproportionate or adverse traffic impacts to low-income or minority populations in the project area.

Air Quality: As discussed in Section 2.2.6 of this IS/EA, the Build Alternatives will not cause permanent significant air quality impacts during its operation in the project area. Therefore, there will be no disproportionate impact to minority and low-income population groups.

Noise: As discussed in Section 2.2.7 of this IS/EA, the Build Alternatives will not cause permanent significant noise and vibration impacts during its operation in the project area. Noise levels under either Build Alternative would not approach or exceed the NAC of 67 dBA $L_{eq}(h)$ for Category B or C land uses or result in a substantial increase in noise. In fact, future noise levels at several modeled receptors would experience lower noise levels under design-year with project conditions as compared to existing conditions due to an increase in distance between the roadway and receptors. Therefore, there will be no disproportionate impact to minority and low-income population groups.

Community Character and Cohesion: As discussed above, there are substantial numbers of minority populations located within the census tract block groups that were analyzed for potential project impacts. The Build Alternatives would have a beneficial impact of improving access and circulation within the study area for the general public. Potential adverse community character and cohesion impacts specific to the low-income or minority populations are not anticipated to occur under the Build Alternatives because the project will not physically divide, or create barriers within, any such communities in the project area. In addition, the project will reduce flood hazards along Avenue 50 and improve the operational performance of roadways for all users of the roadways within the project area.

2.1.4.12 Avoidance, Minimization, and/or Mitigation Measures

Based on the above discussion and analysis, the Build Alternatives will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of EO 12898. No further environmental justice analysis is required.

2.1.5 Utilities/Emergency Services

2.1.5.1 Affected Environment

Utilities

The following utilities exist within the project area and its vicinity:

Imperial Irrigation District (IID) – overhead transmission lines, transformers, and power poles:

- An overhead 92-kilovolt (kV) transmission line, running north-south, crosses the Coachella Valley Stormwater Channel (CVSC) and SR-86 within the project limits.
- An overhead 7.2/12.5- kV line running in the east-west direction along the existing Avenue 50 branches into two lines: One heading east crossing SR-86 and running along Avenue 50 on the eastside of SR-86 and the other heading north and crossing SR-86 at the existing intersection.
- A joint overhead of a 7.2/12.5-kV line and runs along the existing Tyler Street on the west side of SR-86.
- An overhead of a 7.2/12.5-kV line and runs in the north-south direction on the east side of the proposed interchange.

Southern California Gas Company – distribution pipelines:

- An 8” gas line running along the existing Avenue 50/Tyler Street on the west side of the CVSC crosses the channel, turns to the north and crosses SR-86 at the existing intersection.

City of Coachella – water service lines:

- A 16” waterline running along the existing Avenue 50 on the west side of the CVSC crosses the channel, turns to the north and crosses SR-86 at the existing intersection.
- A 12” waterline branching off from the 16” waterline at the existing Avenue 50/Tyler Street intersection runs along the existing Tyler Street.

Coachella Valley Water District (CVWD) – underground agricultural/irrigation/tile drains:

- A 14” Irrigation Lateral 105.7-1.9 is located within the project limits and is part of the Coachella Valley irrigation distribution system.
- A 12” Tyler 0.25 drain runs in the north-south direction on the east side of the proposed interchange and discharges into the CVSC.
- A 24” Avenue 50 drain runs along the existing Avenue 50 west of the CVSC and discharges into the CVSC.
- A number of tile drains exist within the project area farmlands.

Coachella Sanitary District – underground sewer lines:

- A 24" sewer line along the existing Avenue 50 on the eastside of SR-86.

Frontier Communications – telecommunication cable:

- A telephone line running along the north side of the existing Avenue 50 branches into two lines: One heading east crossing SR-86 and running along Avenue 50 on the eastside of SR-86 and the other heading north and crossing SR-86 at the existing intersection.

Charter Communications – telecommunication cable:

- An overhead cable runs along the existing Avenue 50 and Tyler Street on the west side of the CVSC.

Emergency Services

The following emergency service providers are located in the project area and its vicinity:

Police

Police protection services are provided through a contract with the City of Coachella and the Riverside County Sheriff's Department. The Coachella Police Department is located at 86625 Airport Boulevard in Thermal. The police department includes Administration, Traffic, Patrols, Investigations, Crime Stoppers, Crime Prevention, Forensics, and an Explorer Program.

The California Highway Patrol (CHP) also provides police services in the region, such as traffic regulation enforcement and emergency accident management and service but is primarily limited to the existing state route and interstate highway systems that extend throughout the region.

Fire

Fire protection services and emergency medical services in the study area are provided by the Coachella Fire Department through a contract with the County of Riverside Fire Department. The fire department provides these services to the City as part of the regional and integrated fire protection system provided via a cooperative agreement with the Riverside County Fire Department and Cal Fire. This contract includes fire suppression, fire prevention, emergency medical response, hazardous materials response team, urban search and rescue response team, and other related public services.

The nearest fire station to the project site is Fire Station #79, located at 1377 Sixth Street. The fire department operates with one fire engine and is staffed with one firefighter, one paramedic firefighter, one engineer, and one captain. The existing goal of the fire department is to provide service to all areas of the City using a 1.5-mile service radius with a response time of approximately five minutes or less, 90 percent of the time.

2.1.5.2 Environmental Consequences

2.1.5.2.1 Temporary Impacts

Utilities

Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, no construction would occur; therefore, temporary construction impacts to utilities would not occur.

Alternatives 7 and 8 (Build Alternatives)

The project's final design process (Plans, Specifications, and Estimates [PS&E] phase) will address all potential utility relocation that may be required for project implementation. An updated utility search will be conducted during final design to determine any utility conflicts requiring attention. Coordination with the identified utility companies will be carried out during the PS&E and construction phases. No service disruptions will occur to any of the utilities during construction. Accordingly, no impacts to utilities during construction of the project are anticipated.

Emergency Services

Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, no construction would occur; therefore, temporary construction impacts to emergency services would not occur.

Alternatives 7 and 8 (Build Alternatives)

Access to developed areas in proximity to the project may potentially be constrained intermittently during construction. As noted in Chapter 1.0 of the IS/EA, a Transportation Management Plan (TMP) has been included as a project feature to minimize potential traffic-related impacts during construction of the project. Travel through the project area will be maintained for emergency service vehicles during project construction. The Caltrans TMP Guidelines require consideration and notification of emergency service providers to provide for adequate emergency access during the temporary construction process. With preparation of the TMP during the PS&E phase, adverse effects would not occur in this regard.

2.1.5.2.2 Permanent Impacts

Utilities

Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, SR-86, Avenue 50, and the surrounding transportation network would be maintained; therefore, no permanent changes or impacts to existing utilities in the project area would occur.

Alternatives 7 and 8 (Build Alternatives)

Permanent impacts to utilities under the Build Alternatives would include multiple relocations as described in Table 2.1.5-1 below.

Table 2.1.5-1: Utility Relocations

Affected Utility		Relocation Information
Electrical Service	An overhead 92-kV transmission line, running north-south, crosses the Coachella Valley Stormwater Channel (CVSC) and SR-86 within the project limits.	Approximately 3 poles relocation (2 poles within State right of way).
	An overhead 7.2/12.5-kilovolt (kV) line running in the east-west direction along the existing Avenue 50 branches into two lines: One heading east crossing SR-86 and running along Avenue 50 on the eastside of SR-86 and the other heading north and crossing SR-86 at the existing intersection.	Approximately 12 poles relocation (2 poles within State right of way).
	A joint overhead of a 7.2/12.5-kV line and runs along the existing Tyler Street on the west side of SR-86.	Approximately 5 poles relocation.
	An overhead of a 7.2/12.5-kV line and runs in the north-south direction on the east side of the proposed interchange.	Approximately 5 poles relocation (2 poles within State right of way).
Natural Gas	An 8" gas line running along the existing Avenue 50/Tyler Street on the west side of the CVSC crosses the channel, turns to the north and crosses SR-86 at the existing intersection.	Approximately 3,500 linear feet (LF) relocation (350 LF within State right of way).
Water	A 16" waterline running along the existing Avenue 50 on the west side of the CVSC crosses the channel, turns to the north and crosses SR-86 at the existing intersection.	Approximately 3,300 LF relocation (350 LF within State right of way).
	A 12" waterline branching off from the 16" waterline at the existing Avenue 50/Tyler Street intersection runs along the existing Tyler Street.	Approximately 2,100 LF relocation.
Agricultural	A 14" Irrigation Lateral 105.7-1.9 is located within the project limits and is part of the Coachella Valley irrigation distribution system.	Approximately 3,900 LF relocation (1,000 LF within State right of way).
	A 12" Tyler 0.25 drain runs in the north-south direction on the east side of the proposed interchange and discharges into the CVSC.	Approximately 1,600 LF relocation (320 LF within State right of way).
	A 24" Avenue 50 drain runs along the existing Avenue 50 west of the CVSC and discharges into the CVSC.	It is not anticipated that this facility will require relocation.
	A number of tile drains exist within the project area farmlands.	Relocations will be required for tile drains.
Sewer Service	A 24" sewer line along the existing Avenue 50 on the eastside of SR-86.	Approximately 3,300 LF relocation.
Telephone Service	A telephone line running along the north side of the existing Avenue 50 branches into two lines: One heading east crossing SR-86 and running along Avenue 50 on the eastside of SR-86 and the other heading north and crossing SR-86 at the existing intersection.	Approximately 5,800 LF relocation (700 LF within State right of way).
Cable Service	An overhead cable runs along the existing Avenue 50 and Tyler Street on the west side of the CVSC.	Approximately 3,300 LF relocation.

Prior to the completion of final design, coordination with any affected utility providers in the vicinity of the proposed SR-86/Avenue 50 new interchange project will be completed, to verify that the project will not disrupt services. For any utilities affected, all required coordination will be completed to establish exact procedures and specifications for addressing facilities impacted by the project, and as necessary, additional analysis will be completed, and any measures identified in conjunction with the completion of additional analysis will be implemented. Any required relocations of utilities will be completed prior to any project-related construction. Accordingly, no permanent impacts to utilities are anticipated.

Emergency Services

Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, SR-86, Avenue 50, and the surrounding transportation network would be maintained; therefore, no changes to the provision of emergency services in the project area would occur.

Alternatives 7 and 8 (Build Alternatives)

Alternatives 7 and 8 would improve mobility by providing direct and dependable access over SR-86 and CVSC, which would improve emergency vehicle response times during storm events; therefore, a beneficial impact is anticipated to occur with regard to emergency services in the long-term. Following completion, traffic operations are expected to improve. In conjunction with the construction of the bridge over the CVSC, emergency service providers would be able to travel through the project area more efficiently. Permanent impacts related to emergency services would not occur under the Build Alternatives.

2.1.5.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

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2.1.6 Traffic and Transportation/Pedestrian and Bicycle Facilities

2.1.6.1 Regulatory Setting

Caltrans, as assigned by the Federal Highway Administration (FHWA), directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of Federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all Federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 CFR 27) implementing Section 504 of the Rehabilitation Act (29 United States Code [USC] 794). The FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to federal-aid projects, including Transportation Enhancement Activities.

2.1.6.2 Affected Environment

This section is based on the State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report (Traffic Report), dated November 2017.

2.1.6.2.1 Existing Facilities

Roadway Facilities

Key travel routes in the study area include SR-86, Avenue 50, and Tyler Street. SR-86 is a regional highway that extends north-south in the City of Coachella. It begins at Interstate 10 (I-10), north of the City, maintaining access control until reaching Avenue 50/Tyler Street. South of Avenue 50/Tyler Street, it operates as a divided arterial with two lanes in each direction with an open median. The posted speed limit on SR-86 is 55 miles per hour throughout the length of the City. SR-86 is a major regional highway that provides access to I-10 to the north and continues south to the Salton Sea and City of Imperial, near the United States border with Mexico. The segment of SR-86 within the study area is an at-grade facility with two travel lanes in each direction. Based on Caltrans 2015 Traffic Data, the annual average daily traffic (AADT) volume of SR-86 in the study area is approximately 20,500.

Avenue 50 traverses the City in an east-west direction from the western city limits, and currently terminates west of the Coachella Branch of the All-American Canal at Fillmore Street. Avenue 50 within the project limits is currently a 2-lane roadway with a low water crossing through Coachella Valley Stormwater Channel (CVSC) and is classified in the City's General Plan Update as a "Major Arterial with Bicycle Facility." The existing Avenue 50 low water crossing is approximately 700 feet long and 32 feet wide and provides two 12-foot vehicle lanes. The existing Avenue 50 crossing is equipped with two 72-inch culverts conveying CVSC flows from north to south. The capacity of these culverts is often exceeded, resulting in roadway flooding during heavy storm events. Currently, State Route 86 (SR-86) and Avenue 50 is an at-grade

signalized intersection with a dedicated left-turn lane and right-turn lane in the northbound and southbound direction along SR-86.

Tyler Street is a two-lane north/south roadway that is a segmented and discontinuous collector street within the project limits. In a south to north direction, Tyler street follows the northeasterly boundary of Peter Rabbit farms and terminates at Avenue 50. Tyler Street re-starts where Avenue 50 turns to the north; it continues to a "T" intersection with the easterly segment of Avenue 50 east of SR-86. Tyler Street continues to the north of the intersection and Avenue 50 continues to the east of the intersection. The posted speed limit on Tyler Street is 40 miles per hour.

Unimproved roads include Cabazon Road (trending in a north to south direction) and two unnamed maintenance roads that serve the CVSC.

Pedestrian and Bicycle Facilities

Within site boundaries, a sidewalk exists along the easterly side of Tyler Street, immediately south of CVSC, adjacent to existing residences and Sierra Vista Park. No other pedestrian/ bicycle facilities occur along Tyler Street and Avenue 50, within the project limits. Bicycles are not permitted along SR-86 within the project limits.

2.1.6.2.2 Existing General Plan Designations

Based on the General Plan Mobility Element Figure 5-1, Future Roadway Network, within the project limits, Avenue 50 is designated as a Primary Arterial With Bicycle Facility west of Tyler Street and Major Arterial With Bicycle Facility east of Tyler Street; Tyler Street is designated as a Collector With Bicycle Facility, and the intersections of Avenue 50 with Tyler Street and SR-86 are designated as Freeway Interchange. It is acknowledged that the planned CV Link alignment, located parallel to, and west of, SR-86, is designated as a Class I Bicycle Facility/Multi-Use Trail. Per the General Plan Mobility Element Table 5-1, Street Typologies, descriptions for these identified street types are as follows:

- *Primary Arterial With Enhanced Bicycle Facilities* – These facilities provide superior accommodations for bicyclists as compared to regular arterials. In-street Bicycle lanes (Class II) facilities are provided. The bicycle lanes can vary from 5 to 6 feet. The travel lanes can vary from 11 to 12 feet.

- *Major Arterial With Enhanced Bicycle Facilities* – These facilities provide for all modes of travel, but they acknowledge that the arterial is a primary link in the City's vehicular transportation system. Major arterials have six travel lanes and can have right-of-way (ROW) up to 132 feet. Travel lanes can vary from 11 to 12 feet.

- *Collector With Enhanced Bicycle Facilities* – Collectors are meant to serve as intermediate facilities, connecting local areas to regional mobility corridors. Collectors prioritize bicycles and pedestrians through facility design and speed management. Bus and shuttle transit services can be provided on collectors, and vehicles use them for accessibility (but these modes are not prioritized in the corridor). This specific designation includes in-street bicycle lanes.

2.1.6.2.3 Study Area

The study area consists of study intersections along Avenue 50 (between Leoco Lane and SR-86), the SR-86 mainline segment between Dillon Road and Avenue 52, and SR-86 ramp intersections at Dillon Road and Avenue 52; refer to Figure 2.1.6-1. The Avenue 50/Harrison Street intersection (Study Intersection No. 1) has been removed from the study area analysis as this intersection will become a standalone project. Operations of this intersection will be analyzed in a separate study, which is anticipated to be completed in approximately one year. The study facilities are identified below and were evaluated during the weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak hours at study intersections and mainline/ramp locations and on a weekday basis for study arterial roadway segments. Figure 2.1.6-1, Traffic Study Area, depicts the traffic study area associated with the project.

Study Intersections

2. Avenue 50/Leoco Lane
3. Avenue 50/Peter Rabbit Lane
4. Avenue 50/Tyler Street
5. Avenue 50/Southbound SR-86 Ramps
6. Avenue 50/Northbound SR-86 Ramps
7. Dillon Road/Southbound SR-86 Ramps
8. Dillon Road/Northbound SR-86 Ramps
9. Avenue 52/Southbound SR-86 Ramps
10. Avenue 52/Northbound SR-86 Ramps/Tyler Street
11. Tyler Street/Calle Mendoza

SR-86 Mainline Segments

1. Northbound and Southbound SR-86: between Dillon Road and Avenue 50
2. Northbound and Southbound SR-86: between Avenue 50 and Avenue 52

SR-86 Ramp Junctions

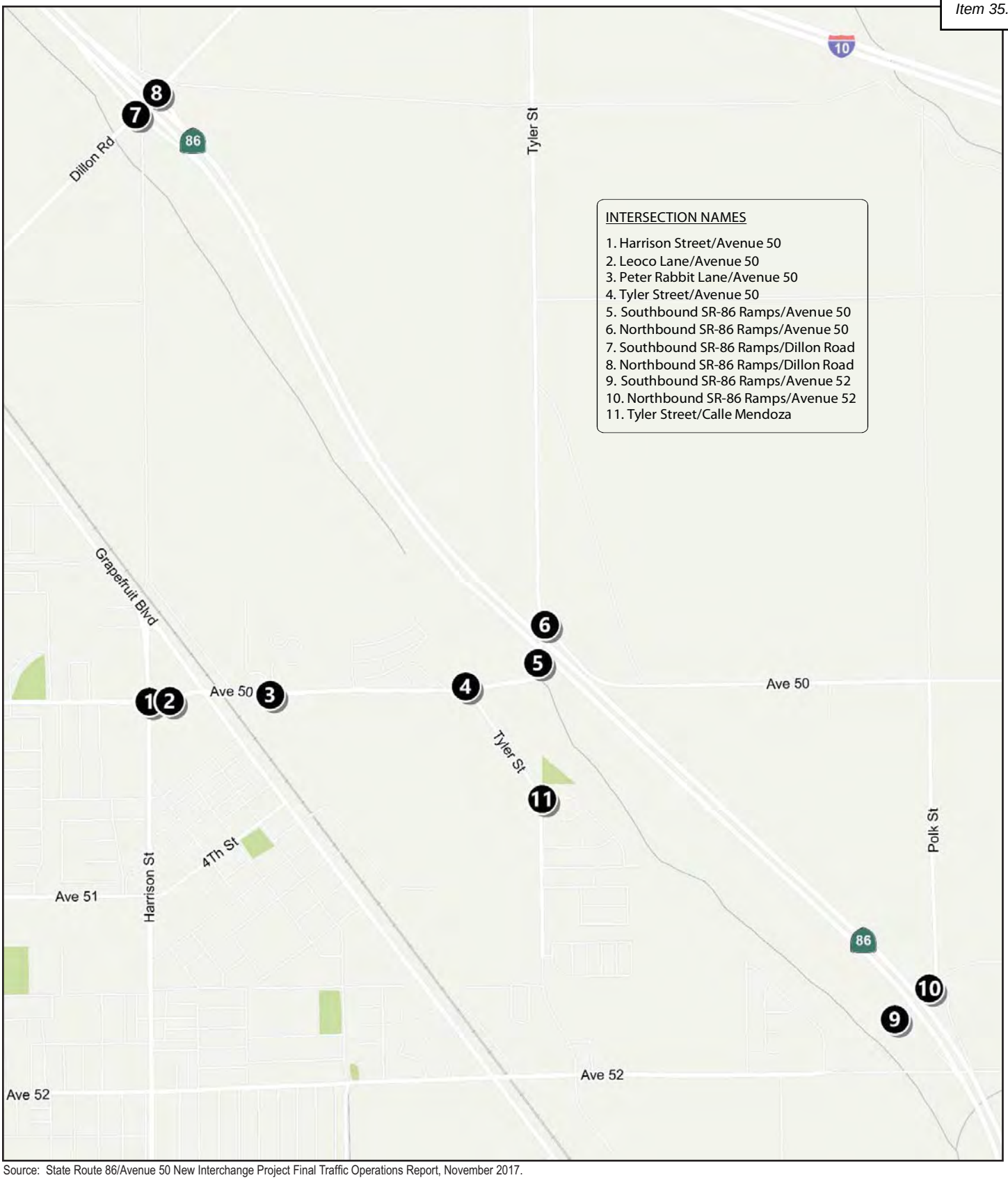
1. Northbound SR-86 Off-ramp to Avenue 50 (future)
2. Northbound SR-86 On-ramp from Avenue 50 (future)
3. Southbound SR-86 Off-ramp to Avenue 50 (future)
4. Southbound SR-86 On-ramp from Avenue 50 (future)

Study Roadway Segments

1. Avenue 50 Bridge: between Tyler Street and SR-86
2. Avenue 50: between Leoco Lane and Peter Rabbit Lane
3. Avenue 50: west of Harrison Street

2.1.6.2.4 Study Scenarios

The proposed project includes two phases which have different opening years. Phase 1 of the proposed project includes the Avenue 50 Bridge, which is expected to complete construction and be open to traffic by Year 2021. Phase 2 of the proposed project includes the SR-86/Avenue 50 new interchange, which is expected to complete construction and be open to traffic by Year 2025. Two Build Alternatives are being analyzed for the proposed project. Therefore, the following study scenarios are analyzed:



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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Traffic Study Area

Figure 2.1.6-1

1. Existing (2015) Conditions
2. Opening Year 2021 No Build Conditions
3. Opening Year 2021 With Phase 1 (One Build Alternative for Avenue 50 Bridge)
4. Opening Year 2025 No Build Conditions
5. Opening Year 2025 With Phase 2 (Two Build Alternatives for SR-86/Avenue 50 Interchange)
6. Design Year 2045 No Build Conditions
7. Design Year 2045 With Phase 1 & Phase 2 combined (Two Build Alternatives for SR-86/Avenue 50 Interchange)

The study locations also vary by scenario. All the study locations listed above are analyzed under existing and Design Year 2045 conditions. Under Opening Year 2021, completion of Phase 1 (Avenue 50 Bridge) is not anticipated to result in significant traffic addition to the SR-86 mainline and adjacent ramps at Dillon Road and Avenue 52. Therefore, the study area under Phase 1 Opening Year 2021 consists of the six study intersections (accordingly, the tables include intersections 2 through 6 and 11) and three roadway segments along Avenue 50. None of the SR-86 mainline/ramp junctions or adjacent ramp intersections at Dillon Road and Avenue 52 are evaluated under Year 2021. Similarly, the study area under Phase 2 (SR-86/Avenue 50 Interchange) Opening Year 2025 consists of the SR-86 mainline/ramp junctions and ramp intersections at Dillon Road, Avenue 50, and Avenue 52. Other local intersections and roadway segments along Avenue 50 west of SR-86 are not analyzed under Year 2025.

2.1.6.2.5 Methodology

Traffic Forecasting Methodology

Traffic forecasts were developed using the Coachella Valley Model, which was developed in 2012 for the *General Plan Update* based on the Riverside County Traffic Analysis Model (RivTAM). The Coachella Valley Model assumed the build-out Socio-Economic Data (SED) for the City of Coachella and reflected a more refined roadway network in the Coachella Area. The Coachella Valley Model was updated to include the 2040 land use assumptions consistent with the SCAG's 2016 RTP (since this data reflects the most updated population and employment growth projections for the City of Coachella and the entire Coachella Valley Association of Governments [CVAG] region), and the updated model was used to develop traffic forecasts for the proposed project.

Separate future year models were developed to forecast traffic volumes with and without the proposed project. Future traffic forecasts at the study intersections and roadway segments under the Opening Year and Design Year were developed using the difference methodology, which is consistent with methodologies delineated in the National Cooperative Highway Research Program Report (NCHRP) 255 published by the Transportation Research Board (TRB): Highway Traffic Data for Urbanized Area Project Planning and Design (Transportation Research Board, December 1982). The Base Year and Future Year models were used to calculate the annual growth at study facilities, which was applied to existing traffic counts (collected in fall 2015) to develop the Opening Year and Design Year traffic projections. Since the future model reflects Year 2040 conditions, the Opening Year 2021/2025 and Design Year 2045 forecasts was developed using a calculated annual growth amount between existing and the 2040 traffic forecasts. The resulting traffic forecasts from the difference methodology were balanced where appropriate. The balanced forecasts for each scenario were compared to existing traffic counts and one another to ensure the reasonableness of the forecasts. Overall, after applying all difference method calculations and balancing operations, the average annual growth rate comes out to be approximately 3 – 5 percent per year.

Operations Analysis Methodology

Intersection Analysis: Intersection operations were conducted using methodologies contained in the Highway Capacity Manual (HCM 2010) (Transportation Research Board, 2010). The HCM 2010 methodology for signalized intersections estimates the average control delay for vehicles at the intersection while the methodology for unsignalized intersections estimates the worst-case movement control delay for two-way stop-controlled intersections and the average control delay for all-way stop-controlled intersections. After the quantitative delay estimates are complete, the methodology assigns a qualitative letter grade that represents the operations of the intersection. These grades range from level of service (LOS) A (minimal delay) to LOS F (congested conditions). LOS E represents at-capacity operations. Descriptions of the LOS letter grades for both signalized and unsignalized intersections are provided in Table 2.1.6-1.

Table 2.1.6-1: Intersection LOS

LOS	Description	Signalized Intersections	Unsignalized Intersections
		Average Stopped Delay per Vehicle (seconds/vehicle)	Average Control Delay (seconds/vehicle)
A	Very low delay occurs due to little or no conflicting traffic.	< 10.0	< 10.0
B	Low delay occurs although conflicting traffic becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0
C	Average delays result from increased conflicting traffic.	> 20.0 to 35.0	> 15.0 to 25.0
D	Longer delays occur due to a reduction in available gaps. At signals, individual cycle failures are noticeable.	> 35.0 to 55.0	>25.0 to 35.0
E	High delays and extensive queues occur. This value indicates volume-to-capacity ratios. This is considered to be the limit of acceptable delay.	> 55.0 to 80.0	> 35.0 to 50.0
F	Delays are unacceptable to most drivers due to over-saturation.	> 80.0	> 50.0

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 9.

Roadway Segment Analysis: Roadway segment operations were evaluated by comparing the daily traffic volumes to the roadway classification capacity identified in the General Plan Circulation Element (May 2014). The roadway capacity by classification is shown in Table 2.1.6-2. The volume-to-capacity (v/c) ratio was calculated for study roadway segments along Avenue 50. Any roadway segments with the v/c ratio equal to or greater than 1.0 are considered to have LOS F conditions.

Table 2.1.6-2: Roadway Segment AADT Capacity

Roadway Classification	Number of Lanes	AADT Capacity
Major Arterial	6 – Divided	56,000
Primary Arterial	4 – Divided	37,400
Secondary Arterial	4 – Divided	28,900
Major Collector	4 – Undivided	20,000
Minor Collector	2 – Undivided	12,000
Local Street	2 – Undivided	10,400

Source: City of Coachella General Plan Circulation Element (May 2014).

Freeway Analysis: Freeway mainline and ramps were evaluated using a Highway Capacity Software (HCS) equivalent tool which applies methodologies contained in the HCM 2010. The LOS was calculated for each study facility based on density in number of vehicles per hour per lane. Table 2.1.6-3 describes the LOS thresholds for freeway sections identified in the HCM 2010. The peak-hour density calculations provided are consistent with the definitions from the HCM, which defines four freeway section types: merge, diverge, weave, and basic.

Table 2.1.6-3: Freeway LOS Threshold

LOS	Description	Density (vplpm)[1]	
		Mainline (Basic)	Ramp/ Weave
A	Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	< 11	< 10
B	Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted.	> 11 to 18	> 10 to 20
C	Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.	> 18 to 26	> 20 to 28
D	Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.	> 26 to 35	> 28 to 35
E	Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.	> 35 to 45	> 35 to 45[2]
F	Represents a breakdown in flow.	> 45	> 45[2]

Notes:
1 Density is reported in vehicles per lane per mile.
2 The maximum density for ramp junctions and weaving sections under LOS E is not defined in the HCM. The maximum density for basic segments of 45 vplpm was assumed to apply to ramp junctions and weaving sections.

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 10.

Analysis Evaluation Criteria

The analysis evaluation criteria described below were used to determine if the proposed project would result in any traffic operational deficiencies to the study area. The LOS criteria are in accordance with the City of Coachella and Caltrans guidelines.

City of Coachella

Intersection: According to General Plan Circulation Element, LOS D is the maximum acceptable level of congestion that should be maintained during the peak commute hours. Therefore, any of the intersections within Coachella's jurisdiction operating at LOS E or F are considered unsatisfactory; vehicular traffic on Coachella's roadway system should not exceed these capacities.

Roadway Segment: In accordance with the General Plan Circulation Element, LOS C or better should be maintained along County roads and state highways. LOS D is 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." For the purposes of this evaluation, the minimum acceptable LOS for roadway segments along Avenue 50 is LOS D.

Caltrans

Based on the Caltrans 2017 Transportation Concept Report for State Route 86 (2017 TCR), Caltrans strives to have freeway facilities operate at a level of service D. Therefore, LOS D was used as the threshold for freeway facilities analysis. Any future LOS on freeway facilities that are projected to operate at unacceptable LOS (worse than LOS D) requires mitigation. Therefore, LOS D is considered as the acceptable LOS criteria for all the study intersections, freeway segments, and roadway segments in this analysis.

2.1.6.2.6 Existing Traffic Operations

Peak period AM (7-9 AM) and PM (4-6 PM) traffic volumes at study intersections were collected in 2015. The 24-hour daily traffic volumes were collected at the Avenue 50 study segments in 2015 and at SR-86 near Avenue 50 in 2017. All traffic counts were collected when schools were in session. In addition, existing signal timings at the signalized intersections were collected from the City and Caltrans.

Figure 2.1.6-2, Existing Year 2015 Peak Hour Intersection Volumes, shows the existing lane configurations and traffic volumes for all study intersections. Figure 2.1.6-3, Existing Year 2015 Average Daily Traffic Volumes, shows the existing average daily traffic (ADT) volumes along SR-86.

Roadway Operations

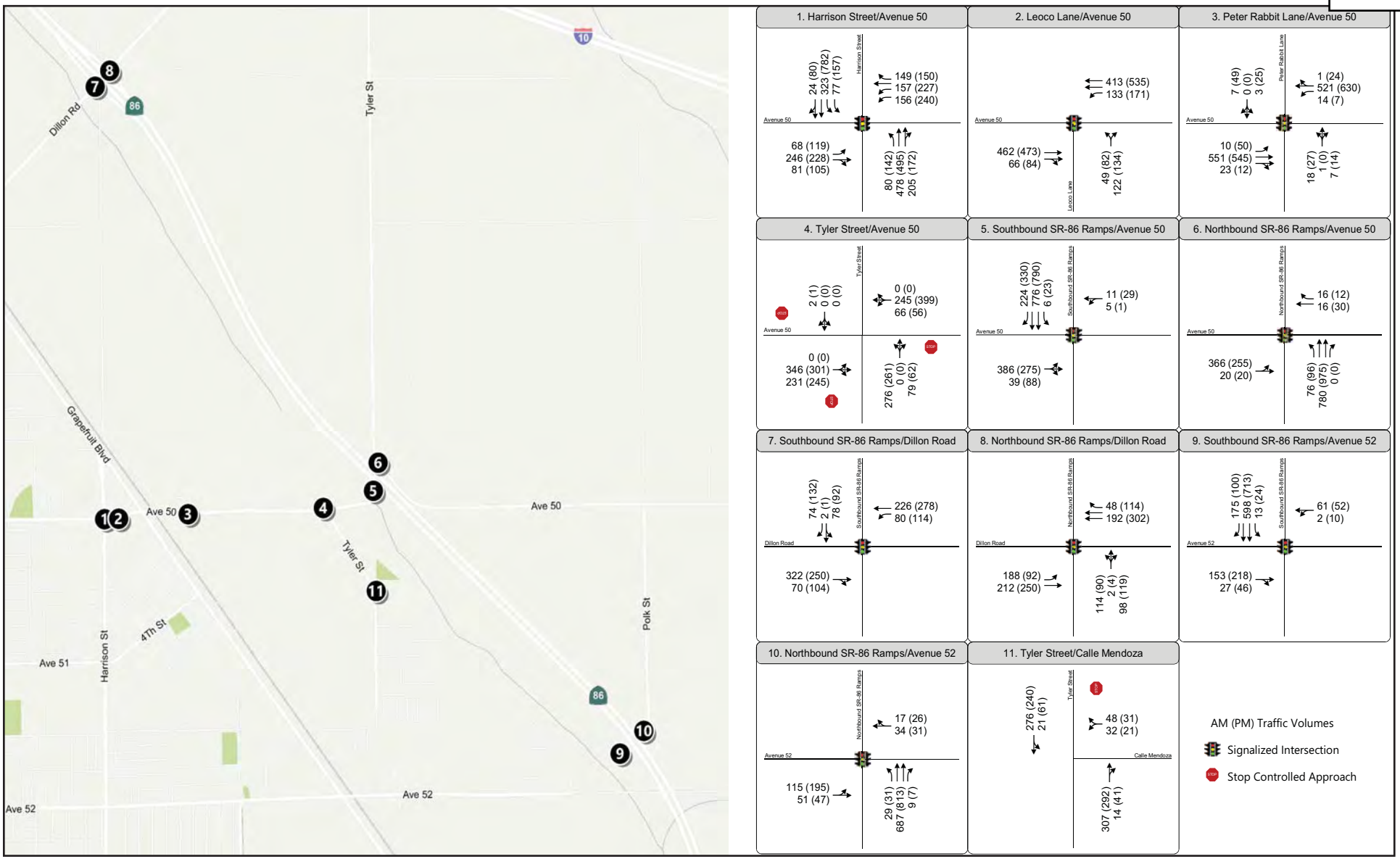
Table 2.1.6-4 presents the existing ADT volumes along Avenue 50 study roadway segments. All roadway segments currently operate at acceptable LOS C or better conditions using the capacity threshold identified in the General Plan Update Circulation Element.

Table 2.1.6-4: Existing Roadway Segment Analysis

Segment		Classification[1]	ADT	Capacity[2]	V/C	LOS[3]
1	Avenue 50: Low Water Crossing Between Tyler Street and SR-86	Major Arterial (2)	10,473	13,000[4]	0.81	D
2	Avenue 50: Between Leoco Lane and Peter Rabbit Lane	Primary Arterial (4)	16,203	37,400	0.43	A
3	Avenue 50: West of Harrison Street	Major Arterial (2)	10,144	13,000[4]	0.78	C

Notes:
1 Classification reflects future build-out of roadway segment from City of Coachella General Plan (2015).
2 Capacity from City of Coachella General Plan EIR Appendix 11.4 (2013), unless otherwise indicated.
3 LOS E represents at capacity operations.
4 Capacity is based on existing roadway condition and Riverside County Integrated Project General Plan's capacity thresholds for 2-lane Collector.

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 16.



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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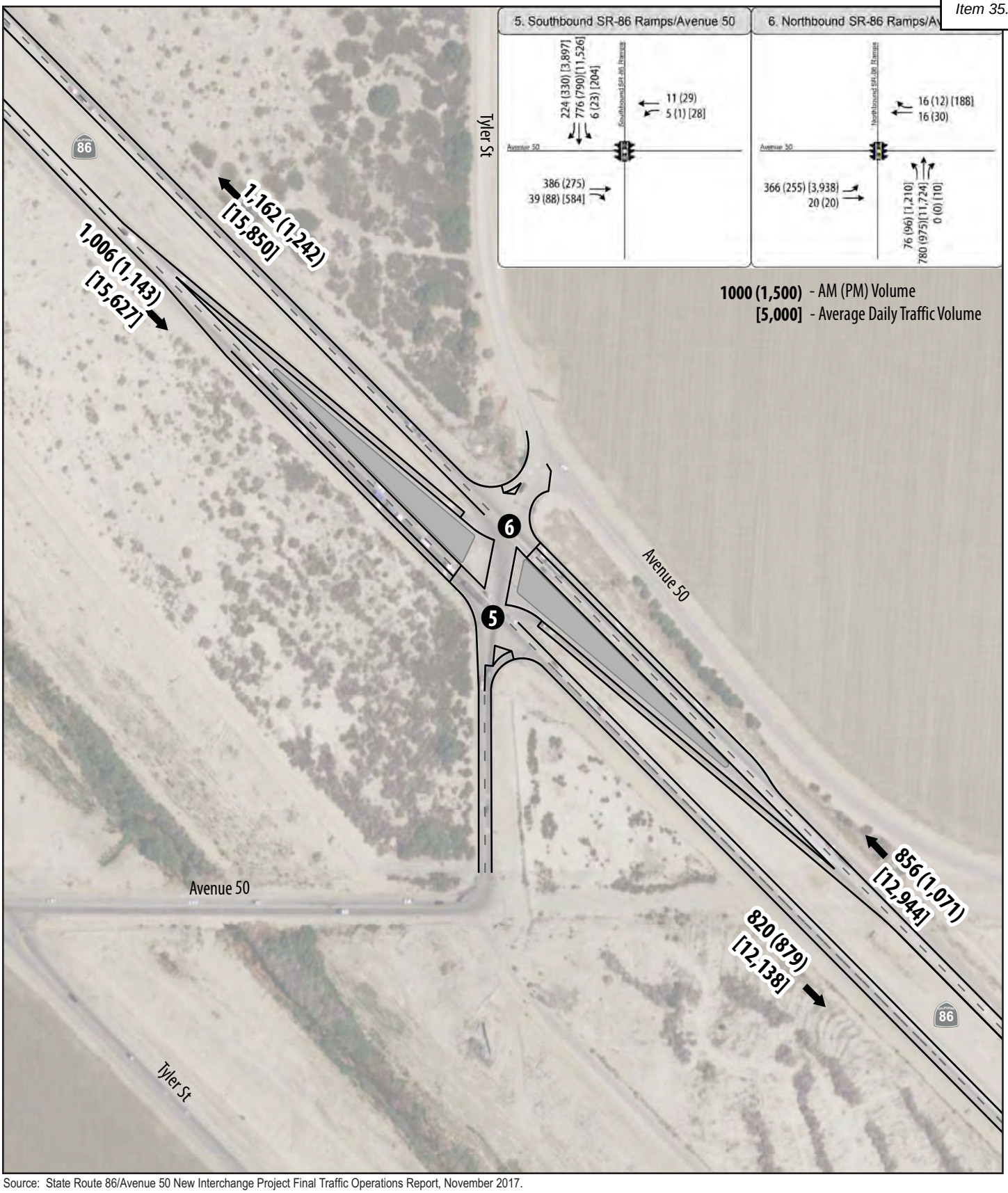
Existing Year 2015 Peak Hour Intersection Volumes

Figure 2.1.6-2



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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Existing Year 2015 Average Daily Traffic Volumes

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Figure 2.1.6-3

Freeway Operations

Under existing conditions, SR-86 in the study area operates as a multi-lane highway with at-grade access points, rather than a freeway. Therefore, no freeway operations were analyzed in the existing condition. All movements along SR-86 were analyzed as intersection operations described below.

Intersection Operations

Existing traffic volumes, lane configurations, and signal timing information were utilized to evaluate traffic operations at the study intersections during the AM and PM peak hours. The results are summarized in Table 2.1.6-5. Under existing conditions, all study intersections operate acceptably at LOS D or better conditions during both AM and PM peak hours, with the exception of the Avenue 50/Tyler Street intersection, which operates at an unacceptable LOS F during both AM and PM peak hours.

Table 2.1.6-5: Existing Intersection LOS Summary

Intersection		Control	AM		PM	
			Delay	LOS	Delay	LOS
2	Avenue 50/Leoco Lane	Signal	7.1	A	8.3	A
3	Avenue 50/Peter Rabbit Lane	Signal	6.4	A	8.4	A
4	Avenue 50/Tyler Street	Side-street stop	**127.1**	**F**	**176.1**	**F**
5 6	Avenue 50/Southbound SR-86 Ramps Avenue 50/Northbound SR-86 Ramps	Signal	36.8	D	32.0	C
7	Dillon Road/Southbound SR-86 Ramps	Signal	9.9	A	10.5	B
8	Dillon Road/Northbound SR-86 Ramps	Signal	19.9	B	12.3	B
9 10	Avenue 52/Southbound SR-86 Ramps Avenue 52/Northbound SR-86 Ramps	Signal	16.3	B	19.3	B
11	Tyler Street/Calle Mendoza	Side-street stop	12.9	B	12.9	B

Bold text indicates unacceptable level of service.
Note: For signalized intersections, delay shows whole intersection weighted average control delay using methods (HCM 2010).
Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 17.

Traffic Safety Review

Collision data for July 2012 through June 2015 were reviewed for the SR-86 segment and ramps within the project limits. This evaluation consisted of collecting and reviewing SR-86 collision data contained in Traffic Accident Surveillance and Analysis System (TASAS) Table B and TASAS Selective Accident Retrieval (TSAR) provided by Caltrans. Table 2.1.6-6 shows the actual three-year collision rates with a comparison to the statewide average collision rates on similar facilities. The collision rates on SR-86 are higher than the statewide average for similar facilities.

Table 2.1.6-6: SR-86 Mainline Collision Rate

Location Description	Actual (per million vehicle miles for mainline, per million vehicles for ramp)			Average (per million vehicle miles for mainline, per million vehicles for ramp)		
	Total	Fatal	Fatal+ Injury	Total	Fatal	Fatal+ Injury
SR-86 Mainline (PM R19.5 – R21.5)	0.56	0.019	0.27	0.46	0.008	0.16
Source: Draft Project Report (June 2018), Page 17.						

Table 2.1.6-7 shows collision data by collision type. As shown, rear end was the most common collision type in the study area between July 2012 and June 2015. Hit object and sideswipe were the next most common collision types.

Table 2.1.6-7: SR-86 Mainline Collision Type

Collision Type	Percentage
Head-On	3.4%
Sideswipe	10.3%
Rear End	65.5%
Hit Object	13.8%
Overturn	3.4%
Not Stated	3.4%
Total	**100%**
Note: Numbers may not add up to 100 percent due to rounding.	
Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 19.	

Table 2.1.6-8 shows the primary collision factor for collisions in the study area between July 2012 and June 2015. Unsafe speed was the primary collision factor for the majority of the traffic collisions in the study area. The high incidence of rear ends collision types taken with the high incidence of speeding as the primary collision factor indicate that these collisions could be due to the at-grade intersections along SR-86 with local arterials such as Avenue 50. SR-86/Avenue 50 is the first signalized intersection along SR-86 south of the I-10 interchange. The only preceding opportunity to access the local street network is at the SR-86/Dillon Road interchange. Accordingly, vehicles approaching the existing SR-86/Avenue 50 intersection are approaching the first at-grade intersection configuration on SR-86, which in this instance is a fully signalized intersection. Vehicles traveling from the expressway segment of SR-86 north of Dillon Road would likely be traveling at higher speeds, which could result in rear-end collisions with vehicles stopped at the signalized intersection at SR-86/Avenue 50.

Table 2.1.6-8: SR-86 Mainline Primary Collision Factor

Primary Collision Factor	Percentage
Influence Alcohol	13.8%
Improper Turn	13.8%
Speeding	58.6%
Other Violations	13.8%
Total	**100%**
Note: Numbers may not add up to 100 percent due to rounding.	
Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 20.	

2.1.6.3 Environmental Consequences

2.1.6.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

Under this alternative, no reconstruction or improvements would be made to the existing SR-86/Avenue 50 intersection or the local roadway (Avenue 50 and Tyler Street). As a result, the No-Build Alternative would not result in temporary impacts related to traffic and circulation.

Alternatives 7 and 8 (Build Alternatives)

Construction of the project would result in temporary traffic effects related to the circulation of vehicles, bicyclists, and pedestrians in the project area. The project is anticipated to be constructed in two phases.

The first phase, constructing the Avenue 50 bridge over CVSC, is anticipated to take approximately 12 months. Since the proposed Avenue 50 and Tyler Street are constructed on new alignments, the existing Avenue 50 and Tyler Street would remain operational with exceptions of tie-in work conforming and joining existing pavements that need minimum traffic control; refer to Figure 2.1.6-4, Phase 1 Detour Map.

The duration of the time needed to complete construction of the re-alignment of Tyler Street from just south of the Calle Mendoza/Tyler Street intersection, north, to where existing Tyler Street turns toward Avenue 50 is estimated to be approximately one to three months of work. Therefore, construction-related traffic delays are anticipated to be minimal. Access to the local street network west of SR-86 would be continuously maintained. In conjunction with constructing the completion of the access to the new bridge across the CVSC from the existing portion of Avenue 50, which turns north and becomes Tyler Street, traffic control/flagging will be used to manage travel through this area. The duration of this construction activity is anticipated to be approximately one week. Following completion of this work, it is anticipated local traffic will be able to utilize the new bridge across the CVSC.

Construction of Phase 1 of this project will have no impacts on the operational performance of SR-86.

Local Street Operational Performance Between Phase 1 and Phase 2 of the Project

With the Avenue 50 Bridge widening in place under the Build scenario, the Avenue 50/Tyler Street/Magnolia intersection will be constructed with a traffic signal, which would improve the operations at this intersection from LOS F to acceptable LOS C during both AM and PM peak hours under year 2021 conditions. The additional capacity provided by the Avenue 50 Bridge project is expected to attract more traffic to the Avenue 50/SR-86 intersection, resulting in increased delays at this intersection. However, this at-grade intersection is proposed to upgrade to an interchange by Year 2025 as Phase 2 improvements of the project. All other study intersections would operate at acceptable LOS D or better conditions under the 2021 Build scenario.

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Phase 1 Detour Map

Figure 2.1.6-4

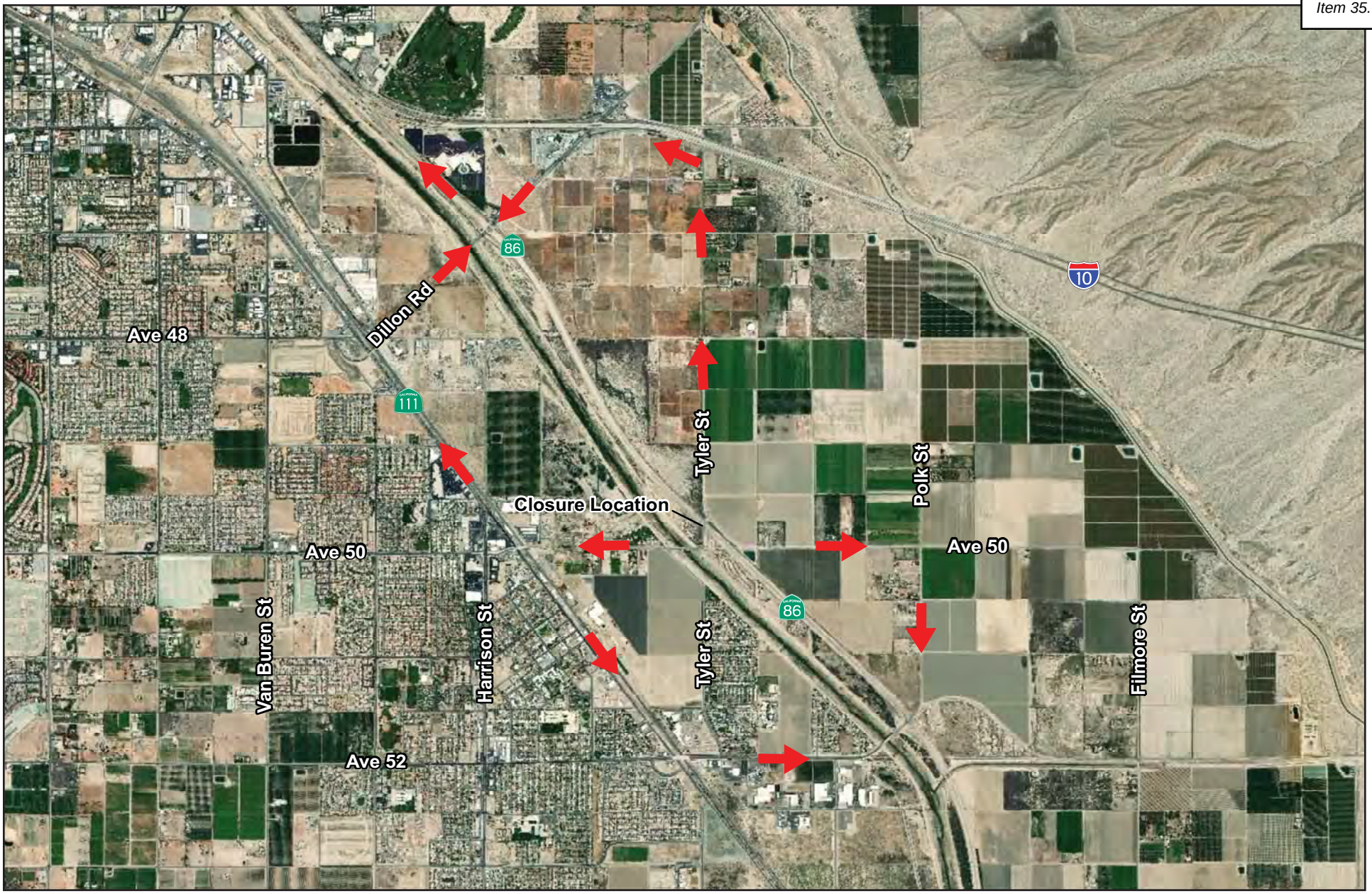
The second phase, constructing the SR-86/Avenue 50 interchange, is anticipated to take approximately 15 months. Full expressway and lane closures would be required during night times and on weekends to accommodate the following roadway and structure construction activities:

- Installation, moving and removal of k-rails;
- Striping and removal operations;
- Falsework erection and removal;
- Deck pouring;
- Placement of concrete pavement using rapid set concrete;
- Asphalt concrete pavement construction and overlay operations; and
- Utility work/traffic signal/lighting installations.

The existing SR-86/Avenue 50 at-grade intersection would remain operational during the interchange construction process with the exception of the work necessary to complete the new on- and off-ramps to northbound and southbound SR-86. Construction of realigned Tyler Street to realigned Avenue 50 is expected to result in a 10-day full closure at the intersection of Tyler Street and Avenue 50. A temporary detour pavement will be constructed in advance to manage traffic through this existing intersection during construction. Construction of the new alignment of Avenue 50 to the existing alignment of Avenue 50 at the eastern limits of the project with respect to Avenue 50, is expected to be accomplished through flagging only and is anticipated to be completed in 10 days. Completion of construction of the northbound on-ramp to SR-86, which will involve permanent removal of access to SR-86 via the existing Tyler Street/Avenue 50 intersection with northbound SR-86, is expected to be completed in one month. This part of Phase 2 construction will require a detour for traffic on Avenue 50 and for traffic on Tyler Street, to address access to northbound SR-86; refer to Figure 2.1.6-5, Phase 2 Detour Map. Completion of construction of the southbound off-ramp to Avenue 50, which will involve permanent removal of access to SR-86 via the existing Tyler Street/Avenue 50 intersection with southbound SR-86, is expected to be completed in one month. This part of Phase 2 construction, which will coincide with the construction related to the northbound on-ramp, will require a detour for traffic on Avenue 50, to address access to southbound SR-86. The respective detours related to construction of the new on-ramp to northbound SR-86 and construction of the new off-ramp from southbound SR-86 will be in place until the new interchange is open for traffic.

The existing sidewalk along Tyler Street, north and south of Calle Mendoza, will be protected in place and/or reconstructed to maintain connectivity between residential areas and Sierra Vista Park; refer to Table 2.1.6-23, Proposed Sidewalks.

As noted in Chapter 1.0 of this IS/EA, the project will include preparation and implementation of a Transportation Management Plan (TMP) during the Plans, Specifications, and Estimates (PS&E) phase. The Caltrans Transportation Management Plan Guidelines (TMP Guidelines) identifies the processes, roles, and responsibilities for preparing and implementing TMPs, as well as useful strategies for reducing congestion and managing work zone traffic impacts. The primary objective of the TMP is to maintain safe movement for vehicles, pedestrians, and bicyclists through the construction zone, as well as minimize traffic delays during the construction period.



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Phase 2 Detour Map

Figure 2.1.6-5

The TMP will include, but not be limited to, the following six major elements:

- Public information/public awareness campaign
- Traveler information strategies
- Incident management
- Construction strategies
- Demand management
- Alternate route strategies

With implementation of the TMP for the proposed project, it is expected that adverse temporary effects related to traffic, pedestrian, and bicyclists will not occur.

2.1.6.3.2 Permanent Impacts

As noted above, the following scenarios are considered in the traffic analysis:

- Existing (2015) Conditions
- Opening Year 2021 No Build Conditions
- Opening Year 2021 With Phase 1 (One Build Alternative for Avenue 50 Bridge)
- Opening Year 2025 No Build Conditions
- Opening Year 2025 With Phase 2 (Two Build Alternatives for SR-86/Avenue 50 Interchange)
- Design Year 2045 No Build Conditions
- Design Year 2045 With Phase 1 & Phase 2 combined (Two Build Alternatives for SR-86/Avenue 50 Interchange)

Future traffic volumes and turn movements for all study scenarios for SR-86, Avenue 50, and Tyler Street are presented in this section of the IS/EA and/or in Figures 2.1.6-6 through 2.1.6-17.

Alternative 1 (No-Build Alternative)

Under this alternative for Opening Year 2021, no improvements would be made to the existing SR-86/Avenue 50 intersection or local roadway (Avenue 50 and Tyler Street) other than routine roadway maintenance. The No-Build Alternative assumes the completion of Phase 1 of the project (construction of Avenue 50 Bridge) for Opening Year 2025; however, Phase 2 improvements would not be constructed (SR-86/Avenue 50 interchange). Both Opening Year 2025 and Design Year 2045 scenarios assume background improvements over existing conditions.

Opening Year 2025 scenarios assume background improvements at the following locations:

- *Avenue 52 and SR-86 Southbound Ramps*. This location is assumed to be a part of a signalized diamond interchange with the SR-86 mainline grade separated from Avenue 52.

- *Avenue 52 and SR-86 Northbound Ramps*. This location is assumed to be part of a signalized diamond interchange with the SR-86 mainline grade separated from Avenue 52.

Design Year 2045 scenarios assume background improvements at the following locations:

- Avenue 50 and Peter Rabbit Lane. Avenue 50 is assumed to be a four-lane facility, with two through lanes in each direction. This assumption is consistent with the City's adopted General Plan, which classifies this segment of Avenue 50 as a four-lane Primary Arterial.

- Dillon Road and SR-86 Southbound Ramps with the SR-86 mainline grade separated from Dillon Road. Dillon Road is assumed to be a six-lane facility, with three through lanes in each direction. This assumption is consistent with the City's adopted General Plan, which classifies Dillon Road as a six-lane Major Arterial.

- Dillon Road and SR-86 Northbound Ramps with the SR-86 mainline grade separated from Dillon Road. Dillon Road is assumed to be a six-lane facility, with three through lanes in each direction. This assumption is consistent with the City's adopted General Plan, which classifies Dillon Road as a six-lane Major Arterial.

- Avenue 52 and SR-86 Southbound Ramps. This location is assumed to be a part of a signalized diamond interchange with the SR-86 mainline grade separated from Avenue 52.

- Avenue 52 and SR-86 Northbound Ramps. This location is assumed to be part of a signalized diamond interchange with the SR-86 mainline grade separated from Avenue 52.

Tables 2.1.6-9 through 2.1.6-13 show future levels of service for study area roadway segments and intersections for Opening Years 2021 and 2025, and Design Year 2045, respectively. As discussed previously, it should be noted that under the No-Build Alternative, SR-86 in the study area would remain as a multi-lane highway with at-grade access points, rather than a freeway. Since 2021 is opening year for the Avenue 50 Bridge, Avenue 50 roadway segments were not included as study locations for Freeway Interchange Opening Year 2025. In addition, Avenue 50 roadway segments were not included as study locations under Opening Year 2025. Therefore, no roadway segments were analyzed under year 2025 conditions.

Table 2.1.6-9: Opening Year 2021 Roadway Segment Analysis (Alternative 1)

	Segment	Classification[1]	ADT	Capacity[2]	V/C	LOS[3]
1	Avenue 50: Low Water Crossing Between Tyler Street and SR-86	Major Arterial (2)	**14,500**	**13,000[4]**	**1.12**	**F**
2	Avenue 50: Between Leoco Lane and Peter Rabbit Lane	Primary Arterial (4)	18,220	37,400	0.49	A
3	Avenue 50: West of Harrison Street	Major Arterial (2)	11,200	13,000[4]	0.86	D

Notes:
1 Classification reflects future build-out of roadway segment from City of Coachella General Plan (2015).
2 Capacity from City of Coachella General Plan EIR Appendix 11.4 (2013).
3 LOS E represents at capacity operations.
4 Capacity is based on existing roadway condition and Riverside County Integrated Project General Plan's capacity thresholds for 2-lane Collector.

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 27.

Opening Year 2021: As shown in Table 2.1.6-9, Avenue 50 between Tyler Street and SR-86 would operate unacceptably at LOS F due to constrained capacity under Alternative 1. As shown in Figure 2.1.6-6 and Table 2.1.6-10, the majority of the study intersections would operate acceptably at LOS D or better during both AM and PM peak hours under Alternative 1, with the exception of: 1) the Avenue 50/Tyler Street intersection, which would remain as stop-controlled and operate at an unacceptable LOS F during both AM and PM peak hours; and 2) the SR-86/Avenue 50 intersection would remain as an at-grade signal and operate at LOS E and F during both AM and PM peak hours, respectively.

Table 2.1.6-10: Opening Year 2021 Intersection LOS Summary (Alternative 1)

Intersection		Control	AM		PM	
			Delay	LOS	Delay	LOS
2	Avenue 50/Leoco Lane	Signal	8.8	A	10.7	B
3	Avenue 50/Peter Rabbit Lane	Signal	7.6	A	9.5	A
4	Avenue 50/Tyler Street	Side-street stop	**621.4**	**F**	**653.4**	**F**
5 6	Avenue 50/Southbound SR-86 Avenue 50/Northbound SR-86	Signal	**79.8**	**E**	**80.6**	**F**
11	Tyler Street/Calle Mendoza	Side-street stop	15.3	C	14.9	B

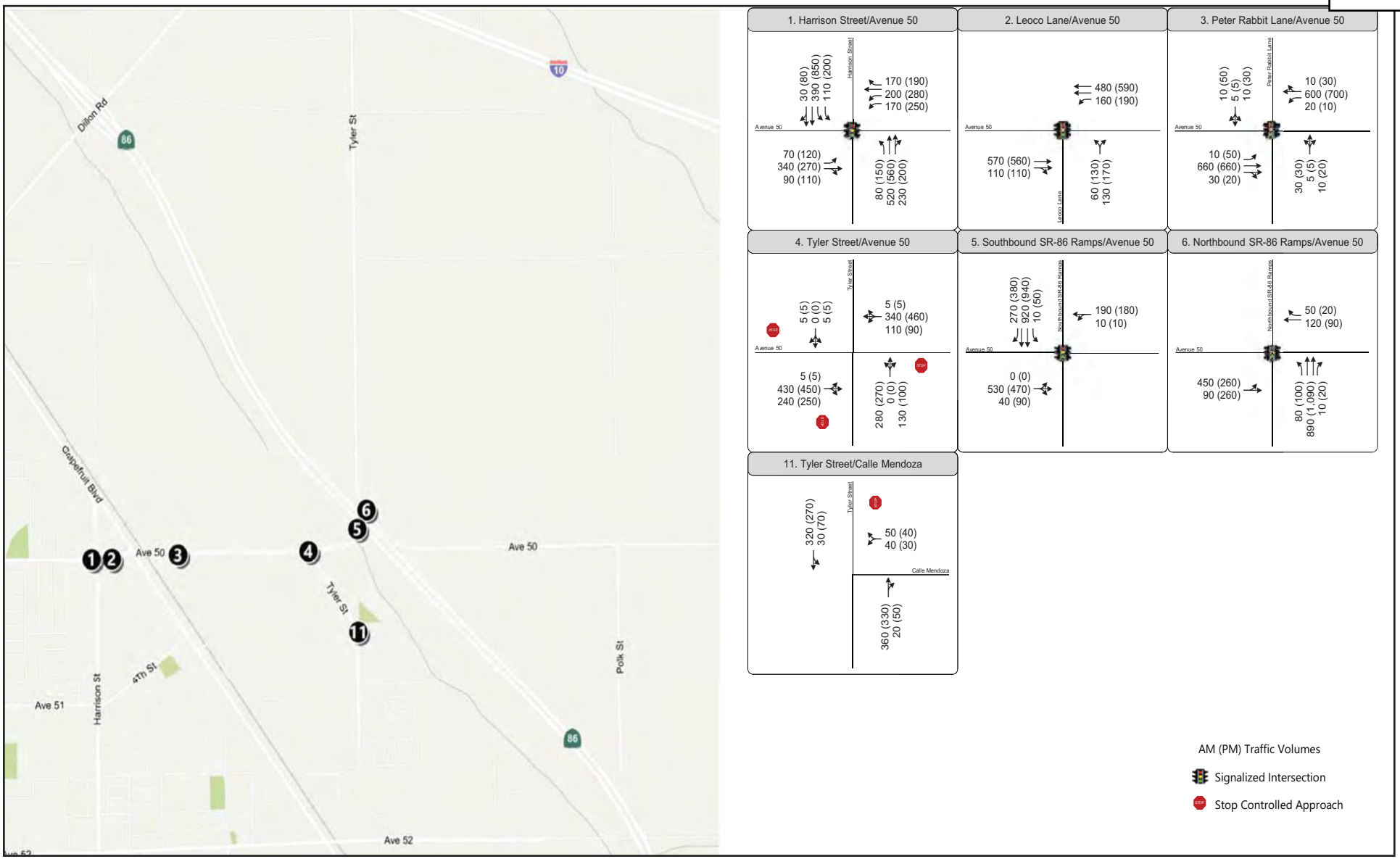
Bold text indicates unacceptable level of service.
Note: For signalized intersections, delay shows whole intersection weighted average control delay using methods (HCM 2010).
Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 29.

Opening Year 2025: As shown in Figure 2.1.6-7 and Table 2.1.6-11, all the study ramp terminal intersections would operate acceptably at LOS D or better conditions during both AM and PM peak hours under Alternative 1, with the exception of the SR-86/Avenue 50 intersection, which would remain as an at-grade signal and operate at LOS F during both AM and PM peak hours.

Table 2.1.6-11: Opening Year 2025 Intersection LOS Summary (Alternative 1)

Intersection		Control	AM		PM	
			Delay	LOS	Delay	LOS
5 6	Avenue 50/Southbound SR-86 Ramps Avenue 50/Northbound SR-86 Ramps	Signal	**162.2**	**F**	**182.2**	**F**
7	Dillon Road/Southbound SR-86 Ramps	Signal	12.1	B	26.8	C
8	Dillon Road/Northbound SR-86 Ramps	Signal	16.8	B	13.1	B
9	Avenue 52/Southbound SR-86 Ramps	Signal	12.6	B	9.7	A
10	Avenue 52/Northbound SR-86 Ramps	Signal	13.5	B	13.2	B

Bold text indicates unacceptable level of service.
Note: For signalized intersections, delay shows whole intersection weighted average control delay using methods (HCM 2010).
Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 39.



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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Opening Year 2021 (Alternative 1) Peak Hour Intersection Volumes

Figure 2.1.6-6

Design Year 2045: As shown in Table 2.1.6-12, all roadway segments along Avenue 50 would operate at an acceptable LOS D or better under Alternative 1, with the exception of the Avenue 50 low water crossing between Tyler Street and SR-86, which would operate at LOS F. As shown in Figure 2.1.6-8 and Table 2.1.6-13, the majority of the study intersections would operate acceptably at LOS D or better conditions during both AM and PM peak hours under the No Build scenario, with the exception of 1) the Avenue 50/Tyler Street intersection, which would remain as stop-controlled and operate at an unacceptable LOS F during both AM and PM peak hours; and 2) the SR-86/Avenue 50 intersection, which would remain as an at-grade signal and operate at LOS F during both AM and PM peak hours.

Table 2.1.6-12: Design Year 2045 Roadway Segment Analysis (Alternative 1)

	Segment	Classification[1]	ADT	Capacity[2]	V/C	LOS[3]
1	Avenue 50: Low Water Crossing Between Tyler Street and SR-86	Major Arterial (2)	**30,570**	**13,000[4]**	**2.35**	**F**
2	Avenue 50: Between Leoco Lane and Peter Rabbit Lane	Primary Arterial (4)	26,270	37,400	0.70	C
3	Avenue 50: West of Harrison Street	Major Arterial (6)	15,370	56,000	0.27	A

Notes:
1 Classification reflects future build-out of roadway segment from City of Coachella General Plan (2015)
2 Capacity from City of Coachella General Plan EIR Appendix 11.4 (2013).
3 LOS E represents at capacity operations.
4 Capacity is based on existing roadway condition and Riverside County Integrated Project General Plan's capacity thresholds for 2-lane Collector.

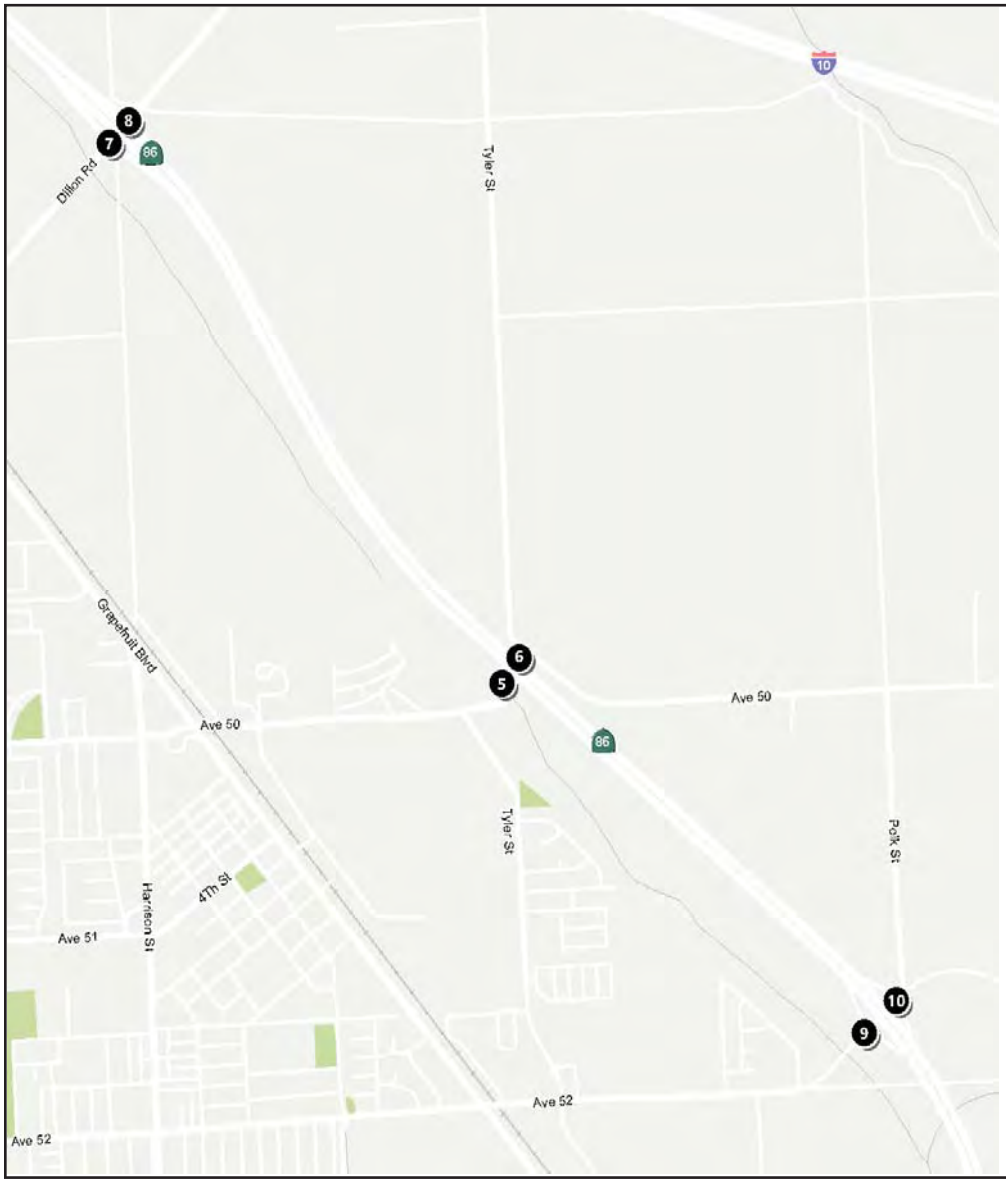
Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 49.

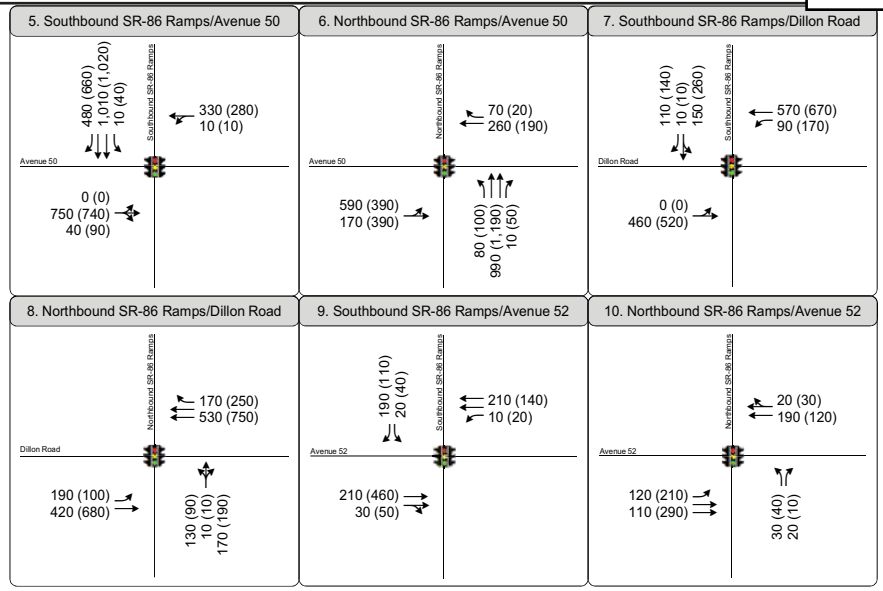
Table 2.1.6-13: Design Year 2045 Intersection LOS Summary (Alternative 1)

Intersection		Control	AM		PM	
			Delay	LOS	Delay	LOS
2	Avenue 50/Leoco Lane	Signal	14.0	B	30.9	C
3	Avenue 50/Peter Rabbit Lane	Signal	8.9	A	8.7	A
4	Avenue 50/Tyler Street	Side-street stop	**1,817.2**	**F**	**877.2**	**F**
5	Avenue 50/Southbound SR-86 Ramps	Signal	**450.8**	**F**	**431.7**	**F**
6	Avenue 50/Northbound SR-86 Ramps					
7	Dillon Road/Southbound SR-86 Ramps	Signal	12.4	B	32.1	C
8	Dillon Road/Northbound SR-86 Ramps	Signal	31.2	C	18.2	B
9	Avenue 52/Southbound SR-86 Ramps	Signal	11.3	B	10.3	B
10	Avenue 52/Northbound SR-86 Ramps	Signal	10.1	B	9.0	A
11	Tyler Street/Calle Mendoza	Side-street stop	20.4	C	18.8	C

Bold text indicates unacceptable level of service.
Note: For signalized intersections, delay shows whole intersection weighted average control delay using methods (HCM 2010).

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 52.





Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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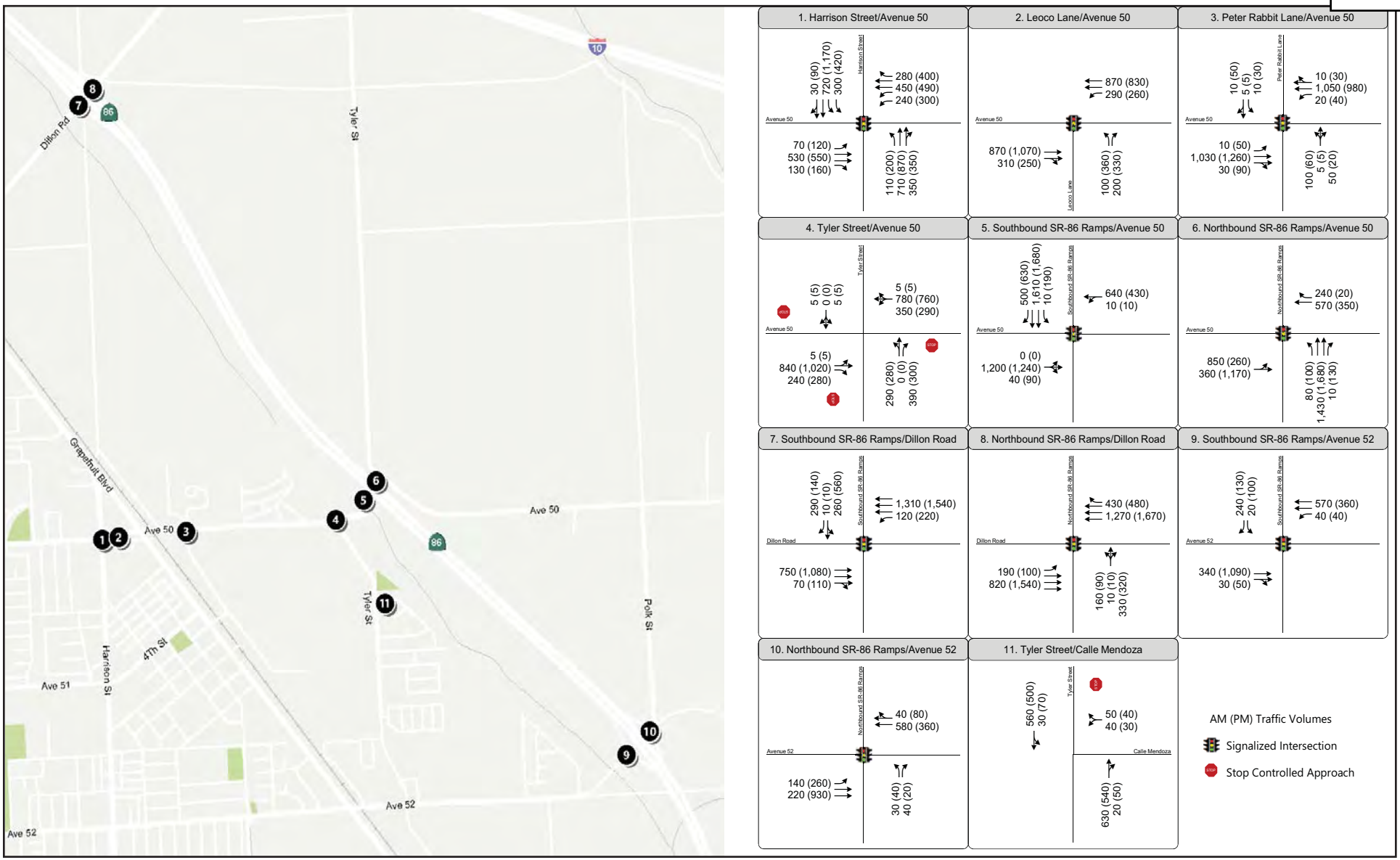
Opening Year 2025 (Alternative 1) Peak Hour Intersection Volumes

Figure 2.1.6-7



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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Design Year 2045 (Alternative 1) Peak Hour Intersection Volumes

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Figure 2.1.6-8

Alternatives 7 and 8 (Build Alternatives)

Tables 2.1.6-14 through 2.1.6-22 show future levels of service under the Build Alternatives for study area roadway and freeway segments and intersections for Opening Years 2021 (Phase 1) and 2025 (Phase 2), and Design Year 2045, respectively. As discussed previously, SR-86 in the study area would remain as a multi-lane highway with at-grade access points, rather than a freeway by 2021. Therefore, SR-86 mainline segments were not included as study locations under 2021 conditions. The ramp terminal intersections at Dillon Road and Avenue 52 were also not included as study locations under 2021 conditions. In addition, Avenue 50 roadway segments were not included as study locations under Opening Year 2025.

Table 2.1.6-14: Opening Year 2021 (Phase 1)
Roadway Segment Analysis (Build Alternatives)

Segment		Classification[1]	ADT	Capacity[2]	V/C	LOS[3]
1	Avenue 50: Bridge Between Tyler Street and SR-86	Major Arterial (6)	16,480	56,000	0.29	A
2	Avenue 50: Between Leoco Lane and Peter Rabbit Lane	Primary Arterial (4)	18,960	37,400	0.51	A
3	Avenue 50: West of Harrison Street	Major Arterial (2)	11,260	13,000[4]	0.87	D

Notes:
1 Classification from City of Coachella General Plan Update (2015).
2 Capacity from City of Coachella General Plan EIR Appendix 11.4 (2013).
3 LOS E represents at capacity operations.
4 Capacity is based on existing roadway condition and Riverside County Integrated Project General Plan's capacity thresholds for 2-lane Collector.

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 28.

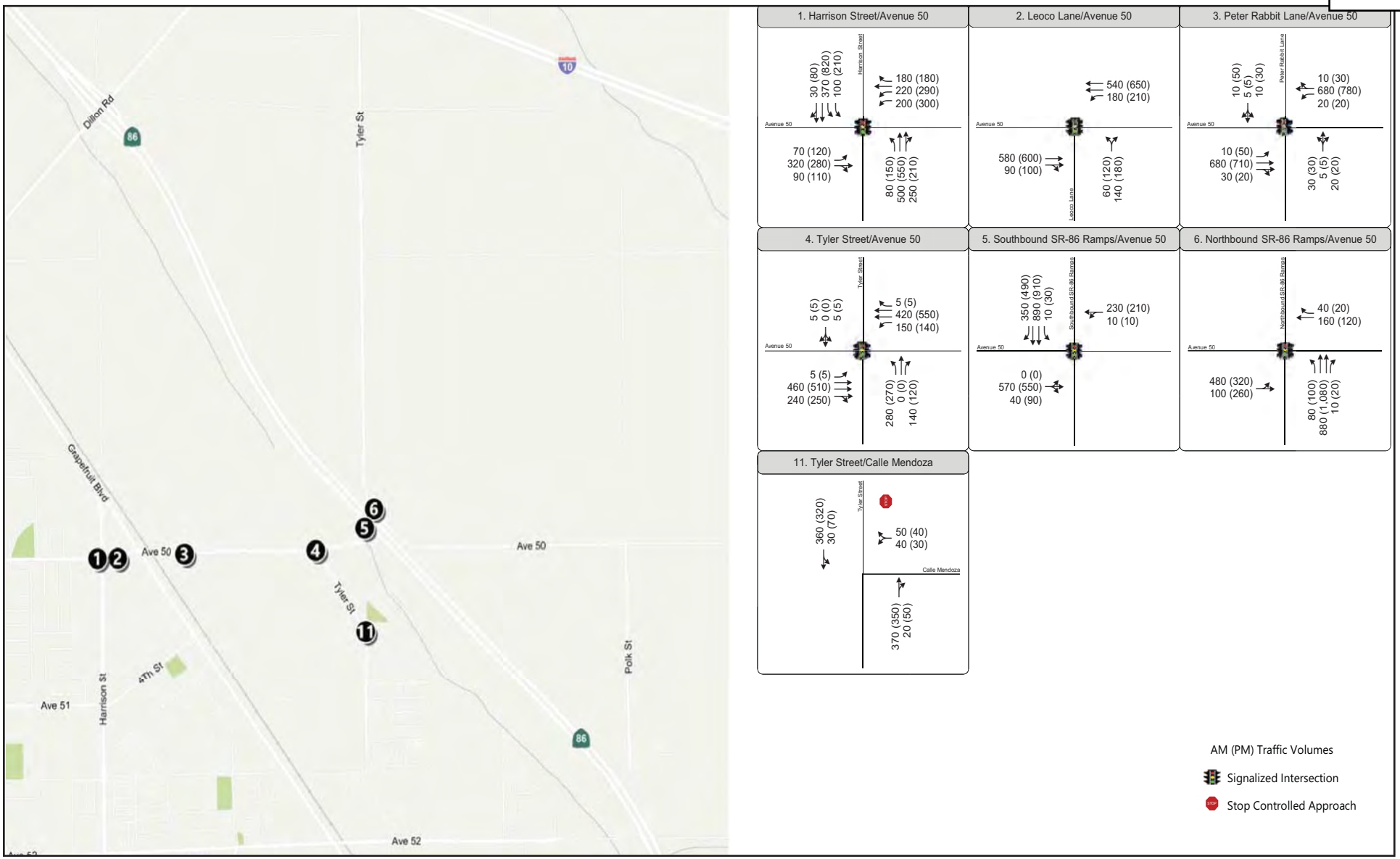
Opening Year 2021 (Phase 1): As shown in Table 2.1.6-14, all the roadway segments along Avenue 50 would operate at acceptable LOS D or better conditions under the Build Alternatives. As shown in Figure 2.1.6-9 and Table 2.1.6-15, the study area intersections would operate acceptably at LOS D or better during both AM and PM peak hours under the Build Alternatives, with the exception of the SR-86/Avenue 50 intersection, which would remain as an at-grade signal and operate at LOS F during both AM and PM peak hours.

Table 2.1.6-15: Opening Year 2021 (Phase 1)
Intersection LOS Summary (Build Alternatives)

Intersection		Control	AM		PM	
			Delay	LOS	Delay	LOS
2	Avenue 50/Leoco Lane	Signal	8.8	A	10.4	B
3	Avenue 50/Peter Rabbit Lane	Signal	9.1	A	12.0	B
4	Avenue 50/Tyler Street	Signal	28.2	C	23.0	C
5	Avenue 50/Southbound SR-86	Signal	**95.5**	**F**	**96.8**	**F**
6	Avenue 50/Northbound SR-86					
11	Tyler Street/Calle Mendoza	Side-street stop	16.2	C	16.0	C

Bold text indicates unacceptable level of service.
Note: For signalized intersections, delay shows whole intersection weighted average control delay using methods (HCM 2010).

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 29.



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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Opening Year 2021 Phase 1 (Build Alternatives) Peak Hour Intersection Volumes

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Figure 2.1.6-9

With the Avenue 50 Bridge widening in place under the Build Alternatives, the Avenue 50/Tyler Street intersection would be constructed with a traffic signal, which would improve the operations at this intersection from LOS F without the project to an acceptable LOS C during both AM and PM peak hours under year 2021. Prior to the construction of Phase 2 (for approximately 24 months), the additional capacity proposed by the new Avenue 50 bridge is expected to attract more traffic using the Avenue 50/SR-86 intersection and result in higher delay at this intersection. As shown in Tables 2.1.6-10 and 2.1.6-15, during the AM peak hour, the travelers on Avenue 50/SR-86 intersection would experience a 95.5 seconds delay (an increase of 15.7 seconds) resulting in an LOS F. In the PM peak hour, the delay will be 96.8 seconds (an increase of 16.2 seconds) resulting in an LOS F. However, this at-grade intersection is proposed to upgrade to an interchange by Year 2025 as Phase 2 improvements of the project. As shown in Table 2.1.6-17, below, Phase 2 improvements would reduce delay time to 16.1 seconds in the AM (an improvement of 79.4 seconds) resulting in an improved LOS B and 22.8 seconds in the PM (an improvement of 60.1 seconds) resulting in an improved LOS C at the Avenue 50/Southbound SR-86 Ramps. At the Avenue 50/Northbound SR-86 Ramps, delays would be reduced to 11.9 seconds in the AM (an improvement of 83.6 seconds) and 16.0 seconds in the PM (an improvement of 80.8 seconds), both resulting in an improved LOS B. All other study intersections would operate at acceptable LOS C or better conditions under the Build Alternatives in 2021.

Opening Year 2025 (Phase 2): Under the Build Alternatives, a portion of SR-86, between Avenue 52 and Dillon Road, would be converted from an at-grade signalized intersection into a grade-separated full interchange which would eliminating cross traffic. As shown in Figures 2.1.6-10 and 2.1.6-11 and Table 2.1.6-16, all study freeway locations along SR-86 would operate at acceptable LOS C or better under both Build Alternatives. As shown in Figures 2.1.6-12 and 2.1.6-13 and Tables 2.1.6-17 and 2.1.6-18, the two ramp terminal intersections at SR-86 and Avenue 50 would improve from LOS F without the project to an acceptable LOS C or better during both AM and PM peak hours under both Build Alternatives. All other study intersections would operate at acceptable LOS B conditions under the Build Alternatives.

Table 2.1.6-16: Opening Year 2025 (Phase 2)
Freeway Analysis Summary (Build Alternatives)

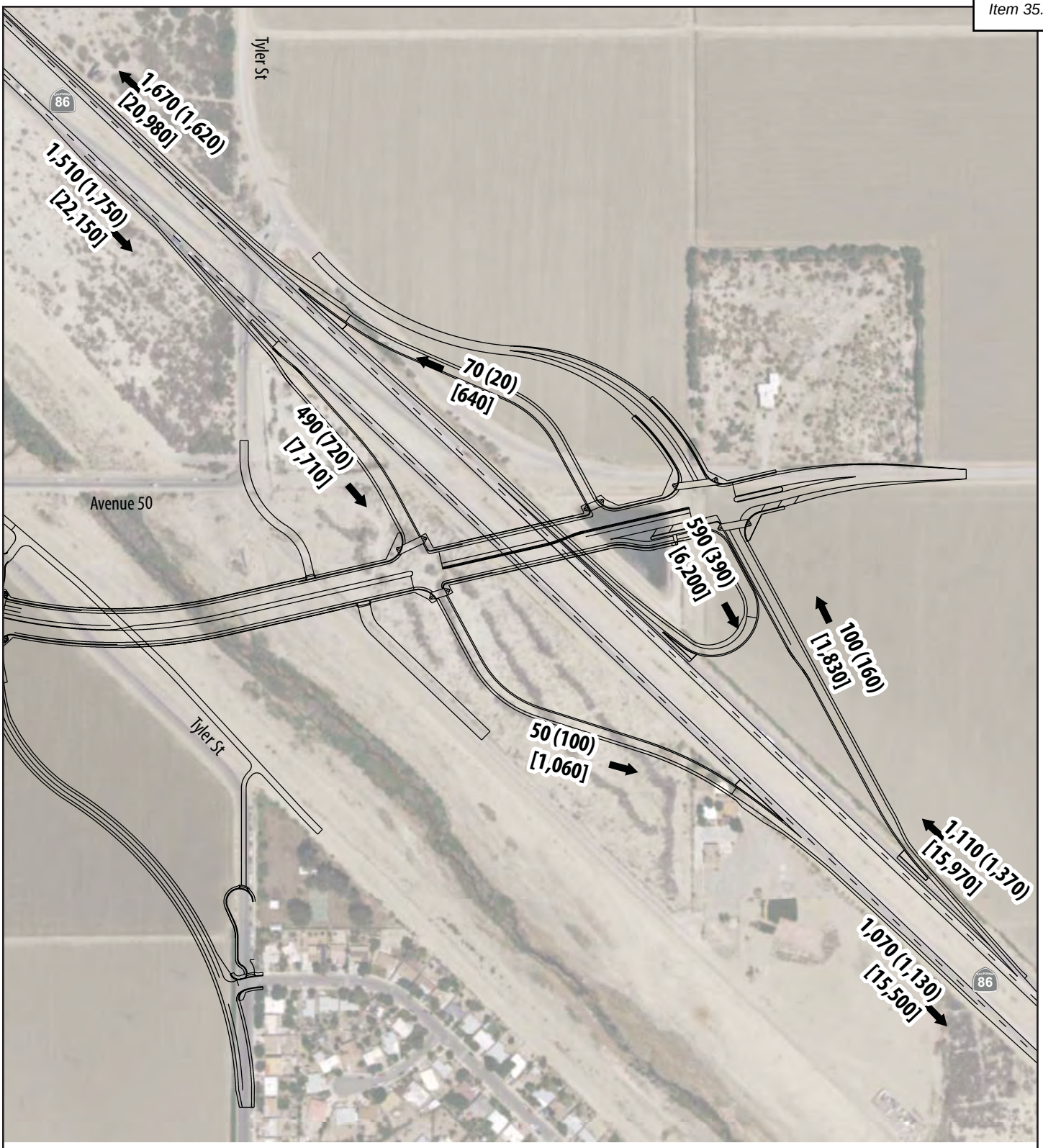
Segment	Type	Build Alternative 7				Build Alternative 8			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Density[1]	LOS	Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
Northbound SR-86									
NB Mainline south of Avenue 50	Basic	10.5	A	11.1	B	10.5	A	11.1	B
Avenue 50 Off-ramp	Diverge	15.5	B	16.2	B	15.5	B	16.2	B
Avenue 50 Loop On-ramp	Merge	16.8	B	15.6	B	16.8	B	15.6	B
Avenue 50 Slip On-ramp	Merge	18.8	B	16.0	B	18.8	B	16.0	B
Mainline (Avenue 50 to Dillon Road)	Basic	15.8	B	13.1	B	15.8	B	13.1	B
Dillon Road Off-ramp	Diverge	21.3	C	18.1	B	21.3	C	18.1	B
Southbound SR-86									
Dillon Road On-ramp	Merge	16.0	B	18.5	B	16.0	B	18.5	B
Mainline (Dillon Road to Avenue 50)	Basic	13.2	B	15.8	B	13.2	B	15.8	B
Avenue 50 Off-ramp	Diverge	18.8	B	22.0	C	18.8	B	22.0	C
Avenue 50 Slip On-ramp	Merge	11.9	B	12.7	B	11.9	B	12.7	B
Mainline north of Avenue 50	Basic	9.4	A	10.2	A	9.4	A	10.2	A

Bold text indicates unacceptable operations.

Note:

1 Density was reported in number of vehicles per lane per mile.

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 38.



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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Opening Year 2025 Phase 2 (Alternative 7) Mainline Traffic Volume Forecasts

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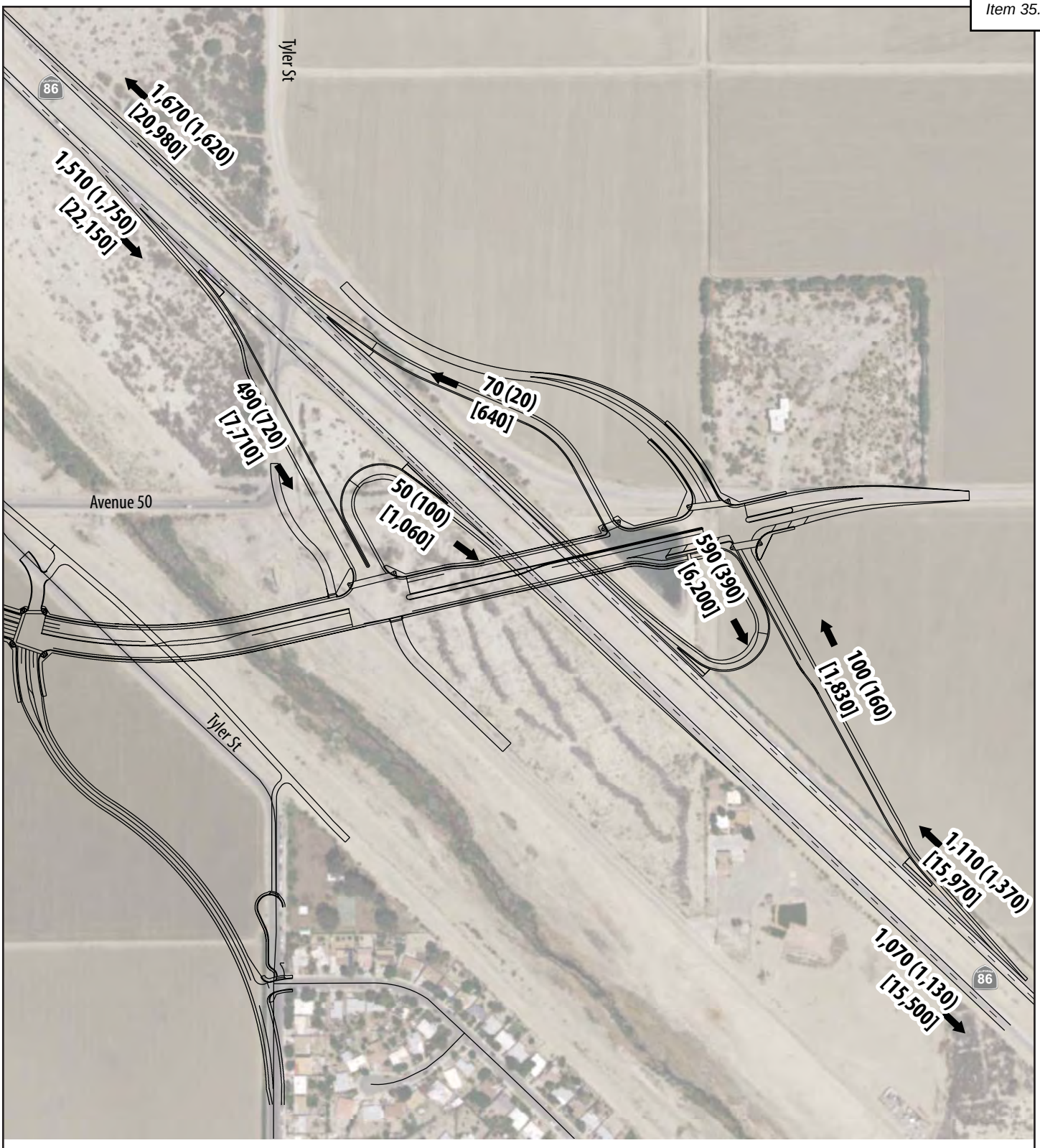
Figure 2.1.6-10



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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Opening Year 2025 Phase 2 (Alternative 8) Mainline Traffic Volume Forecasts

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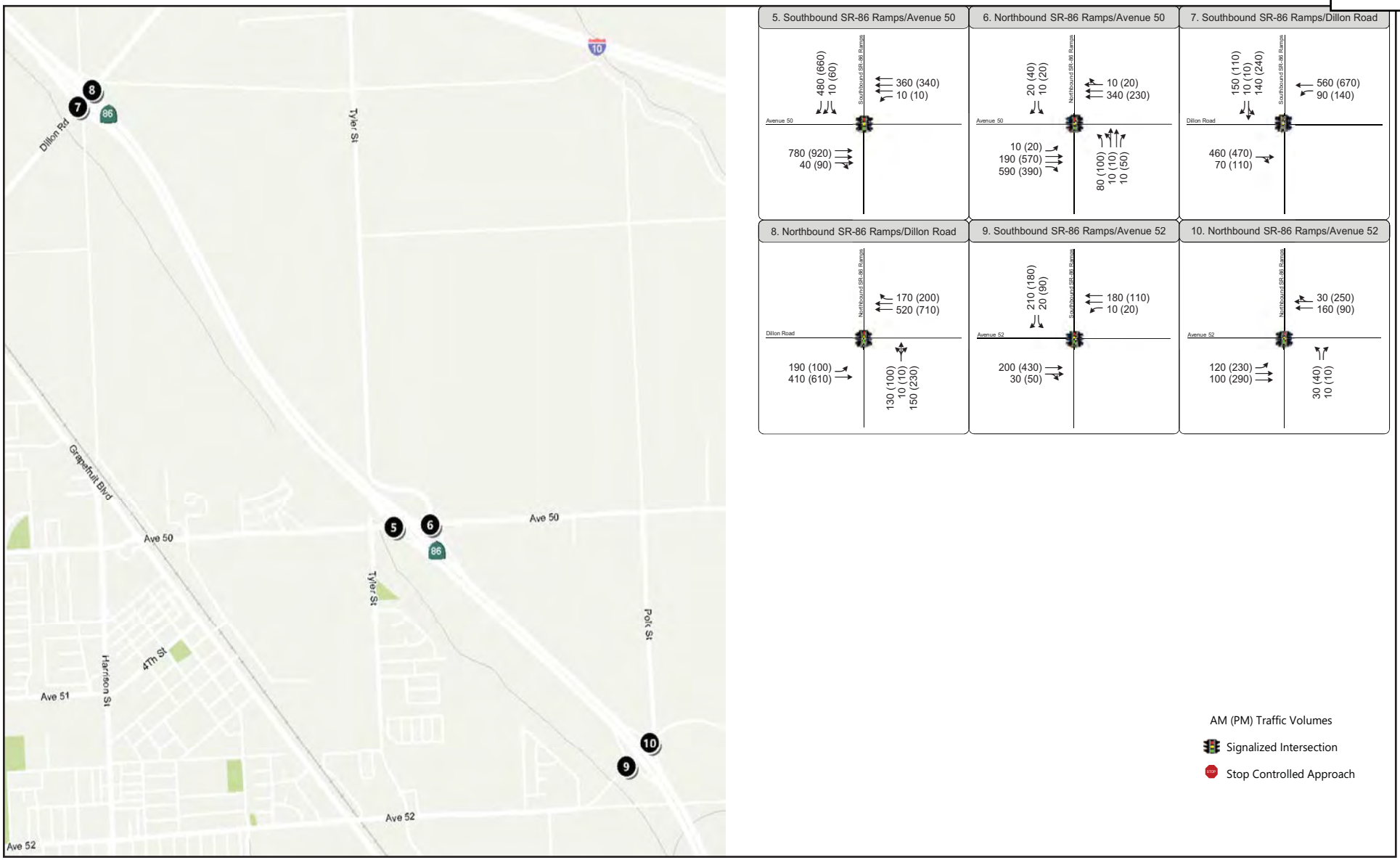
Figure 2.1.6-11



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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Opening Year 2025 (Alternative 7) Peak Hour Intersection Volumes

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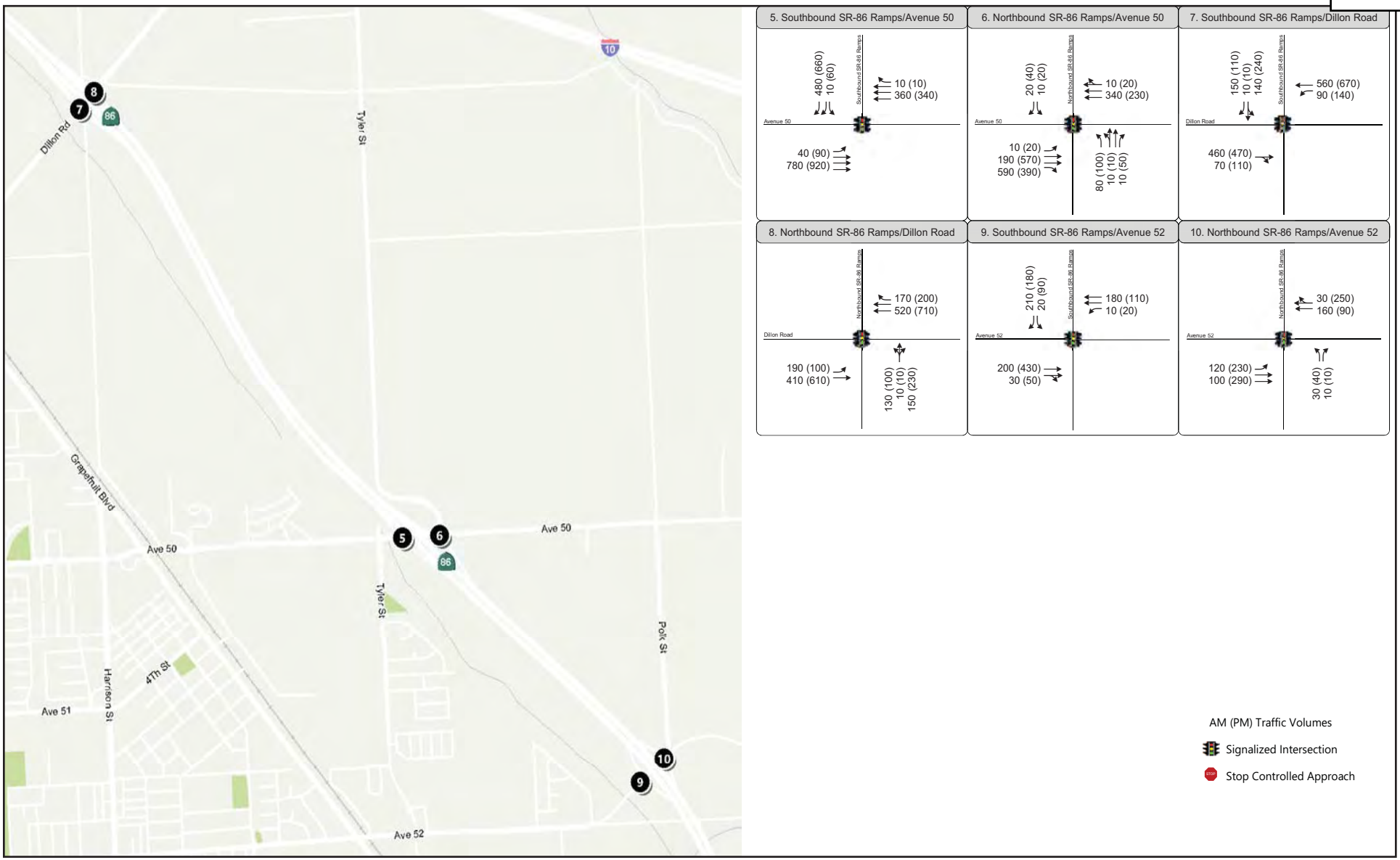
Figure 2.1.6-12



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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Opening Year 2025 (Alternative 8) Peak Hour Intersection Volumes

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Figure 2.1.6-13

Table 2.1.6-17: Opening Year 2025 (Phase 2) Intersection LOS Summary (Build Alternative 7)

Intersection		Control	AM		PM	
			Delay	LOS	Delay	LOS
5	Avenue 50/Southbound SR-86 Ramps	Signal	16.1	B	22.8	C
6	Avenue 50/Northbound SR-86 Ramps	Signal	11.9	B	16.0	B
7	Dillon Road/Southbound SR-86 Ramps	Signal	11.9	B	19.6	B
8	Dillon Road/Northbound SR-86 Ramps	Signal	15.9	B	17.0	B
9	Avenue 52/Southbound SR-86 Ramps	Signal	13.6	B	13.2	B
10	Avenue 52/Northbound SR-86 Ramps	Signal	13.9	B	12.8	B

Note: For signalized intersections, delay shows whole intersection weighted average control delay using methods (HCM 2010).

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 39.

Table 2.1.6-18: Opening Year 2025 (Phase 2) Intersection LOS Summary (Build Alternative 8)

Intersection		Control	AM		PM	
			Delay	LOS	Delay	LOS
5	Avenue 50/Southbound SR-86 Ramps	Signal	15.5	B	19.9	B
6	Avenue 50/Northbound SR-86 Ramps	Signal	11.9	B	16.2	B
7	Dillon Road/Southbound SR-86 Ramps	Signal	11.9	B	19.6	B
8	Dillon Road/Northbound SR-86 Ramps	Signal	15.9	B	17.0	B
9	Avenue 52/Southbound SR-86 Ramps	Signal	13.6	B	13.2	B
10	Avenue 52/Northbound SR-86 Ramps	Signal	13.9	B	12.8	B

Note: For signalized intersections, delay shows whole intersection weighted average control delay using methods (HCM 2010).

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 40.

Design Year 2045: As shown in Table 2.1.6-19 below, all study area roadway segments along Avenue 50 would operate at acceptable LOS D or better conditions under the Build Alternatives. With the increased capacity proposed by the project, Avenue 50 would expect an increase in traffic demand. However, the study area roadway segments would accommodate the traffic demand increase and still operate at LOS D or better under both Build Alternatives.

Table 2.1.6-19: Design Year 2045 Roadway Segment Analysis (Build Alternatives)

Segment		Classification[1]	ADT	Capacity[2]	V/C	LOS[3]
1	Avenue 50: Bridge Between Tyler Street and SR-86	Major Arterial (6)	32,350	56,000	0.58	A
2	Avenue 50: Between Leoco Lane and Peter Rabbit Lane	Major Arterial (4)	31,240	37,400	0.84	D
3	Avenue 50: West of Harrison Street	Major Arterial (6)	16,930	56,000	0.30	A

Notes:
1 Classification from City of Coachella General Plan Update (2015).
2 Capacity from City of Coachella General Plan EIR Appendix 11.4 (2013).
3 LOS E represents at capacity operations.

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 50.

As shown in Figures 2.1.6-14 and 2.1.6-15 and Table 2.1.6-20, all study locations along SR-86 would operate at an acceptable LOS D or better under both Build Alternatives by 2045.

Table 2.1.6-20: Design Year 2045 Freeway Analysis Summary (Build Alternatives)

Segment	Type	Build Alternative 7				Build Alternative 8			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Density[1]	LOS	Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
Northbound SR-86									
NB Mainline south of Avenue 50	Basic	13.5	B	16.8	B	13.5	B	16.8	B
Avenue 50 Off-ramp	Diverge	19.2	B	23.1	C	19.2	B	23.1	C
Avenue 50 Loop On-ramp	Merge	22.2	C	22.5	C	22.2	C	22.5	C
Avenue 50 Slip On-ramp	Merge	25.2	C	23.5	C	25.2	C	23.5	C
Mainline (Avenue 50 to Dillon Road)	Basic	22.2	C	20.1	C	22.2	C	20.1	C
Dillon Road Off-ramp	Diverge	28.5	D	26.3	C	28.5	D	26.3	C
Southbound SR-86									
Dillon Road On-ramp	Merge	21.6	C	24.3	C	21.6	C	24.3	C
Mainline (Dillon Road to Avenue 50)	Basic	18.5	C	21.3	C	18.5	C	21.3	C
Avenue 50 Off-ramp	Diverge	25.1	C	28.2	D	25.1	C	28.2	D
Avenue 50 Slip On-ramp	Merge	17.6	B	18.0	B	17.6	B	18.0	B
Mainline north of Avenue 50	Basic	14.6	B	15.0	B	14.6	B	15.0	B

Note:
1 Density was reported in number of vehicles per lane per mile.

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), Page 51.

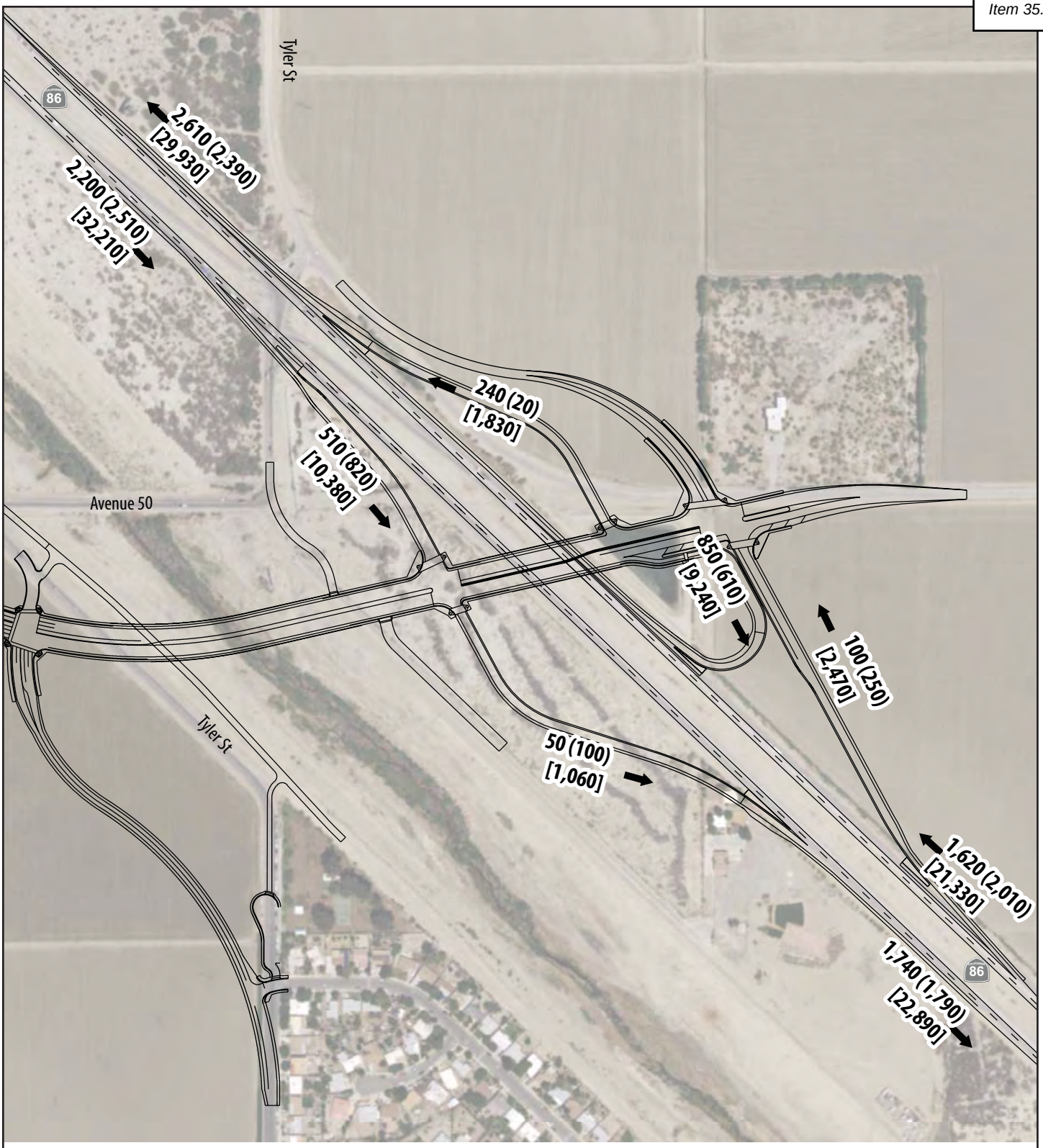
As shown in Figures 2.1.6-16 and 2.1.6-17 and Tables 2.1.6-21 and 2.1.6-22 below, both the Avenue 50/Tyler Street and SR-86/Avenue 50 intersections would improve from LOS F without the project to an acceptable LOS C or better during both AM and PM peak hours under both Build Alternatives.

Table 2.1.6-21: Design Year 2045 Intersection LOS Summary (Build Alternative 7)

Intersection		Control	AM		PM	
			Delay	LOS	Delay	LOS
2	Avenue 50/Leoco Lane	Signal	19.0	B	50.0	D
3	Avenue 50/Peter Rabbit Lane	Signal	10.4	B	12.6	B
4	Avenue 50/Tyler Street	Signal	34.0	C	33.0	C
5	Avenue 50/Southbound SR-86 Ramps	Signal	13.9	B	31.6	C
6	Avenue 50/Northbound SR-86 Ramps	Signal	8.2	A	15.9	B
7	Dillon Road/Southbound SR-86 Ramps	Signal	12.8	B	25.9	C
8	Dillon Road/Northbound SR-86 Ramps	Signal	24.6	C	29.3	C
9	Avenue 52/Southbound SR-86 Ramps	Signal	12.4	B	22.0	C
10	Avenue 52/Northbound SR-86 Ramps	Signal	10.0	B	14.4	B
11	Tyler Street/Calle Mendoza	Side-street stop	18.5	C	24.0	C

Bold text indicates unacceptable level of service.
Note: For signalized intersections, delay shows whole intersection weighted average control delay using methods (HCM 2010).

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), Page 53.



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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Design Year 2045 (Alternative 7) Mainline Traffic Volume Forecasts

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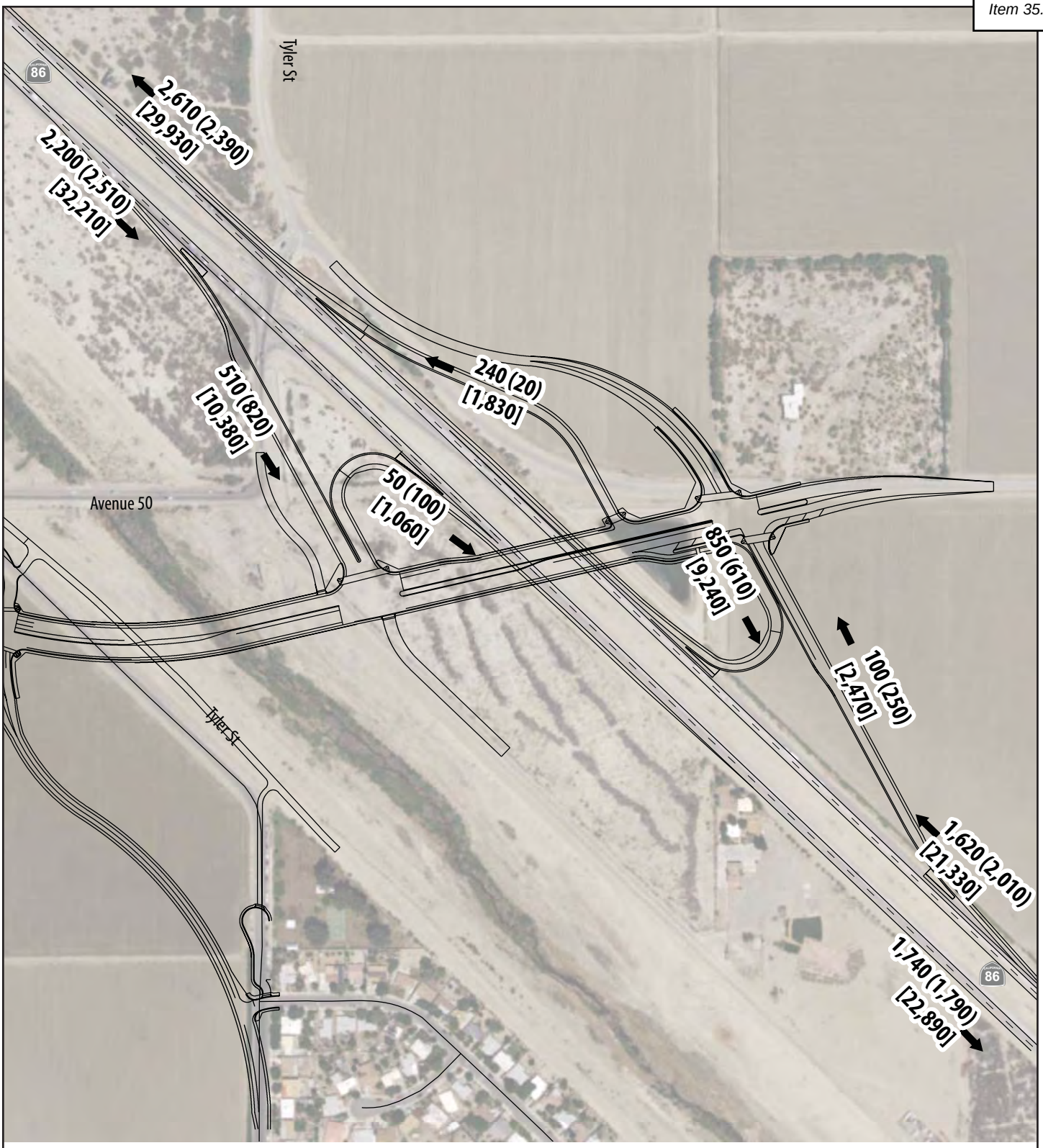
Figure 2.1.6-14



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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Design Year 2045 (Alternative 8) Mainline Traffic Volume Forecasts

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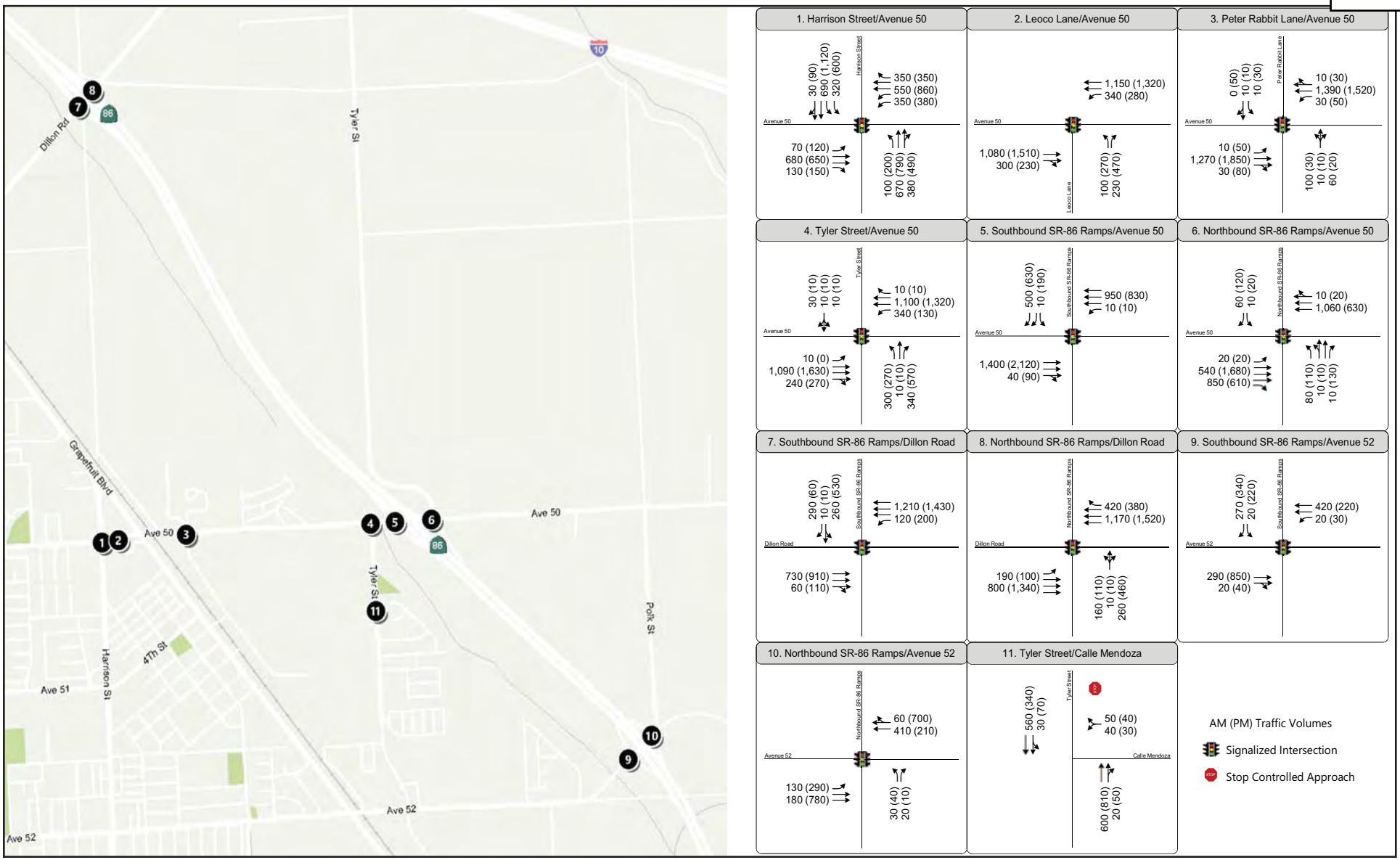
Figure 2.1.6-15



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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Design Year 2045 (Alternative 7) Peak Hour Intersection Volumes

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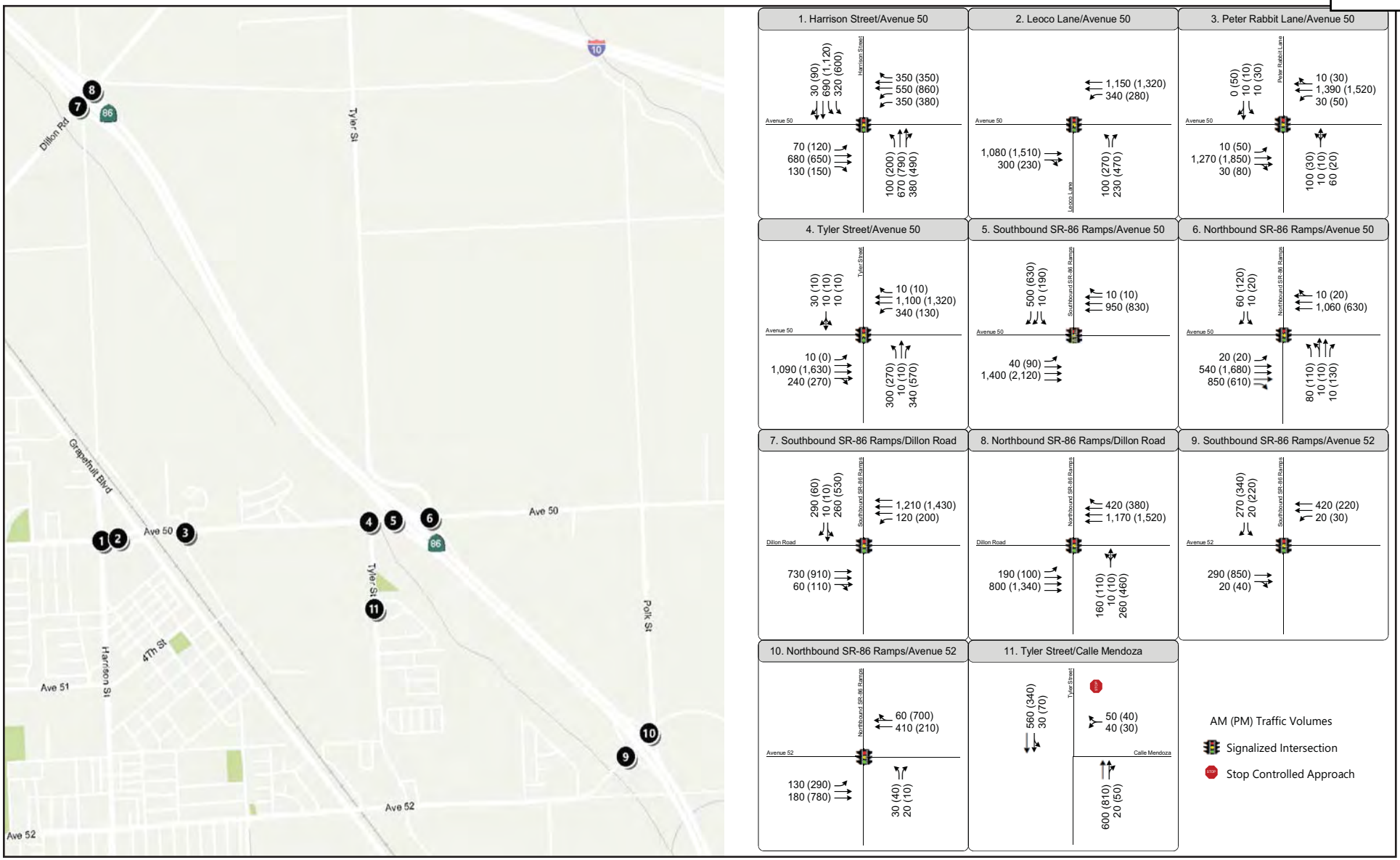
Figure 2.1.6-16



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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Design Year 2045 (Alternative 8) Peak Hour Intersection Volumes

Figure 2.1.6-17

Table 2.1.6-22: Design Year 2045 Intersection LOS Summary (Build Alternative 8)

Intersection		Control	AM		PM	
			Delay	LOS	Delay	LOS
2	Avenue 50/Leoco Lane	Signal	19.0	B	50.0	D
3	Avenue 50/Peter Rabbit Lane	Signal	10.4	B	12.6	B
4	Avenue 50/Tyler Street	Signal	34.0	C	33.0	C
5	Avenue 50/Southbound SR-86 Ramps	Signal	13.7	B	20.8	B
6	Avenue 50/Northbound SR-86 Ramps	Signal	10.9	B	16.5	B
7	Dillon Road/Southbound SR-86 Ramps	Signal	12.8	B	25.9	C
8	Dillon Road/Northbound SR-86 Ramps	Signal	24.6	C	29.3	C
9	Avenue 52/Southbound SR-86 Ramps	Signal	12.4	B	22.0	C
10	Avenue 52/Northbound SR-86 Ramps	Signal	10.0	B	14.4	B
11	Tyler Street/Calle Mendoza	Side-street stop	18.5	C	24.0	C

Bold text indicates unacceptable level of service.
Note: For signalized intersections, delay shows whole intersection weighted average control delay using methods (HCM 2010).
Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), Page 54.

Pedestrian and Bicycle Facilities

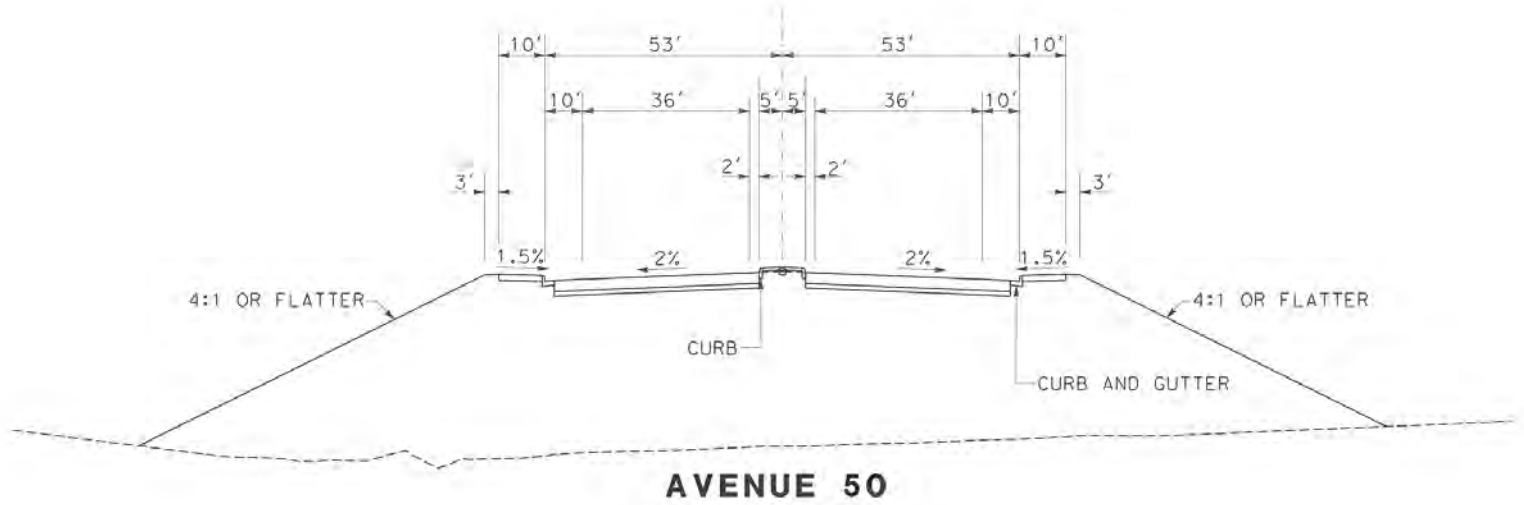
The project would include facilities intended to promote connectivity for system linkages related to pedestrian and bicycle movement. As shown in Table 2.1.6-23, Proposed Sidewalks, the project proposes sidewalk along both sides of Avenue 50 through project boundaries. In addition, the existing sidewalk along the easterly side of Tyler Street south of CVSC (adjacent to existing residences and Sierra Vista Park) would be protected in place and/or reconstructed to maintain connectivity between residential areas and Sierra Vista Park.

Table 2.1.6-23: Proposed Sidewalks

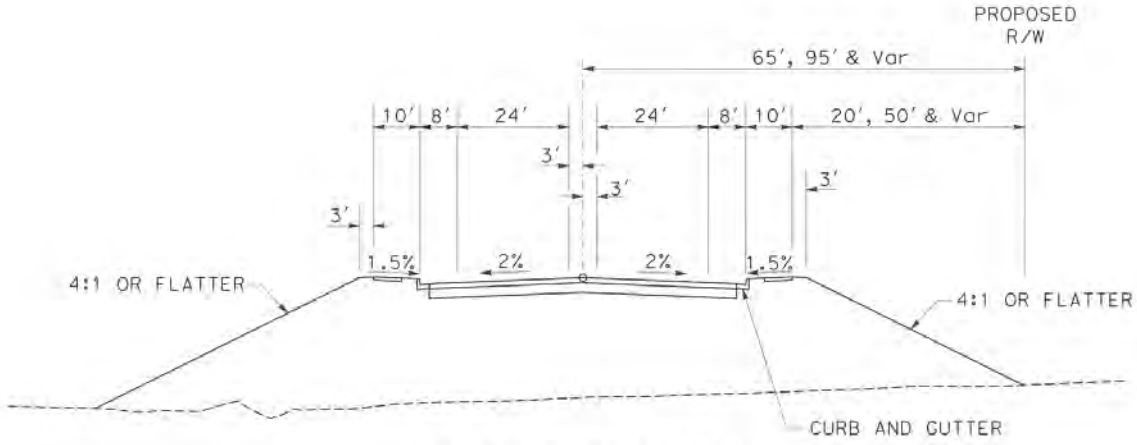
Location	Length (feet)	Width (feet)
Avenue 50*	2,800	10
Tyler Street (North)	200	10
Tyler Street (South)	200	10

*Six feet, two inches on bridges.

As noted above, there are no existing bicycle facilities within site boundaries along Avenue 50 or Tyler Street. As show in Table 2.1.6-24, Proposed Bicycle and Low Speed Electric Vehicle Lanes, along Avenue 50 through the project site, the project would provide a 10-foot wide shoulder, shared and striped as a Class II lane for bicycle and low speed electric vehicle (LSEV) use. A 7-foot-wide bike/LSEV lane would be provided between the through lanes and right-turn-only lanes, to ensure that bicyclists and LSEV drivers can safely cross ramp intersections. Refer to Figures 2.1.6-18, Proposed Typical Bicycle and Pedestrian Facilities, 2.1.6-19, Alternative 7 Proposed Bike Lanes, and 2.1.6-20, Alternative 8 Proposed Bike Lanes.



AVENUE 50



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Proposed Typical Bicycle and Pedestrian Facilities

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Figure 2.1.6-18

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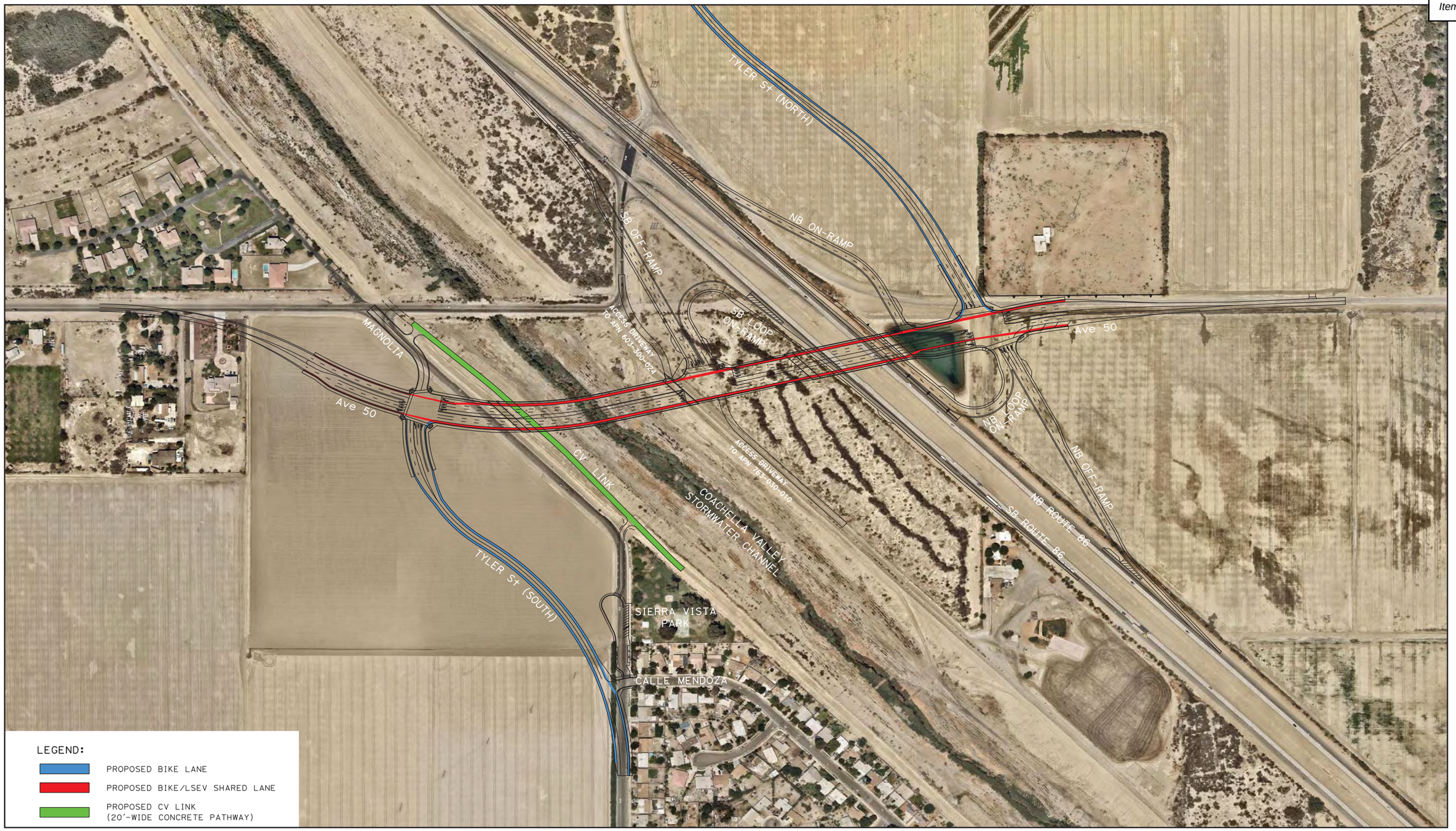
Alternative 7 Proposed Bike Lanes

Figure 2.1.6-19

Back of 11x17 figure.



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Alternative 8 Proposed Bike Lanes

Figure 2.1.6-20

Back of 11x17 figure.

Table 2.1.6-24: Proposed Bicycle and Low Speed Electric Vehicle Lanes

Location	Length (feet)	Width (feet)	Type
Avenue 50 east of Tyler Street (North) Intersection*	2,400	10	Class II
Avenue 50 west of Tyler Street (North) Intersection	400	5	Class II
Tyler Street (North)	2,500	8	Class II
Tyler Street (South)	1,600	5 to 8	Class II

*At the intersections, a 7-foot-wide bike/LSEV lane would be provided between the through lanes and right-turn-only lanes to accommodate both LSEVs and bicycles (in-lieu of a standard 4-foot bicycle only lane).

The project site includes a future alignment of the planned Coachella Valley (CV) Link project. CV Link is a planned public CVAG multi-modal transportation pathway that would be constructed along the western side of the CVSC within the project area; refer to Figure A-1 of Appendix A. The CV Link Master Plan identifies all proposed public access points to the CV Link facility. The project is located within the southern portion of Segment 9 and the northern portion of Segment 10 of CV Link, which will include an access point to CV Link from the cul-de-sac adjacent to where Sierra Vista Park is located, and a second access point south of the existing Avenue 50 off of what will be an extension of Magnolia (see Figure 2.1.6-20, above). In addition to the access points from near Sierra Vista Park and from the extension of Magnolia, the design elements for Phase 1 of the proposed project would include construction of slope protection, which includes a flat 20-foot pavement/ramp per CV Link design standards and specifications along the southern riverbank of the CVSC within the project area (approximately 1,425 linear feet). Figure A-2 of Appendix A, CV Link Proposed Improvements, shows the proposed improvements relative to CV Link. Figure A-3 of Appendix A, CV Link Proposed Concrete Slope Protection Detail, is a focused graphic detailing the specific improvement limits and dimensions relative to CV Link.

Following completion of Phase 1 of the project, the slope protection and the concrete pavement would be consistent and match the remainder of Segments 9 and 10 of CV Link when it is constructed.

The project would result in beneficial permanent effects related to bicycle and pedestrian movement within the study area, as it would provide non-motorized facilities in areas where limited facilities exist. As such, transportation connectivity would be enhanced as a result of these improvements, as envisioned in the General Plan Land Use goals and policies. The Build Alternatives would be designed and constructed in compliance with regulations included in the 1990 Americans with Disabilities Act (ADA), as required for federal-aid projects. The Build Alternatives both include planned access and mobility of non-motorized vehicles and pedestrians. These accommodations are consistent with the General Plan, in which Avenue 50 within the study area is proposed as a “Major Arterial with Bicycle Facility.” Design facilities for both Build Alternatives would be fully accessible as described in the Caltrans’ Design Information Bulletin 82-03 “Pedestrian Accessibility Guidelines for Highway Projects,” and allows Americans with Disabilities Act-compatible crossings. The project would further result in beneficial pedestrian/bicycle improvements through the construction of access ramps and slope protection/pavement beneath the proposed Avenue 50 bridge over CVSC, to accommodate the planned CV Link multi-modal pathway. The planned 50-mile CV Link facility would serve as an alternative transportation corridor for bicycles, pedestrians, and LSEVs. The project would also include a pathway connecting the northerly terminus of the Tyler Street cul-de-sac (adjacent to Sierra Vista Park) with the planned CV Link alignment.

2.1.6.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.1.7 Visual/Aesthetics

2.1.7.1 Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969, as amended, establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings (42 United States Code [USC] 4331[b][2]). To further emphasize this point, the Federal Highway Administration (FHWA), in its implementation of NEPA (23 USC 109[h]), directs that final decisions on projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

The California Environmental Quality Act (CEQA) establishes that it is the policy of the State to take all action necessary to provide the people of the State "with…enjoyment of aesthetic, natural, scenic and historic environmental qualities" (CA Public Resources Code [PRC] Section 21001[b]).

2.1.7.2 Affected Environment

This section is based on the Visual Impact Assessment for State Route 86/Avenue 50 New Interchange Project (VIA) (May 2018).

The project location and setting provide context for determining the type and severity of changes to the existing visual environment. The terms visual character and visual quality are used to further describe the existing environment. Visual character includes attributes such as form, line, color, texture, and is used to describe, not evaluate. A change in visual character cannot be described as having good or bad attributes until it is compared with the viewer response to that change. If there is public preference for the established visual character of a regional landscape and resistance to a project that will contrast that character, then changes in the visual character can be evaluated. Visual quality is evaluated by identifying the vividness, intactness, and unity present in the project corridor. FHWA states that this method should correlate with public judgments of visual quality well enough to predict those judgments. This approach is particularly useful in highway planning because it does not presume that a highway project is necessarily an eyesore. This approach to evaluating visual quality can also help identify specific methods for mitigating each adverse impact that may occur as a result of a project. The project setting is also referred to as the corridor or project corridor which is defined as the area of land that is visible from, adjacent to, and outside of the highway right-of-way (ROW), and is determined by topography, vegetation, and viewing distance.

The proposed project is located on SR-86 between Avenue 52 and Dillon Road in the City of Coachella, Riverside County, California. The project is located in the eastern portion of the Coachella Valley, an extensive (approximately 10-mile wide) and moderately flat expanse oriented in a generally northwest to southeast direction, with a gentle gradient from San Gorgonio Pass (approximately 2,600 feet above mean sea level [msl]) to the Salton Sea (surface 227 feet below msl) to the southeast. The Coachella Valley and the Salton Sea are part of the greater Salton Trough that includes a portion of the Colorado Desert Geomorphic Province. The Coachella Valley is surrounded by the Santa Rosa Mountains (Toro Peak, 8,715 feet above msl) approximately seven miles to the southwest, and the San Jacinto Mountains (San Jacinto Peak, 10,834 feet above msl) to the northwest. The northeastern part of the valley is defined by the Little San Bernardino Mountains (up to 5,267 feet above msl) located

approximately two miles to the northeast.[1] The landscape is characterized by agricultural land, lower density development, and mountainous ridgelines to the south, west, and southwest. The land use within the corridor is primarily rural desert agricultural and vacant land, but also includes areas of suburban developed uses. The project site does not include any officially designated or eligible State scenic highways.[2]

The project corridor is defined as a visual assessment unit (VAU) for analysis of the proposed project. A VAU is typically defined by the limits of a particular viewshed and will often correspond to a place or district that is commonly known among local viewers. One VAU (VAU1) was selected for analysis of the proposed project based on the homogenous character of the project site and since all land uses within the VAU are within similar proximity to the project site and have similar views to the project site. Geographic features that form this VAU include ridgelines associated with the Joshua Tree National Park to the north/east, Santa Rosa Mountains to the south, San Jacinto Mountains to the west, and eastern foothills of the San Bernardino National Forest to the northwest. These ridgelines and sloping hills visually contrast with the relatively flat form of the Coachella Valley, allowing for more distant views.

The project site is located between the foothills of Joshua Tree National Park to the north/east, and the Santa Rosa Mountains to the south. The developed area of the City of Coachella is located to the west/southwest, residential uses are positioned to the south and west, and agricultural land is situated to the north, east, and southwest of the project site. The Coachella Valley Stormwater Channel (CVSC) traverses through the project site in a north-south direction. The project site is approximately 60 to 80 feet below msl. VAU1 is defined mainly by undeveloped land and agricultural uses in the Coachella Valley with surrounding views of the hillsides and ridgelines of Joshua Tree National Park to the north/east, eastern foothills of the San Bernardino National Forest to the northwest, Santa Rosa Mountains to the south, and San Jacinto Mountains to the west. Vegetation within the area generally consist of arrowhead scrub, saltbrush scrub, ornamental vegetation, and agricultural land. These various vegetation types generally vary in color (brown/yellow and green) and height (from grasses to shrubs). Some flowering species existing within the area.

Five Key Views were selected to assess the existing visual character of the project site and surrounding area, and to determine the potential aesthetic impact that may result from implementation of the proposed project. Each Key View location is described in detail below and depicted on Figure 2.1.7-1, Key View Locations Map. Figures 2.1.7-2a through 2.1.7-6b provide a photograph of existing conditions, and with-project conditions, at each respective Key View from various vantage points. A description of the five Key Views is provided below.

- *Key View 1* (refer to Figure 2.1.7-2a and Figure 2.1.7-2b) is located in the western portion of VAU1, along Avenue 50 near residential uses to the west of the project site. Key View 1 represents a typical view from eastbound Avenue 50 motorists and bicyclists, as well as views from residential uses along Avenue 50. Key View 1 depicts the realignment and widening of Avenue 50, and the proposed SR-86/Avenue 50 interchange.

[1] City of Indio, College of the Desert Indio Educational Center Draft Environmental Impact Report, October 7, 2011.

[2] California Department of Transportation, California Scenic Highway Mapping System, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed May 22, 2018.

- *Key View 2* (refer to Figure 2.1.7-3a and Figure 2.1.7-3b) is located in the south-central portion of VAU1 along Tyler Street. Key View 2 represents a typical view from northbound Tyler Street motorists, bicyclists, and pedestrians, as well as from Sierra Vista Park visitors. Key View 2 depicts the realignment and widening of Tyler Street associated with the project, and implementation of the future Coachella Valley Link (CV Link) connector within the project limits.

- *Key View 3* (refer to Figure 2.1.7-4a and Figure 2.1.7-4b) is located in the southern portion of VAU1 along Tyler Street, near the southernmost limits of the project site. Key View 3 represents a typical view from northbound Tyler Street motorists, bicyclists, and pedestrians, as well as a general view from residences located along Tyler Street. Key View 3 depicts the realignment and widening of Tyler Street associated with the project, and implementation of the future CV Link connector within the project limits.

- *Key View 4* (refer to Figure 2.1.7-5a and Figure 2.1.7-5b) is located in the southeastern portion of VAU1 along SR-86, to the southeast of the proposed SR-86/Avenue 50 interchange. Key View 4 represents a typical view from northbound SR-86 motorists. Key View 4 depicts the proposed SR-86/Avenue 50 interchange overcrossing structure and new SR-86/Avenue 50 interchange.

- *Key View 5* (refer to Figure 2.1.7-6a and Figure 2.1.7-6b) is located in the eastern portion of VAU1 along Avenue 50, to the east of the project site. Key View 5 represents a typical view from westbound Avenue 50 motorists. Key View 5 depicts the new SR-86/ Avenue 50 interchange overcrossing structure, and the widening/realigned Avenue 50.

2.1.7.3 Environmental Consequences

2.1.7.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not result in temporary impacts related to visual character and aesthetics.

Alternatives 7 and 8 (Build Alternatives)

The proposed project would require staging areas to allow for construction activities and the storage of equipment. Construction vehicle access and staging of construction materials would be visible from motorist traveling along the project site as well as residents located in the project vicinity. However, views of construction-related activities and equipment/vehicles would be temporary in nature. The project would be required to comply with Caltrans Standard Specifications for Construction, which would minimize visual impacts through the use of opaque temporary construction fencing that would be situated around the staging areas. Thus, the potential visual impacts during construction of both Build Alternatives would not be adverse.

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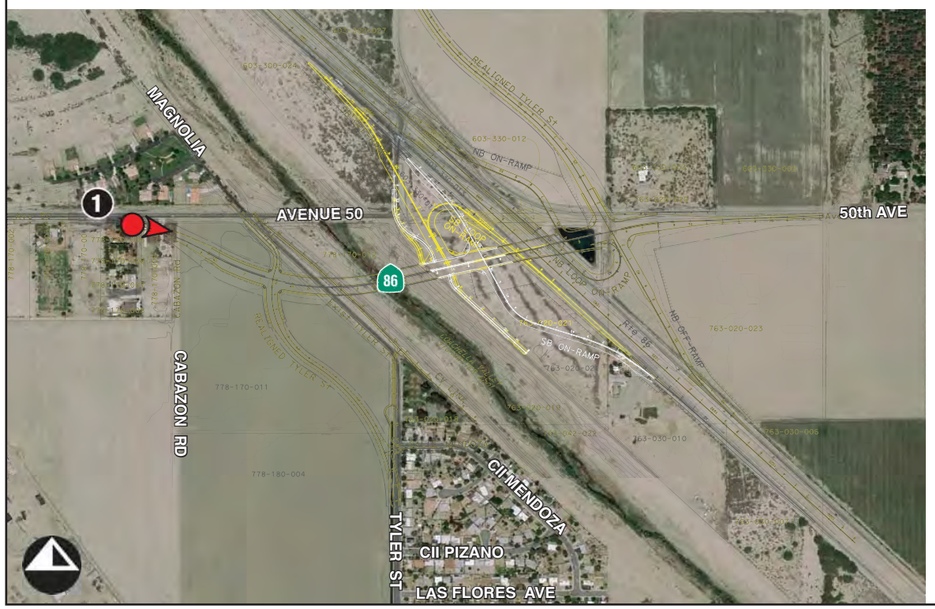
Key View Locations Map

Figure 2.1.7-1



Similar Build Alternative Features
Build Alternative 7 Only
Build Alternative 8 Only
Direction of Photo Key View Location
1 Key View Number

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Key View 1 – Existing Condition

Figure 2.1.7-2a

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Back of 11x17 figure.

For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area.
These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area.

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Key View 1 – Proposed Condition

Figure 2.1.7-2b

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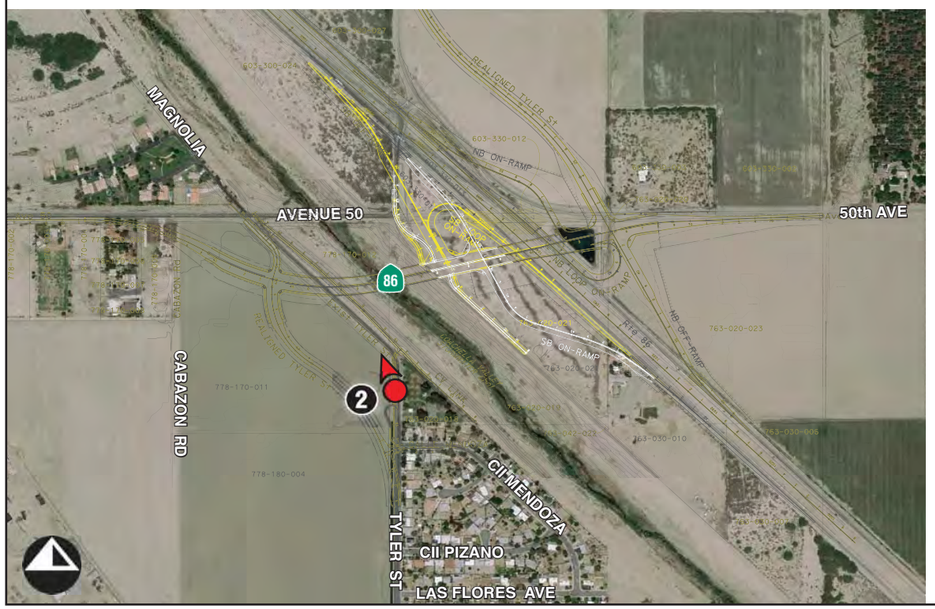

Similar Build Alternative Features
Build Alternative 7 Only
Build Alternative 8 Only
Direction of Photo Key View Location
1 Key View Number

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Key View 2 – Existing Condition

Figure 2.1.7-3a

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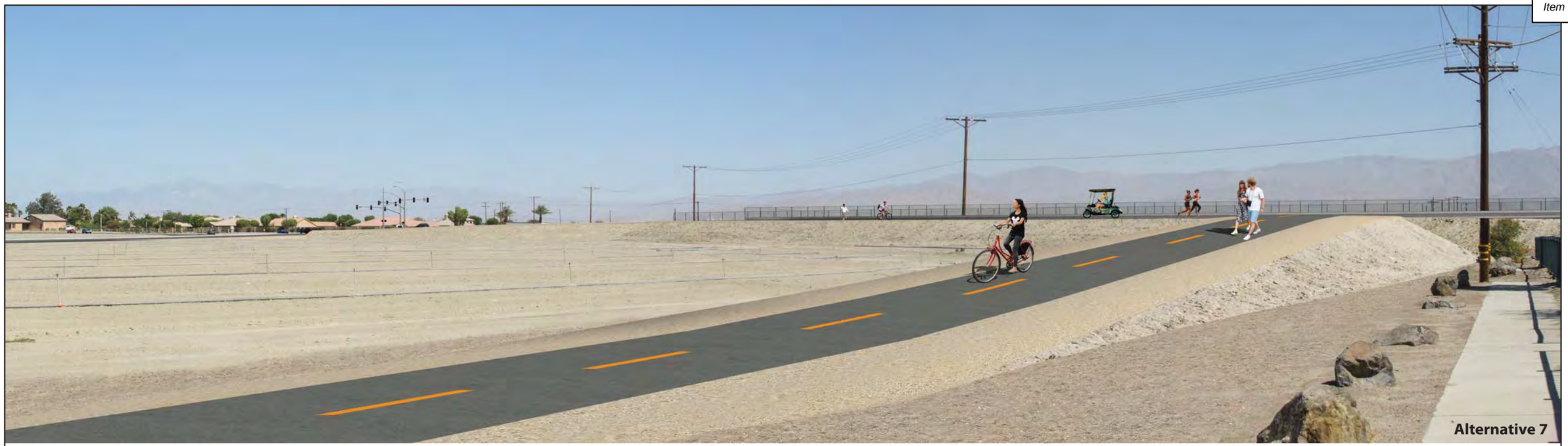
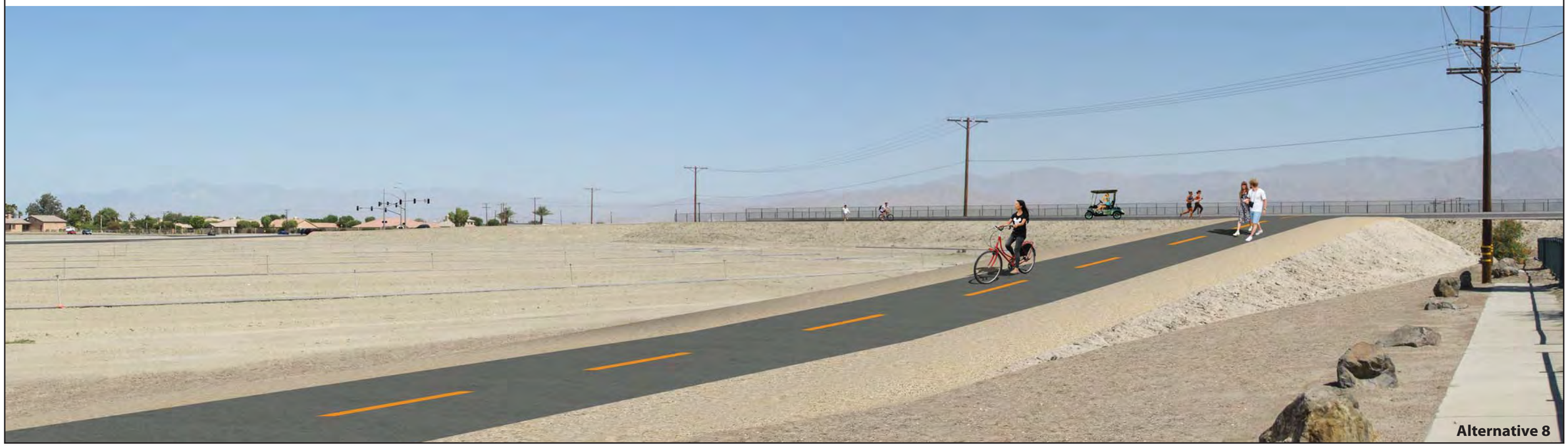




For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area.
These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area.

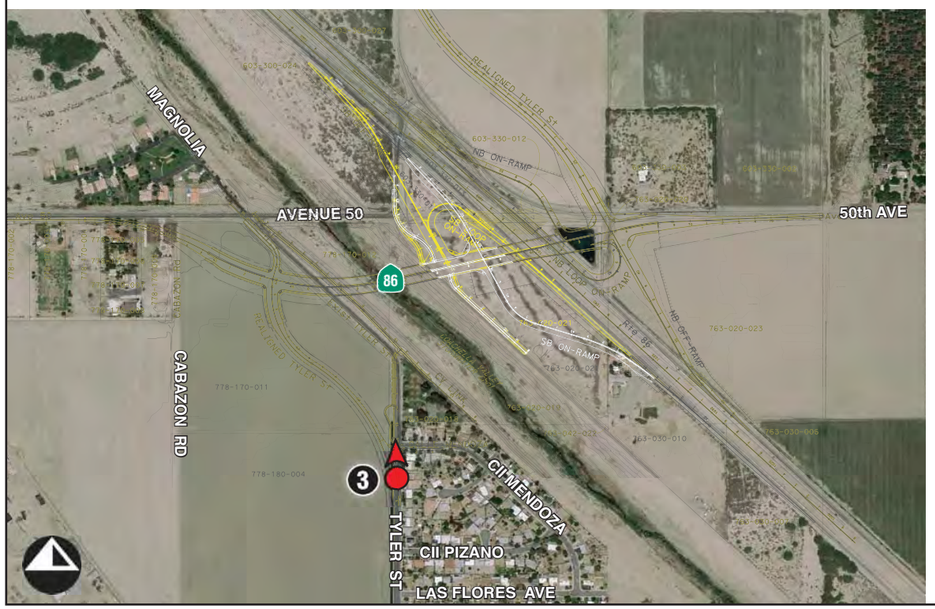
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Key View 2 – Proposed Condition

11/18 | JN 159814

Figure 2.1.7-3b

Back of 11x17 figure.



Similar Build Alternative Features
Build Alternative 7 Only
Build Alternative 8 Only
Direction of Photo Key View Location
1 Key View Number

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Key View 3 – Existing Condition

Figure 2.1.7-4a

11/18 | JN 159814

Back of 11x17 figure.

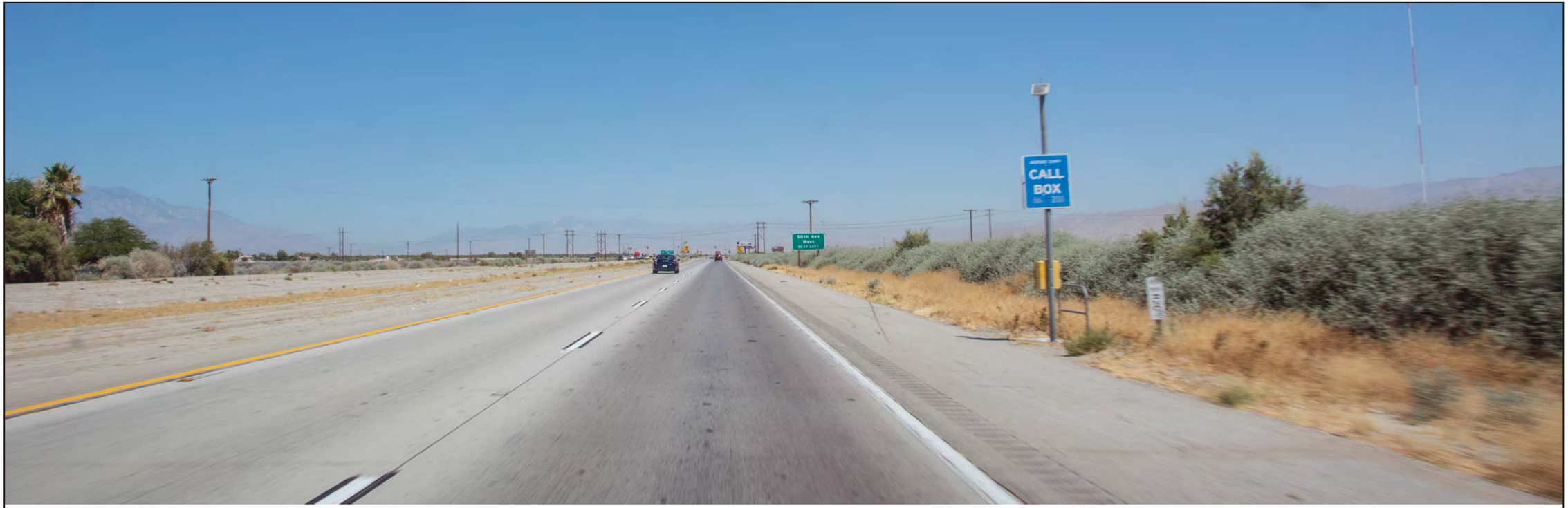
For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area.
These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Key View 3 – Proposed Condition

Figure 2.1.7-4b

Back of 11x17 figure.



INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Key View 4 – Existing Condition

Figure 2.1.7-5a

Back of 11x17 figure.

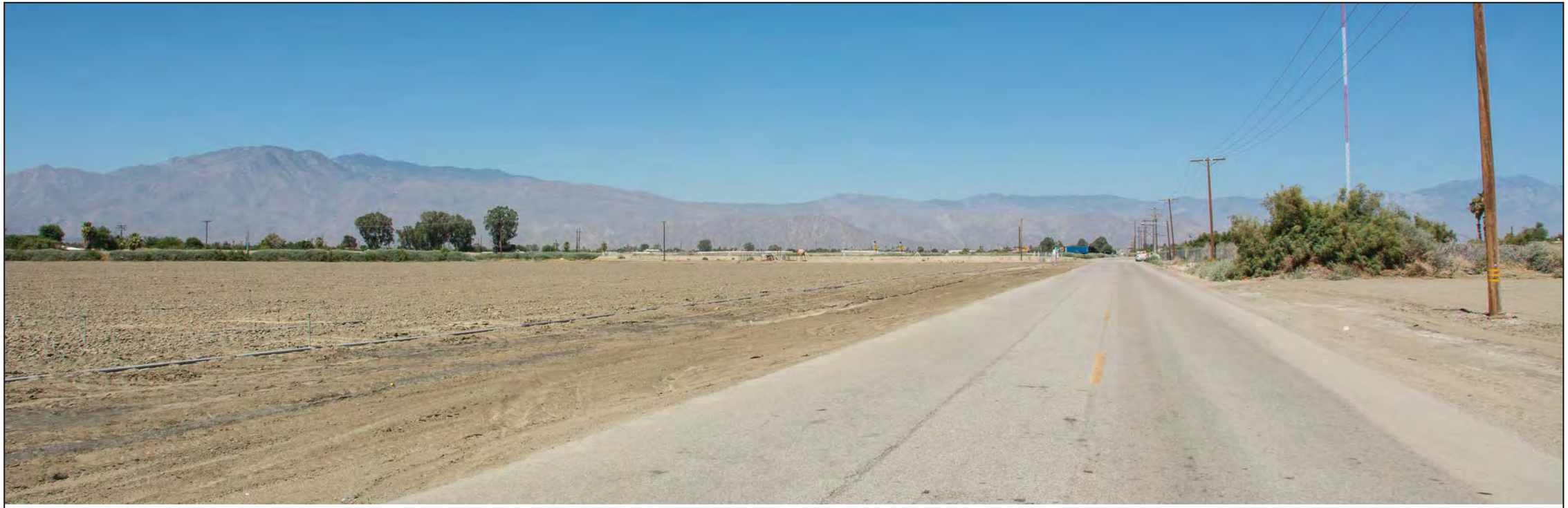
For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area.
These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area.

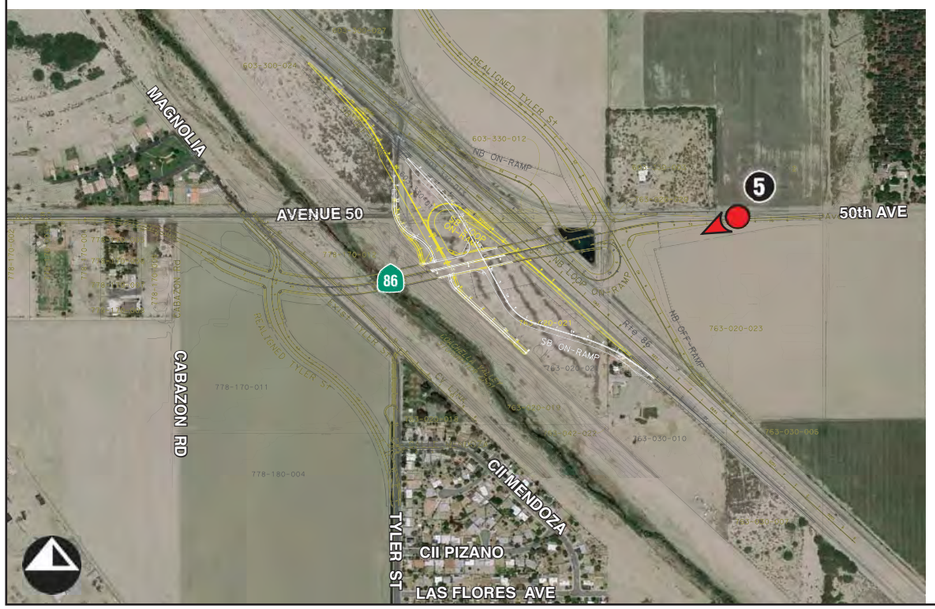
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Key View 4 – Proposed Condition

Figure 2.1.7-5b

Back of 11x17 figure.





Similar Build Alternative Features
Build Alternative 7 Only
Build Alternative 8 Only
Direction of Photo Key View Location
1 Key View Number

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Key View 5 – Existing Condition

Figure 2.1.7-6a

Back of 11x17 figure.

For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area.
These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Key View 5 – Proposed Condition

Figure 2.1.7-6b

Back of 11x17 figure.

It is anticipated that the proposed project would require limited periods of nighttime construction activities for SR-86/Avenue 50 interchange improvements and overcrossing structure within Caltrans ROW. Existing sources of light and glare within the project area are limited to vehicle headlights, traffic lights, street lighting on SR-86/Avenue 50 and Tyler Street, and nighttime lighting associated with adjacent residential uses. Nighttime construction lighting could potentially cause a nuisance to motorists travelling along SR-86 and Avenue 50, in addition to surrounding residential uses. Lighting effects to surrounding residential uses would primarily be of concern during construction of Phase 1 of the Build Alternatives, which would occur in close proximity to single-family residences along Avenue 50 and Tyler Street, west of CVSC. In accordance with Caltrans regulations, nighttime construction would be limited to the hours of 10:00 p.m. to 6:00 a.m. Necessary lighting for safety and construction purposes would be directed away from land uses outside of the project area and contained and directed toward the specific area of construction. With implementation of Measure VIS-1, construction lighting types, plans, and placement would be designed to minimize light and glare impacts on surrounding sensitive uses. Implementation of Measure VIS-1 would ensure there would be little to no visual intrusion as a result of temporary construction nighttime lighting.

2.1.7.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not result in permanent impacts related to alteration of existing views or visual characteristics of the project area.

Alternatives 7 and 8 (Build Alternatives)

The Build Alternatives would convert a portion of SR-86 from an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing bridge and access ramps, and construct a new bridge spanning over the CVSC. The Build Alternatives would also realign and widen Avenue 50 from the existing two-lane roadway to a six-lane major arterial and would realign Tyler Street on both the east and west side of SR-86. The existing Avenue 50 roadway to the west of SR-86 would be repurposed as a CVSC maintenance road. Alternatives 7 and 8 are similar; however, Alternative 8 includes a southbound loop on-ramp whereas Alternative 7 does not. Both alternatives would include signalized intersections at SR-86/Avenue 50 on- and off-ramps, and Avenue 50/Tyler Street.

Further, the viewsheds for Alternative 7 and Alternative 8 are similar. The potential for Alternatives 7 and 8 to adversely impact views depends on how responsive viewers are to changes resulting from project implementation. Viewer response is a measure or prediction of the viewer's reaction to changes in the visual environment and has two dimensions: viewer exposure and viewer sensitivity. There are two major types of viewers: highway neighbors and highway users. Highway neighbors are the people who have views to the road, and include residential uses, recreational users at Sierra Vista Park, and agricultural uses. Highway users are the people who have views from the road and include SR-86 highway motorists and local roadway motorists along Avenue 50 and Tyler Street. Each Key View was evaluated by comparing the difference in visual quality from the predicted viewer response for Alternatives 7 and 8; refer to Table 2.1.7-1, Visual Impact Ratings Using Viewer Response and Resource Change.

Table 2.1.7-1: Visual Impact Ratings Using Viewer Response and Resource Change[3]

Resource Change (RC)	Viewer Response (VR)				
	Low (L)	Moderate-Low (ML)	Moderate (M)	Moderate-High (MH)	High (H)
Low (L)	L	ML	ML	M	M
Moderate-Low (ML)	ML	ML	M	M	MH
Moderate (M)	ML	M	M	MH	MH
Moderate-High (MH)	M	M	MH	MH	H
High (H)	M	MH	MH	H	H

Key View 1

Alternatives 7 and 8. Key View 1 represents a typical view from eastbound Avenue 50 motorists to the west of the proposed SR-86/Avenue 50 interchange project site, as well as residential uses in the vicinity; refer to Figure 2.1.7-2a. Implementation of Build Alternatives 7 and 8 would result in visible changes to the existing conditions as seen from this Key View. Visible project features include the realignment of Avenue 50 to the south, the Avenue 50 overcrossing structures (spanning over the CVSC and SR-86), and new SR-86/Avenue 50 interchange; refer to Figure 2.1.7-2b. Eastbound travelers and residents in Key View 1 would be directly exposed to the changes along Avenue 50 in VAU1. Although Avenue 50 experiences a fairly low amount of daily traffic (16,203 average daily traffic [ADT]), residents along Avenue 50 would have permanent long-term views of the visual changes associated with the project. As such, overall viewer response in Key View 1 would be high.

Due to the high viewer response of residential viewers, and the permanent visual changes as seen from these viewers, the overall visual impact in this Key View is considered moderate-high. In order to ensure the visual character is not substantially degraded in this Key View, Measure VIS-2 would require landscaping improvements consistent with the existing character of the area, and compliance with Caltrans Standard Design Practices in consultation with the City of Coachella. Implementation of Measure VIS-3 would ensure the visual character of the project area is not substantially degraded.

Key View 2

Alternatives 7 and 8. Key View 2 (located approximately 550 feet north of Key View 3) represents a typical view from northbound Tyler Street motorists, bicyclists, and pedestrians, as well as from recreational users at Sierra Vista Park; refer to Figure 2.1.7-3a. Implementation of Build Alternatives 7 and 8 would result in visible changes to the existing conditions as seen from this Key View. Visible project features include the realignment and widening of Tyler Street associated with the project, and implementation of the future CV Link connector within the project limits; refer to Figure 2.1.7-3b. Northbound travelers in Key View 2 would be directly exposed to the changes along Tyler Street in VAU1. Tyler Street experiences a low amount of daily traffic (4,600 ADT), but frequent visitors to Sierra Vista Park would have long-term views of the proposed project. As such, overall viewer response in Key View 2 would be moderate.

[3] Visual Impact Assessment for State Route 86/Avenue 50 New Interchange Project, page 22, April 2018.

Due to the moderate viewer response of Tyler Street and Sierra Vista Park viewers and the permanent visual changes as seen from these viewers, the overall visual impact in this Key View is considered moderate. In order to ensure the visual character is not substantially degraded in this Key View, Measure VIS-2 and Measure VIS-4 would require that all proposed architectural treatments and landscaping are consistent with the character of the area, and the Caltrans Standard Design Practices. In addition, Measure VIS-3 would ensure existing vegetation is preserved to the maximum extent possible and Measure VIS-5 would ensure that all abandoned roadways not planned for repurposing would be required to be removed, and hydroseeded or revegetated with non-invasive plants in compliance with Caltrans Standard Design Practices in consultation with the City of Coachella. Structures would be required to receive architectural aesthetics to minimize viewshed effects of the project and textures and anti-graffiti treatment to deter vandalism. Implementation of Measure VIS-2 through Measure VIS-5 would ensure the visual character of the project area is not substantially degraded.

Key View 3

Alternatives 7 and 8. Key View 3 (located approximately 550 feet south of Key View 2) represents a typical view from northbound Tyler Street motorists, bicyclists, pedestrians, and a general view from residential uses to the east of Tyler Street; refer to Figure 2.1.7-4a. Implementation of Build Alternatives 7 and 8 would result in visible changes to the existing conditions as seen from this Key View. Visible project features would include the realignment and widening of Tyler Street to the west, the CV Link up-ramp, and the Avenue 50 overcrossing structures spanning over the CVSC and SR-86; refer to Figure 2.1.7-4b. The northbound traveler and residential viewers in Key View 3 would be directly exposed to the changes along Tyler Street in VAU1. Tyler Street experiences a low amount of daily traffic (4,600 ADT), but residents to the east of Tyler Street would have long-term (permanent) views of the proposed project. As such, overall viewer response in Key View 3 would be high.

Due to the high viewer response of residential viewers, and the permanent visual changes as seen from these viewers, the overall visual impact in this Key View is considered moderate-high. In order to ensure the visual character is not substantially degraded in this Key View, Measure VIS-2 and Measure VIS-4 would require that all proposed architectural treatments and landscaping are consistent with the character of the area, and the Caltrans Standard Design Practices. In addition, Measure VIS-3 would ensure existing vegetation is preserved to the maximum extent possible and Measure VIS-5 would ensure all abandoned roadways not planned for repurposing would be required to be removed, and hydroseeded or revegetated with non-invasive plants in compliance with Caltrans Standard Design Practices in consultation with the City of Coachella. Implementation of Measure VIS-2 through Measure VIS-5 would ensure the visual character of the project area is not substantially degraded.

Key View 4

Alternative 7. Key View 4 represents a typical view from northbound SR-86 motorists; refer to Figure 2.1.7-5a. Implementation of Build Alternative 7 would result in visible changes to the existing conditions as seen from this Key View. Visible project features would include the new SR-86/Avenue 50 interchange overcrossing structure and associated fencing, graded slopes, and the SR-86 southbound direct on-ramp; refer to Figure 2.1.7-5b. The northbound traveler would be directly exposed to the new SR-86/Avenue 50 interchange in VAU1. Approximately 25,082 to 31,477 vehicles travel this portion of SR-86 each day. The viewer quantity is moderate and the duration of views from SR-86 commuters and other motorists would be short. These viewers would be aware of the resulting visual changes from implementation of the project. Further, SR-86 motorists are currently afforded uninhibited views of the surrounding

hillsides and ridgelines, which are designated as visual resources by the City. According to General Plan Policy 6.1, the City encourages the preservation of transit corridors with views of these visual resources. Thus, overall viewer response in Key View 4 would be moderate.

Due to the moderate viewer response of SR-86 motorists and uninhibited views of City-designated visual resources, the overall visual impact in this Key View is considered moderate. In order to ensure the visual character is not substantially degraded at Key View 4, Measure VIS-2 and Measure VIS-4 would require landscaping improvements and architectural treatments consistent with the existing character of the area, and compliance with Caltrans Standard Design Practices in consultation with the City of Coachella. The retaining wall(s) under the SR-86/Avenue 50 interchange overcrossing structure would also be subject to consideration for architectural treatments. Structures would be required to receive architectural aesthetics to minimize viewshed effects of the project and textures and anti-graffiti treatment to deter vandalism. All proposed architectural treatments and landscaping would be required to be consistent with the existing character of the area and demonstrate compliance with Caltrans Standard Design Practices. In addition, Measure VIS-3 would ensure existing vegetation is preserved to the maximum extent possible. Implementation of Measure VIS-2 through Measure VIS-4 would ensure the visual character of the project area is not substantially degraded.

Alternative 8. The difference between Alternatives 7 and 8 is that Alternative 8 includes an SR-86 southbound loop on-ramp at the proposed SR-86/Avenue 50 interchange (Alternative 7 includes a direct SR-86 southbound on-ramp). This difference would be perceptible from Key View 4. As shown in Figure 2.1.7-5b, the area located along the western side of southbound SR-86 would not be paved or graded under Alternative 8. Although Alternative 8 would result in less grading and paved surfaces and would retain the existing vegetation along southbound SR-86, the overall visual quality and character of the project area would be similar to Alternative 7. Thus, the overall visual impact in this Key View is considered to be moderate. Implementation of Measure VIS-2 through Measure VIS-4 would ensure the visual character of the project area is not substantially degraded.

Key View 5

Alternatives 7 and 8. Key View 5 represents a typical view from westbound Avenue 50 motorists, and agricultural users to the east of the proposed SR-86/Avenue 50 interchange project site; refer to Figure 2.1.7-6a. Implementation of Build Alternatives 7 and 8 would result in visible changes to the existing conditions as seen from this Key View. Visible project features would include the realignment of Avenue 50 to the south, the SR-86/Avenue 50 interchange overcrossing structure, and new SR-86/Avenue 50 interchange; refer to Figure 2.1.7-6b. Westbound travelers and agricultural employees in Key View 5 would be directly exposed to the changes along Avenue 50 in VAU1. Although this portion of Avenue 50 experiences a low amount of daily traffic (1,000 ADT), travelers along westbound Avenue 50 and agricultural users would be directly exposed to the visual changes of the proposed SR-86/Avenue 50 interchange and their impact on visual resources in the City. Thus, overall viewer response in Key View 5 would be moderate-low.

Due to the low amount of traffic experienced along Avenue 50 and surrounding agricultural uses, the overall visual impact in this Key View is considered moderate. In order to ensure the visual character is not substantially degraded at Key View 5, Measure VIS-5 would require all abandoned roadways not planned for repurposing to be removed, and hydroseeded or revegetated with non-invasive plants in compliance with Caltrans Standard Design Practices in consultation with the City of Coachella. Implementation of Measure VIS-5 would ensure the visual character of the project area is not substantially degraded.

For both Build Alternatives, operation of the proposed project would introduce additional sources of light and glare to the project area from traffic signals along Avenue 50 (i.e., at the northbound and southbound SR-86 on/offramps, and the Avenue 50/Tyler Street intersection). Motorists traveling along SR-86, Avenue 50, and Tyler Street would be nominally impacted by the traffic signals their short duration of exposure. The residential uses in the project vicinity could be sensitive to increased lighting from the proposed project. However, the project area currently contains lighting features, particularly along Avenue 50 and Tyler Street. Measure VIS-6 would reduce short- and long-term lighting impacts by requiring new lighting to be designed and installed to avoid light spillage at adjacent properties. As such, the new signal and pedestrian safety signal would be consistent with the current lighting in the area. Thus, the proposed lighting sources would not have an adverse effect in this regard.

2.1.7.4 Avoidance, Minimization, and/or Mitigation Measures

VIS-1 **Construction Lighting.** Construction lighting types, plans, and placement shall be designed to minimize light and glare impacts on surrounding sensitive uses.

VIS-2 **Landscaping.** 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.

VIS-3 **Existing Vegetation.** 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.

VIS-4 **Architectural Treatments and Review.** 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.

VIS-5 **Roadway Abandonment and Hydroseeding/Revegetation.** 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.

VIS-6 **Operational Lighting.** The project shall be designed to reduce permanent new sources of light and glare.

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2.1.8 Cultural Resources

2.1.8.1 Regulatory Setting

The term "cultural resources," as used in this document, refers to the "built environment" (e.g., structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under federal and state laws, cultural resources that meet certain criteria of significance are referred to by various terms including "historic properties," "historic sites," "historical resources," and "tribal cultural resources." Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act (NHPA) of 1966, as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation (ACHP) the opportunity to comment on those undertakings, following regulations issued by the ACHP (36 Code of Federal Regulations [CFR] 800). On January 1, 2014, the First Amended Section 106 Programmatic Agreement (PA) among the Federal Highway Administration (FHWA), the ACHP, the California State Historic Preservation Officer (SHPO), and the Department went into effect for Department projects, both State and local, with FHWA involvement. The PA implements the ACHP's regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to the Department. The FHWA's responsibilities under the PA have been assigned to the Department as part of the Surface Transportation Project Delivery Program (23 United States Code [USC] 327).

The Archaeological Resources Protection Act (ARPA) applies when a project may involve archaeological resources located on federal or tribal land. The ARPA requires that a permit be obtained before excavation of an archaeological resource on such land can take place.

Historic properties may also be covered under Section 4(f) of the U.S. Department of Transportation Act, which regulates the "use" of land from historic properties (in Section 4(f) terminology—historic sites). See Appendix A, Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determination, for specific information about Section 4(f).

The California Environmental Quality Act (CEQA) requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as "unique" archaeological resources. California Public Resources Code (PRC) Section 5024.1 established the California Register of Historical Resources (CRHR) and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the CRHR and, therefore, a historical resource. Historical resources are defined in PRC Section 5020.1(j). In 2014, Assembly Bill 52 (AB 52) added the term "tribal cultural resources" to CEQA, and AB 52 is commonly referenced instead of CEQA when discussing the process to identify tribal cultural resources (as well as identifying measures to avoid, preserve, or mitigate effects to them). Defined in PRC Section 21074(a), a tribal cultural resource is a CRHR or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource. Unique archaeological resources are referenced in PRC Section 21083.2.

PRC Section 5024 requires State agencies to identify and protect State-owned historical resources that meet the NRHP listing criteria. It further requires the Department to inventory State-owned structures in its rights-of-way. Sections 5024(f) and 5024.5 require State agencies

to provide notice to and consult with the California State Historic Preservation Officer (SHPO) before altering, transferring, relocating, or demolishing State-owned historical resources that are listed on or are eligible for inclusion in the NRHP or are registered or eligible for registration as California Historical Landmarks. Procedures for compliance with PRC Section 5024 are outlined in a Memorandum of Understanding (MOU)[1] between the Department and SHPO, effective January 1, 2015. For most federal-aid projects on the State Highway System, compliance with the Section 106 PA will satisfy the requirements of PRC Section 5024.

2.1.8.2 Affected Environment

The cultural resource studies completed for the project include the Historic Property Survey Report for the State Route 86/Avenue 50 New Interchange Project (HPSR) (November 2018), the Historical Resources Evaluation Report for the State Route 86 – Avenue 50 New Interchange and Bridge Project (HRER) (May 2018), and the Archaeological Survey Report for the State Route 86/Avenue 50 New Interchange Project (ASR) (August 2018).

A variety of sources was consulted as part of the project's cultural resource investigation. Included were cultural resource records and literature housed at the Eastern Information Center (EIC), University of California, Riverside. The EIC is a branch of the California Historical Resources Information System (CHRIS), which operates under the State Office of Historic Preservation (OHP). Additional sources consulted during the records search include the NRHP; CRHR; CHRIS; California Inventory of Historic Resources; California Points of Historical Interest; California Historic Landmarks; published literature, and historical maps and aerial photographs. In addition, the Coachella Valley Historical Society and Museum was contacted regarding any potential cultural resources in the project's area of potential effect (APE).

An intensive archaeological survey and reconnaissance-level architectural survey of the APE was undertaken on February 25, 2016 and June 13 and 14, 2017. In accordance with standard Caltrans guidance and procedures, the vacant, undeveloped land within the APE was surveyed archaeologically and parcels with buildings and/or structures that are 45 years of age or older (constructed in or before 1972) were evaluated for eligibility for listing in the NRHP and CRHR.

The process of Native American consultation has also been initiated as part of the cultural resources investigation for the project. A Sacred Lands File search was requested from the Native American Heritage Commission (NAHC) on November 9, 2015. The NAHC responded on January 25, 2016, stating that there are no known sacred lands within the APE. The NAHC did recommend that six representatives from local Native American tribal organizations be contacted for further information regarding the general project vicinity. In accordance with Section 106 of the NHPA, initial consultation letters were sent to the six representatives via U.S. Postal Service on March 28, 2017, requesting information related to cultural resources or heritage sites within the APE. It is noted that these letters also served as formal CEQA notification of the proposed project as required under AB 52 (i.e., Public Resources Code 21080.3.1 and Chapter 532 Statutes of 2014). Refer to Chapter 4.0, Comments and Coordination, of this IS/EA, as well as Section 1.3, Consulting Parties/Public Participation, of the HPSR, for information regarding efforts undertaken by Caltrans to consult pertinent Native American tribes to identify tribal cultural resources in the APE.

[1] The MOU is located on the SER at http://www.dot.ca.gov/ser/vol2/5024mou_15.pdf.

2.1.8.2.1 Area of Potential Effects (APE)

The APE for the proposed project was established by Caltrans in accordance with Section 106 PA Stipulation VIII.A. The APE maps are located in Attachment A, Exhibit 3, of the HPSR. The APE for the project includes both a direct APE and an indirect APE. The direct APE, or project footprint, includes all construction areas, temporary construction easements, and staging areas. The indirect APE considers all areas where there is the potential to indirectly impact cultural resources. Properties included in the indirect APE may be affected by visual, audible, or atmospheric intrusions, shadow effects, vibrations from construction activities, or changes in access or use. The indirect APE was generally established as the legal parcel adjacent to where potential direct impacts would occur or within a 30- to 150-foot buffer zone on large undeveloped parcels with no built-environment resources. In addition, the indirect APE included areas designated for construction signage. The total APE encompasses 246.27 acres, with the direct APE covering almost half with an area of 111.24 acres.

In terms of the vertical APE, the depth of ground disturbance for the project will be limited to the upper five feet for the construction of the new access ramps and the Avenue 50 and Tyler Street realignments, which includes the construction of the roadway, driveways, and sidewalks. Most utility relocations are expected to extend up to 10 feet in depth with the installation of transmission line power poles reaching a maximum depth of 75 feet. Finally, excavations associated with bridge construction will extend up to 50 feet in depth.

2.1.8.2.2 Built Environment

According to the HPSR prepared for the proposed project, 37 cultural resource studies have been conducted previously since 1975 within one mile of the APE. Four of these studies intersect the APE and encompass approximately 80 percent of the APE. These investigations resulted in the documentation of 42 cultural resources within one mile of the APE. These include 23 built-environment resources that are largely composed of single-family residences, a few commercial buildings, a church, a fire house, City Hall, the Southern Pacific Railroad, and a segment of the Coachella Valley Water District's (CVWD's) irrigation system.

A total of eight built-environment resources were identified within the APE during the survey for the project. These resources include two roads (Tyler Street and Avenue 50), one irrigation feature (CVWD Irrigation Lateral 105.7-1.9), a stormwater channel (CVSC; 33- 017259), a transmission line (Devers-Coachella Valley 220kV Transmission Line), a commercial radio station building (86300 Avenue 50 on APN 603-330-003), and two single-family residences (APN 763-030-010), and post-World War II housing tract (Tract 2597)[2]. These architectural resources reflect the local routes of travel, floodwater control, irrigation infrastructure, and development of the Coachella Valley. The remaining parcels are either vacant or contain buildings or structures constructed after 1972.

One structure (CVWD Irrigation Lateral 105.7-1.9) located within the APE is part of the Coachella Canal distribution system. The OHP has previously determined the buried CVWD irrigation system, including the CVWD Irrigation Lateral 105.7-1.9, is eligible for inclusion in the NRHP under Criterion A and the CRHR under Criterion 1, as a component of the Coachella Canal. Caltrans notified the SHPO that the CVWD Irrigation Lateral 105.7-1.9 had undergone extensive alteration in 1993 and again in 2001. While the project will affect this element of the

[2] The two residences were considered one built-environment resource since they are on one parcel; spread across multiple parcels, the housing tract also was treated as a single built-environment resource since all the houses are affiliated with residential development within the same period of historical significance.

CVWD, the effect will not be adverse since it is affecting less than 0.5 percent of the 485-mile-long Coachella Canal distribution network. None of the other built-environment resources within the APE are previously listed or determined eligible for listing in the NRHP and/or CRHR. Therefore, Caltrans has made a Finding of No Adverse Effect to Historic Properties for the purpose of Section 106 of the NHPA. Caltrans requested SHPO concurrence on this finding November 6, 2018 and the SHPO provided concurrence on November 8, 2018.

2.1.8.2.3 Archaeological Resources

Nineteen of the 42 cultural resources previously identified within one mile of the APE are archaeological resources, including nine multicomponent archaeological sites, four prehistoric sites, five prehistoric isolated artifacts, and one multicomponent isolated resource. The prehistoric archaeological sites found in the project vicinity are primarily ceramic and lithic scatters, or ceramic and habitation debris scatters. The multicomponent archaeological sites are predominantly prehistoric habitation debris scatters with historic-period glass fragments, beads, buttons, farm, and livery equipment, etc. Four of the archaeological sites have been evaluated for listing on the NRHP; all were determined ineligible for the NRHP by consensus through the Section 106 process. None of the resources have been evaluated for listing on the CRHR. The SHPO concurred on November 8, 2018.

Although none of the previously documented archaeological resources are located within the APE, one multicomponent site (CA-RIV-2982/H; P-33-002982) is located adjacent to the APE. The site is described as a prehistoric habitation and historic-period artifact scatter. This site previously was determined ineligible for listing on the NRHP. During the field survey for the SR 86/Avenue 50 New Interchange project, no prehistoric or historical cultural materials were observed in the APE in the vicinity of CA-RIV-2982/H.

During the field survey for the present project, two archaeological sites were identified within the direct APE – a multicomponent site (CA-RIV-12707/H) and a historic-period refuse dump (CA-RIV-12708H). The multicomponent site consists of a five small Native American buffware ceramic fragments and a small historic-period scatter of more than 44 domestic household glass and ceramic fragments. The date of the Native American ceramic fragments is uncertain; they may date to either the prehistoric or historic periods. The refuse scatter is likely the result of opportunistic dumping by local area residents during the 1910s and 1920s, as judged from 24 diagnostic, dateable glass fragments. Although the origin of the possible prehistoric ceramic sherds is not known, the proximity of the pottery to the historic-period artifacts suggests that the materials may be associated and may have been deposited at the same time.

The other site identified during the field survey, the historic-period refuse dump is an isolated early twentieth-century scatter of 13 temporally-diagnostic bottle fragments and ceramic kitchen sherds dated to the 1910s or 1920s and 10 non-diagnostic glass and ceramic fragments. Archival research indicates that the refuse scatters at both CA-RIV-12707/H and CA-RIV-12708H lack specific associations with culturally or historically significant people or events, and close examination of the surface deposits revealed little potential for either of the sites to possess intact subsurface deposits. Therefore, Caltrans determined the two archaeological sites are ineligible for listing in the NRHP and CRHR. The SHPO's November 8, 2018 letter to Caltrans concurred with the eligibility determinations.

2.1.8.3 Environmental Consequences

Alternative 1 (No-Build Alternative)

No improvements to the existing SR-86/Avenue 50 at-grade crossing or Avenue 50 low water crossing would occur under the No-Build Alternative and, therefore, it would not result in impacts to cultural resources.

Alternatives 7 and 8 (Build Alternatives)

A total of 10 cultural resources are location within the APE; eight of these are historic-period built-environment resources and two are archaeological sites. One of the built-environment resources (CVWD Irrigation Lateral 105.7-1.9 [Map Reference No. 4]) is part of the larger Coachella Valley irrigation distribution system, which previously was determined eligible for listing on the NRHP and CRHR. The remaining nine cultural resources were formally evaluated against NRHP and CRHR criteria. As a result of the HRER, Caltrans concluded that nine of the cultural resources in the APE are ineligible for inclusion in the NRHP and the CRHR, and that one resource, the CVWD Irrigation Lateral 105.7-1.9 is eligible as a contributing element of the larger NRHP eligible site. However, the project-related effects on this resource will not be adverse. Caltrans requested SHPO concurrence on this finding November 6, 2018 and the SHPO provided concurrence on November 8, 2018

No other built-environment resources that were previously listed or determined eligible for listing in the NRHP and/or CRHR are located within the APE.

As noted above, Caltrans has notified SHPO of its determination that one property within the APE is eligible for inclusion in the NRHP and has requested concurrence in its determination of *Finding of No Adverse Effects to Historic Properties*. The SHPO's office concurred on November 8, 2018.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including de minimis impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

For the proposed project, only a cultural resource required consideration in the context of a Section 4(f) de minimis determination. De minimis impacts on historic sites are defined as the determination of either "no adverse effect" or "no historic properties affected" in compliance with Section 106 regulations, including the SHPO's written concurrence.

Consistent with Caltrans' requirements in this regard, a letter was sent to SHPO on November 6, 2018, documenting Caltrans' determination, based on the analysis performed, that the project would result in a de minimis use of a Section 4(f) resource (see Appendix A in this Environmental Document for discussion).

Ground disturbance activities associated with construction of the Build Alternatives could result in the inadvertent discovery of cultural resources. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, California Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to

overlie remains, and the County Coroner be contacted. If the remains are thought by the coroner to be Native American, the coroner shall notify the Native American Heritage Commission (NAHC), who, pursuant to PRC Section 5097.98, would then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Gary Jones, Principal Investigator, Prehistoric Archaeology, so that he may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

The procedures for inadvertent discovery of cultural resources and buried human remains would be implemented to ensure that undiscovered sensitive cultural resources would not be adversely affected due to project implementation. Since construction staging areas would not be permitted outside of the APE, no other effects on cultural resources are anticipated.

2.1.8.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.2 PHYSICAL ENVIRONMENT

2.2.1 Hydrology and Floodplain

2.2.1.1 Regulatory Setting

Executive Order (EO) 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The Federal Highway Administration (FHWA) requirements for compliance are outlined in 23 Code of Federal Regulations (CFR) 650 Subpart A.

To comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments.
- Risks of the action.
- Impacts on natural and beneficial floodplain values.
- Support of incompatible floodplain development.
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values affected by the project.

The base floodplain is defined as "the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year." An encroachment is defined as "an action within the limits of the base floodplain."

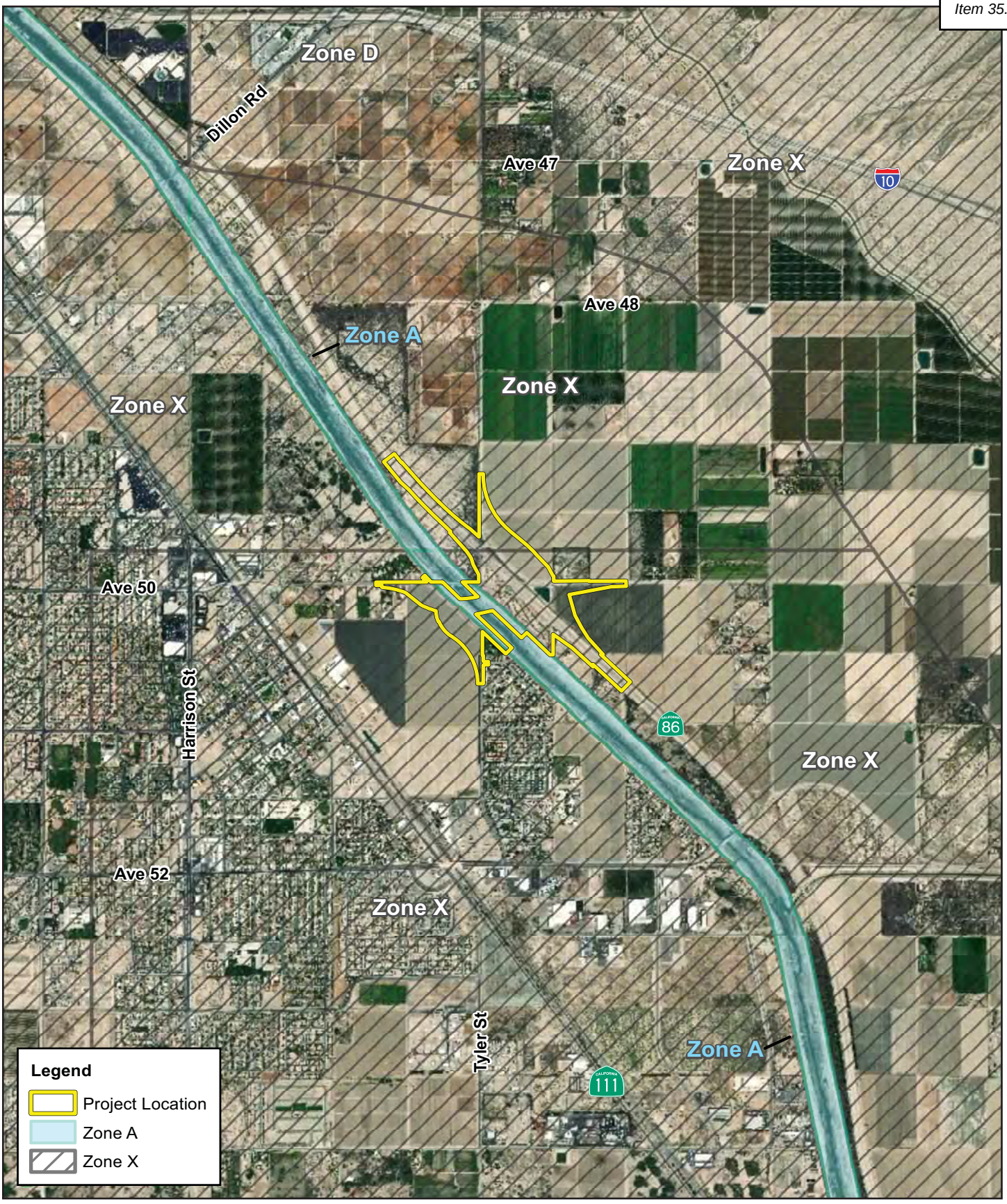
2.2.1.2 Affected Environment

This section is based on the Location Hydraulic Study and Summary Floodplain Encroachment Report (dated May 2018) (LHS/SFER) prepared for the proposed project.

The project site is in the City of Coachella and falls within the boundaries of Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel 06065C2270G (effective August 28, 2008 for Riverside County, California and incorporated areas). As illustrated on Figure 2.2.1-1, Flood Zones, the proposed project is located within two mapped flood zones, described below.

Portions of the project site located within the Coachella Valley Stormwater Channel (CVSC) are classified as Zone A. Zone A are areas that have a 1 percent probability of flooding every year (also known as the "100-year floodplain"), and where predicted flood water elevations have not been established. Properties in Zone A are considered to be at high risk of flooding under the NFIP.

Areas outside of CVSC are identified as Shaded Zone X. Shaded Zone X areas are characterized as: 1) areas that have a 0.2 percent annual chance of flood; 2) areas of 1 percent annual chance of flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and 3) areas protected by levees from 1 percent annual chance of flood. Properties in Shaded Zone X are considered to be at moderate risk of flooding under the NFIP.



INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

NOT TO SCALE

Flood Zones

11/18 | JN 159814

Figure 2.2.1-1

2.2.1.2.1 Topography

The City of Coachella is located within the eastern portion of Coachella Valley, defined as a low and relatively flat desert basin bounded by mountainous terrain. Topography within the project area is relatively flat, sloping from northwest to southeast, and ranges in elevation from -50 feet to -90 feet below mean sea level (msl).

2.2.1.2.2 Hydrology

The major drainage course in the Coachella Valley is the Whitewater River. The Whitewater River originates on the slopes of Mount San Gorgonio in San Bernardino County and terminates at the Salton Sea. The principal tributaries of the Whitewater River are the San Gorgonio River and the Snow, Chino Canyon, Tahquitz, Palm Canyon, Deep Canyon, Mission, Big Morongo, and Little Morongo Creeks. Some of the larger tributaries are perennial streams in the mountains but quickly percolate into the groundwater supply upon reaching the highly pervious alluvium of Coachella Valley.

Although precipitation is low in the Coachella Valley, drainage problems have occurred from both heavy single events and prolonged precipitation in the surrounding mountains. Flooding generally occurs during the spring months, when heavy rains in the surrounding mountains combine with melting of the snow pack, resulting in prolonged runoff through the valley. Additionally, intense summer monsoonal storms occur as a result of tropical cyclones in the Gulf of California and Gulf of Mexico. According to the Water Quality Control Plan for the Colorado River Basin Region, floods along the Whitewater River have historically occurred at least once a decade since 1825. With channelization of the Whitewater River, regional flood damage to structures outside the channel has been minimal in recent years.

2.2.1.2.3 Groundwater Hydrology

According to the California Department of Water Resources (DWR), groundwater depth within the project area varies greatly. The primary source for groundwater recharge is imported water from the Colorado River.

2.2.1.2.4 Geology/Soils/Soil Erosion Potential

The existing CVSC is at equilibrium. The banks are stabilized by slope lining while the invert has engineered drop structures along the length of the channel. One of these drop structures is the existing Avenue 50 roadbed. This roadbed would be abandoned as part of the proposed project but would not be removed. Although the proposed bridge piers will experience some local scour during storm events, the pier foundation will be deeper than the calculated scour depth. The receding limb of the hydrograph will fill in the temporary scour at the pier and the channel will remain at equilibrium. Project implementation is not anticipated to result in long-term degradation or erosion.

2.2.1.2.5 Watershed Characteristics and Beneficial Uses

A beneficial use identifies the ways that water can be used for the benefit of people and/or wildlife. The Water Quality Control Plan for the Colorado River Basin Region identifies 11 beneficial uses for the Middle Whitewater River Watershed, which are MUN, AGR, FRSH, GWR, REC I, REC II, WARM, COLD, WILD, POW, and RARE. The beneficial uses identified for the CVSC are FRSH, REC I, REC II, WARM, WILD, and RARE. Each beneficial use is described below.

- Municipal and Domestic Supply (MUN) waters are used for community, military, municipal or individual water supply systems. Uses may include, but are not limited to, drinking water supply.

- Agricultural Supply (AGR) waters are used for farming, horticulture or ranching. Uses may include, but are not limited to, irrigation, stock watering, and support of vegetation for range grazing.

- Freshwater Replenishment (FRSH) waters are used for natural or artificial maintenance of surface water quantity or quality.

- Groundwater Recharge (GWR) waters are used for natural or artificial recharge of groundwater for purposes that may include, but are not limited to, future extraction, maintaining water quality, or halting saltwater intrusion into freshwater aquifers.

- Water Contact Recreation (REC I) waters are used for recreational activities involving contact with water where ingestion of water is reasonably possible. Uses may include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing, and use of natural hot springs.

- Non-contact Water Recreation (REC II) waters are used for recreational activities involving proximity to water, but not normally involving body contact with water where ingestion of water would be reasonably possible. Uses may include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tidepool and marine life study, hunting sightseeing and aesthetic enjoyment in conjunction with the above activities.

- Warm Freshwater Habitat (WARM) waters support warmwater ecosystems that may include, but are not limited to, preservation and enhancement of aquatic habitats, vegetation, and fish and wildlife, including invertebrates.

- Cold Freshwater Habitat (COLD) waters support coldwater ecosystems that may include, but are not limited to, preservations and enhancement of aquatic habitats, vegetation, and fish and wildlife, including invertebrates.

- Wildlife Habitat (WILD) waters support wildlife habitats that may include, but are not limited to, the preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife.

- Hydropower Generation (POW) waters are used for hydroelectric power generation.

- Rare, Threatened or Endangered Species (RARE) waters support the habitats necessary for the survival and successful maintenance of plant or animal species designated under state or federal law as rare, threatened or endangered.

2.2.1.2.6 Hydraulic Analysis

A Preliminary Channel Hydraulics Study – Avenue 50 Bridge at the Coachella Valley Stormwater Channel Project (Hydraulic Analysis) was prepared for the proposed project in April 2018 for review by the Coachella Valley Water District (CVWD) and was approved in May 2018. The results of the Hydraulic Analysis are presented in Section 2.2.1.3.2 below.

2.2.1.3 Environmental Consequences

Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, none of the proposed project improvements would be implemented; therefore, the existing hydrological conditions (i.e., flooding of Avenue 50 during inclement weather events) would persist and continue to occur.

Alternatives 7 and 8 (Build Alternatives)

The LHS/SFER determined that implementation of Build Alternatives 7 and 8 would not introduce additional risk for traffic disruptions or loss of life and property and the project does not support incompatible floodplain development; the area is fully developed and participating in the National Flood Insurance Program (NFIP). As discussed, project improvements occurring within the Zone A floodplain are limited to the construction of a bridge over the floodplain. The existing Zone A floodplain is confined within an existing leveed channel. The LHS/SFER evaluated the risk associated with the floodplain encroachments on an economic and/or non-economic basis. The LHS/SFER determined that based on the following seven parameters, the combined Assessed Risk Level for the proposed project is "Low Risk" which can generally be defined as follows:

1. Floodplain encroachment is transverse.

2. The risks associated with the implementation of the proposed action are not significant.

3. The project does not support probable incompatible development within the floodplain.

4. The natural and beneficial floodplain uses and values are not subject to significant impacts.

5. Routine construction procedures are required and will minimize the routine impacts on the floodplain. Measures are not necessary to minimize impacts or restore/preserve natural and beneficial floodplain values.

6. The proposed action does not meet the definition of "Significant" as defined in 23 CFR 650.105(q) as the project will not interrupt or terminate a transportation facility, which is needed for emergency vehicles and evacuation routes. Alternative emergency vehicle and evacuation routes will be provided during project construction.

7. The LHS/SFER has been prepared for the project.

Hydraulic Analysis

The Hydraulic Analysis determined that the proposed improvements would result in a localized rise in the water surface elevation at the CVSC. The allowable change in water surface elevation is a cumulative 1-foot rise over the base flood elevation for Zone A floodplains. As indicated in Section 3.2, Hydraulic Analysis, of the LHS prepared for the project, the proposed project would not involve changes to the 100-year water surface elevation in CVSC which would exceed the allowable 1-foot rise prescribed by the FEMA regulations. As a result, the project would not be required to file a Conditional Letter of Map Revision (CLOMR) during Final Design.

- *100-Year Floodplain Encroachment:* Build Alternatives 7 and 8 would not result in a "significant encroachment" as defined in 23 CFR 650.105. Although the project site crosses a mapped Zone A floodplain, no floodplain development would occur as part of the project. The proposed improvements associated with Build Alternative 7 and 8 are classified as "Low Risk".

  - *Potential Risk from Longitudinal Encroachment:* Caltrans defines a longitudinal encroachment as an encroachment that is parallel to the direction of flow. A transverse encroachment is an encroachment that is perpendicular or skewed to the direction of flow. The Avenue 50 Bridge would traverse over the CVSC transversely, therefore, no longitudinal encroachment would occur.

  - *Potential Risk to Life and Property:* The risk to life and property is evaluated by a potential Q100 backwater (Base Flood) for residences, other buildings, and crops. The potential risk to life and property would remain unchanged as a result of Alternative 7 and 8. Because the project would raise the roadway out of the CVSC and construct a new bridge with freeboard over the Base Flood Event, the project would remove potential traffic disruptions. Therefore, the potential for traffic disruptions due to the influences of the Build Alternatives on the hydraulics is determined to be nominal.

  - *Potential Risk to Natural and Beneficial Floodplain Values:* The project would construct minor permanent improvements consisting solely of new bridge piers within the floodplain boundary; therefore, no permanent impacts to the beneficial uses identified in Section 2.2.1.2.5 are anticipated. The project improvements occurring within Zone A do not pose potential risks to natural and beneficial floodplain values.

  - *Potential Risk for Support of Incompatible Floodplain Development:* Redevelopment is limited by city ordinances and zoning, and each construction project in the area is subject to building permits. Because the cities within the project area are participating communities in the National Flood Insurance Program (NFIP), the building department administers the NFIP requirements during the building permit process. Therefore, the improvements that would occur to the Avenue 50 Bridge over CVSC would not further support incompatible floodplain development.

As defined in 23 CFR 650.105, based on the above analysis, the Build Alternatives would not result in a significant floodplain encroachment.

2.2.1.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.2.2 Water Quality and Storm Water Runoff

2.2.2.1 Regulatory Setting

2.2.2.1.1 Federal Requirements: Clean Water Act

In 1972, Congress amended the federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source[1] unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act (CWA). Congress has amended the act several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. The following are important CWA sections:

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.

- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge would comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request (see below).

- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCBs) administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).

- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the U.S. This permit program is administered by the U.S. Army Corps of Engineers (USACE).

The goal of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters."

The USACE issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of the USACE's Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the USACE decision to approve is based on compliance with U.S. Environmental Protection Agency's (U.S. EPA) Section 404 (b)(1) Guidelines (40 Code of Federal Regulations [CFR] Part 230), and whether the permit approval is in the public interest. The Section 404(b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is

[1] A point source is any discrete conveyance such as a pipe or a man-made ditch.

no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences. According to the Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent[2] standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause "significant degradation" to waters of the U.S. In addition, every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4. A discussion of the LEDPA determination, if any, for the document is included in the Wetlands and Other Waters section.

2.2.2.1.2 State Requirements: Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates the CWA and regulates discharges to waters of the state. Waters of the state include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of "waste" as defined, and this definition is broader than the CWA definition of "pollutant." Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and regulating discharges to ensure compliance with the water quality standards. Details about water quality standards in a project area are included in the applicable RWQCB Basin Plan. In California, RWQCBs designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect those uses. As a result, the water quality standards developed for particular water segments are based on the designated use and vary depending on that use. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (NPDES permits or WDRs), the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

2.2.2.1.3 State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB administers water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the State by approving Basin Plans, TMDLs, and NPDES permits. RWCQBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

[2] The U.S. EPA defines "effluent" as "wastewater, treated or untreated, that flows out of a treatment plant, sewer, or industrial outfall."

National Pollutant Discharge Elimination System (NPDES) Program

Municipal Separate Storm Sewer Systems (MS4)

Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of storm water discharges, including Municipal Separate Storm Sewer Systems (MS4s). An MS4 is defined as "any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that is designed or used for collecting or conveying storm water." The SWRCB has identified Caltrans as an owner/operator of an MS4 under federal regulations. Caltrans' MS4 permit covers all Caltrans rights-of-way (ROW), properties, facilities, and activities in the State. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

Caltrans's MS4 Permit, Order No. 2012-0011-DWQ (adopted on September 19, 2012 and effective on July 1, 2013), as amended by Order No. 2014-0006-EXEC (effective January 17, 2014), Order No. 2014-0077-DWQ (effective May 20, 2014) and Order No. 2015-0036-EXEC (conformed and effective April 7, 2015) has three basic requirements:

1) Caltrans must comply with the requirements of the Construction General Permit (see below);

2) Caltrans must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and

3) Caltrans storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs), to the maximum extent practicable, and other measures as the SWRCB determines to be necessary to meet the water quality standards.

To comply with the permit, Caltrans developed the statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP assigns responsibilities within Caltrans for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The SWMP describes the minimum procedures and practices Caltrans uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of BMPs. The proposed project would be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff.

Construction General Permit

Construction General Permit (CGP), Order No. 2009-2009-DWQ (adopted on September 2, 2009 and effective on July 1, 2010), as amended by Order No. 2010-0014-DWQ (effective February 14, 2011) and Order No. 2012-0006-DWQ (effective on July 17, 2012). The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil

disturbances of less than one acre is subject to this CGP if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop Storm Water Pollution Prevention Plans (SWPPPs); to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the CGP.

The Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and before construction and after construction aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective SWPPP. In accordance with Caltrans's SWMP and Standard Specifications, a Water Pollution Control Program (WPCP) is necessary for projects with DSA less than one acre.

Section 401 Permitting

Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water of the U.S. must obtain a 401 Certification, which certifies that the project would be in compliance with State water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by the USACE. The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before the USACE issues a 404 permit.

In some cases, the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as WDRs under the State Water Code (Porter-Cologne Act) that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

2.2.2.2 Affected Environment

This section is based upon the Water Quality Assessment Report (WQAR) prepared for the proposed project dated June 2018.

2.2.2.2.1 Surface Streams

Storm water that falls within the proposed project boundary discharges into roadside ditches and gullies and primarily infiltrates or evaporates. If extensive runoff occurs, it discharges into the Coachella Valley Stormwater Channel (CVSC). Water from the CVSC flows 15 miles to the south and into the Salton Sea.

2.2.2.2.2 Regional Hydrology

According to the Caltrans Water Quality Planning Tool and California Department of Water Resources, the proposed project is within the Whitewater River Watershed, and the Coachella Hydrologic Area (719.47), which is approximately 1,500 square miles. The Whitewater River Watershed is bounded by the southeastern area of the San Bernardino Mountains (southeast of San Gorgonio Mountain), San Jacinto Mountains, the Santa Rosa Mountains, the Chocolate Mountains, the Mecca Hills, the Cottonwood Mountains, and the Orocopia Mountains. Runoff

from these mountains drains through a network of surface streams and collects on the Coachella Valley floor and flows southeast via the Whitewater River, which then becomes the Whitewater River/CVSC (referenced as CVSC in this document) and continues on to the Salton Sea. The Salton Sea is a lake that has no outlet and does not discharge to the ocean. Figure 2.2.2-1, Project Watershed and Surface Waterbodies Map, shows the proposed project and its location in the watershed. Figure 2.2.2-2, Hydrologic Sub-Area Map, shows the proposed project's location in the Hydrologic Sub Area. The proposed project's Alternative 7 would involve the largest increase in new impervious area of approximately 42 acres, which is less than 0.00004 percent of the Whitewater River Watershed. Alternative 8 would result in an increase in new impervious area of approximately 40 acres.

2.2.2.2.3 Local Hydrology

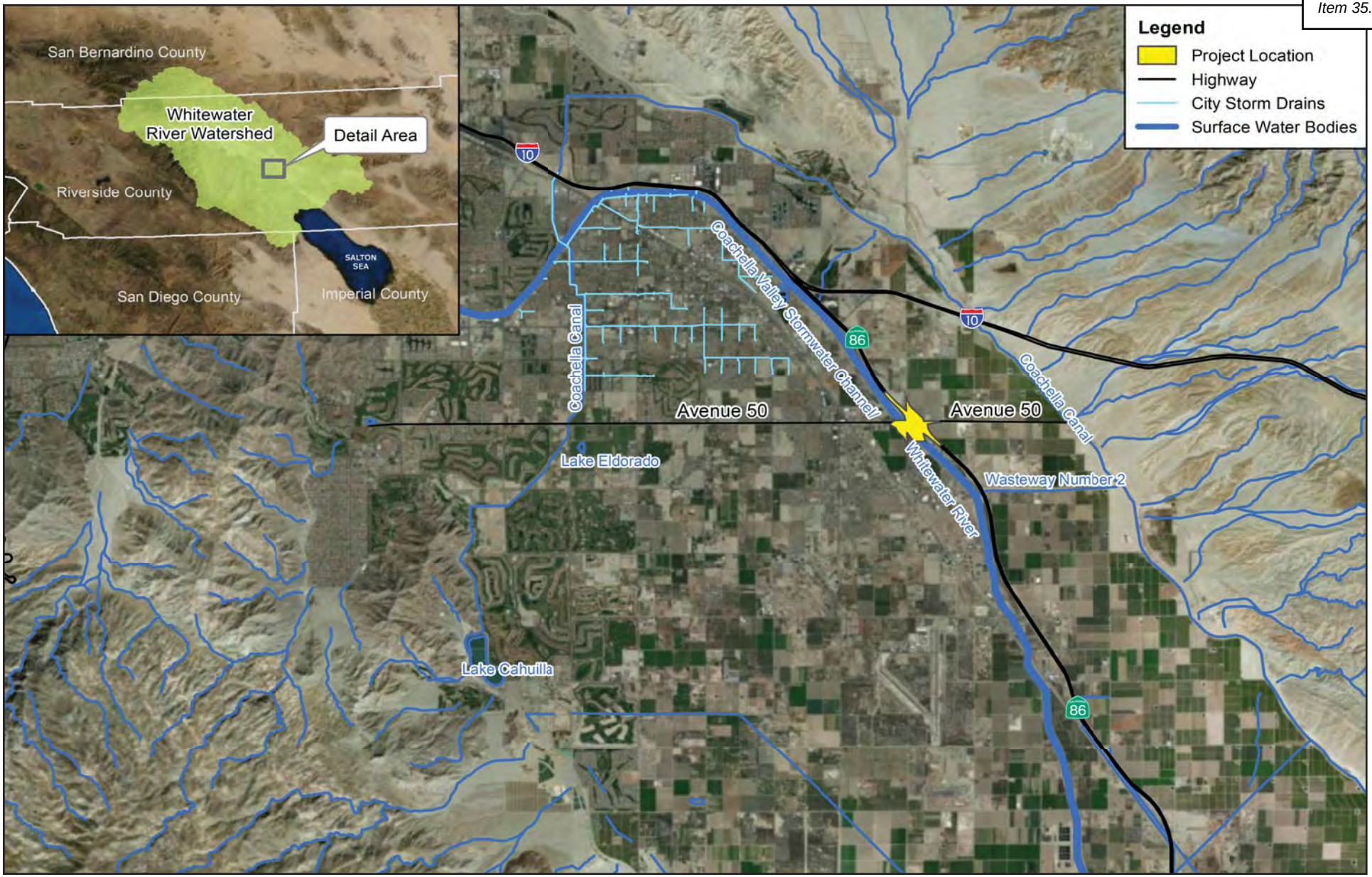
When storm water falls on the existing road and highway system within the proposed project area, it sheet flows towards roadside ditches and gullies. Within the Caltrans ROW, Caltrans standard drains and culverts convey the runoff from roadside ditches. Underground pipes direct this flow directly to the local county flood control drainage network. Ultimately, the storm water that falls within the proposed project boundary would be discharged into the CVSC.

2.2.2.2.4 Municipal Supply

High-risk areas include highway locations where spills or other releases from Caltrans ROW, roadways, or facilities may discharge directly to municipal or domestic water supply reservoirs or ground water percolation facilities. The Caltrans 2018-2019 District 8 Work Plan indicates that no high-risk areas are located within the proposed project area.

2.2.2.2.5 Groundwater Hydrology

According to the California Department of Water Resources, the Indio Subbasin within the Coachella Valley Groundwater Basin covers approximately 525 square miles (approximately 336,000 acres), and it is bounded by the Indio Hills, the San Jacinto Mountains, and the Santa Rosa Mountains. Per the California Department of Water Resources Water Data Library, the nearest groundwater well with current groundwater level and quality data is located approximately a mile northeast of the proposed project at the intersection of Tyler Street and Avenue 48. The depth to groundwater at Well Number 337001N1161639W001 in October 2017 was approximately 23 feet; refer to Figure 2.2.2-3. Review of California's Groundwater Bulletin 118 indicates that groundwater in the Indio Subbasin of the Coachella Valley Groundwater Basin typically has high levels of calcium bicarbonate with a total dissolved solids concentration of 300 milligrams per liter (mg/L).



Source: Water Quality Assessment Report State Route 86 (SR-86)/Avenue 50 New Interchange Project, June 2018.

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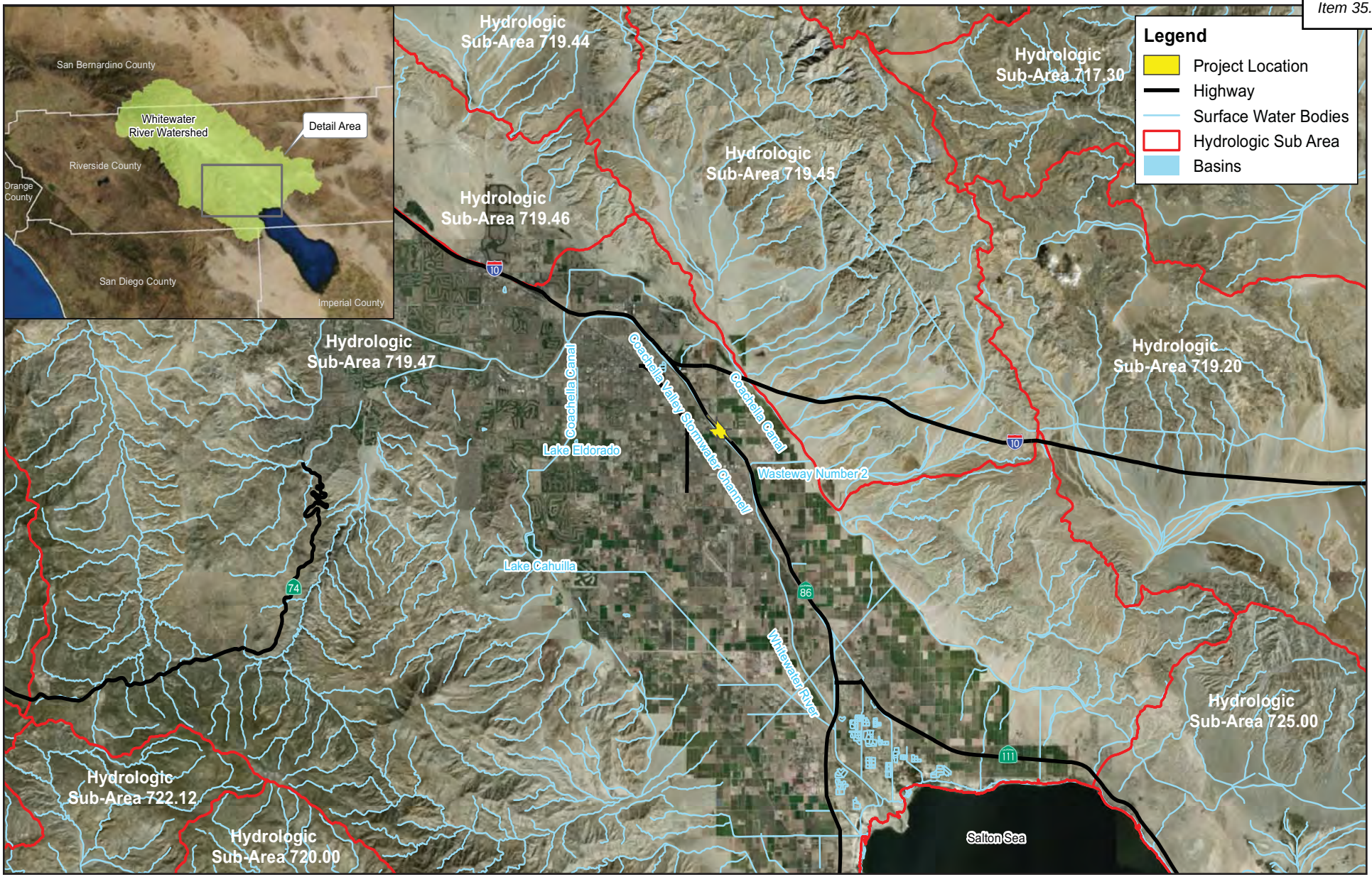
Project Watershed and Surface Waterbodies Map

Figure 2.2.2-1



Source: Water Quality Assessment Report State Route 86 (SR-86)/Avenue 50 New Interchange Project, June 2018.

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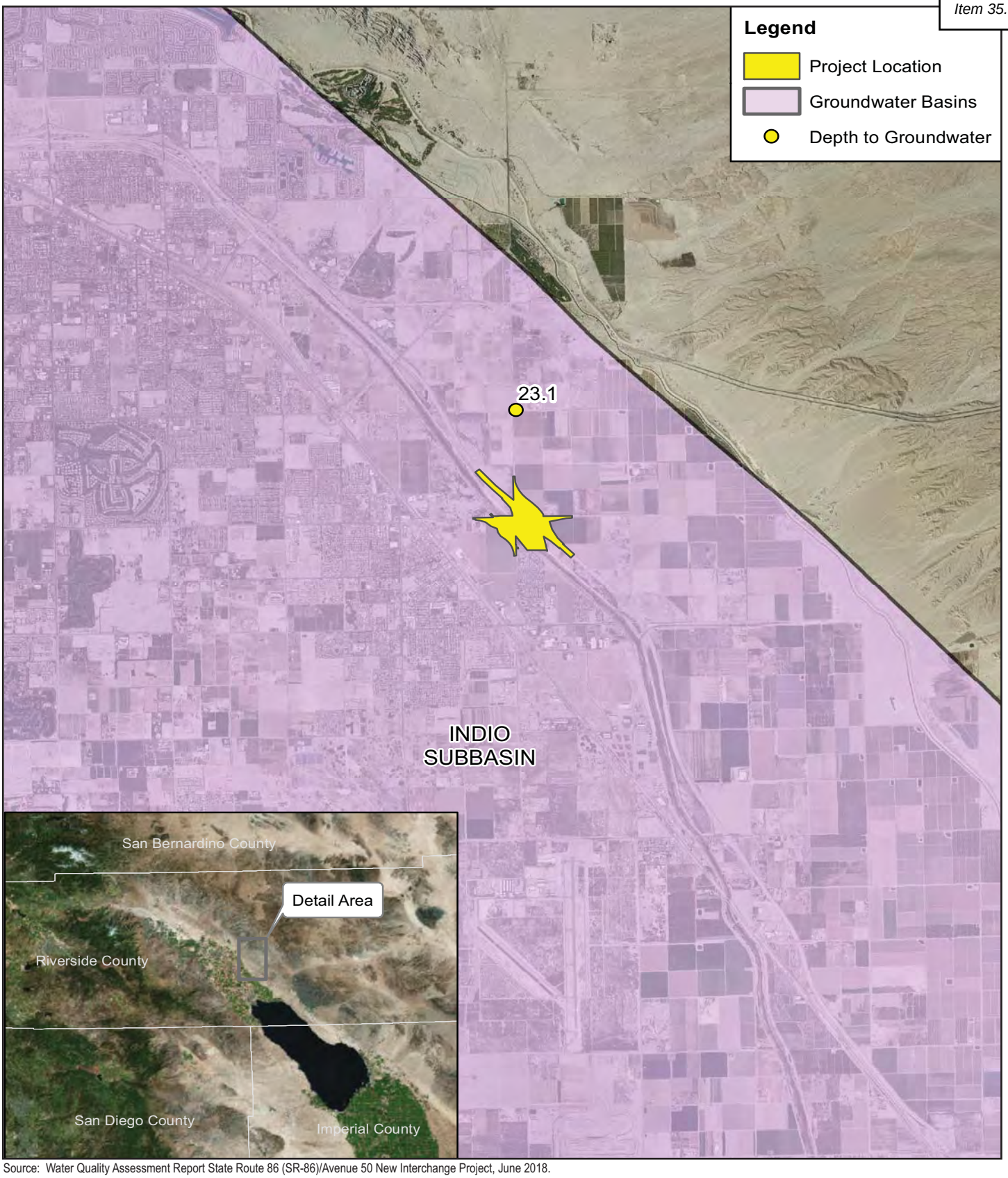
Hydrologic Sub-Area Map

Figure 2.2.2-2



Source: Water Quality Assessment Report State Route 86 (SR-86)/Avenue 50 New Interchange Project, June 2018.

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Groundwater Basins

Figure 2.2.2-3

2.2.2.2.6 Beneficial Uses

A beneficial use identifies the ways that water can be used for the benefit of people and/or wildlife. The beneficial uses of water are defined in the Colorado River Basin RWQCB's Basin Plan as those necessary for the survival or well-being of humans, plants, and wildlife. Examples of beneficial uses include drinking water supplies, swimming, industrial and agricultural water supply, and the support of freshwater and marine habitats and their organisms. Beneficial uses are identified for the nearest named water bodies that the proposed project discharges to, the CVSC, and include the following:

- Freshwater Replenishment (FRSH) waters are used for natural or artificial maintenance of surface water quantity or quality.

- Water Contact Recreation (REC1) waters are used for recreational activities involving body contact with water where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, white water activities, fishing, and use of natural hot springs.

- Non-contact Water Recreation (REC2) waters are used for recreational activities involving proximity to water, but not normally involving contact with water where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing and aesthetic enjoyment in conjunction with the above activities.

- Warm Freshwater Habitat (WARM) waters support warm water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, or wildlife, including invertebrates.

- Wildlife Habitat (WILD) waters support terrestrial ecosystems including, but not limited to, the preservation and enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.

- Rare, Threatened, or Endangered Species (RARE) waters include the uses of water that support habitats necessary, at least in part, for the survival and successful maintenance of plant or animal species established under State or federal law as rare, threatened, or endangered.

The Basin Plan also identifies beneficial uses for groundwater in the Coachella hydrologic Subunit (which is in the Whitewater hydrologic unit area of the Coachella Valley Planning Area), which is where the proposed project is located. Beneficial uses for the Coachella hydrologic Subunit include the following:

- Municipal and Domestic Supply (MUN) waters are used for community, military, municipal, or individual water supply systems including, but are not limited to, drinking water supply.

- Industrial Service Supply (IND) waters are used for industrial activities that do not depend primarily on water quality including, but are not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection and oil well repressurization.

- Agricultural Supply (AGR) waters are used for farming, horticulture or ranching including, but are not limited to, irrigation, stock watering, or support of vegetation for range grazing.

2.2.2.2.7 Impairments

The CWA requires states to identify water bodies that are considered impaired, which means the water body does not meet water quality standards. Once a water body is listed as impaired, the State is required to develop a TMDL to address each pollutant causing the impairment. A TMDL defines how much of a pollutant load a water body can tolerate and still meet water quality standards. The TMDL is required to account for contributions from point sources (i.e., permitted discharges), as well as contributions from nonpoint sources, including natural background. TMDLs allocate allowable pollutant loads for each source and identify management measures that, when implemented, would assure that water quality standards are attained. Through the RWQCB basin planning process, TMDLs and TMDL implementation plans are adopted into an RWQCB's Basin Plan.

The flow path from the proposed project to the Salton Sea was used to determine what water bodies could potentially be impacted by the proposed project. Precipitation that falls within the proposed project boundary would ultimately discharge into the CVSC and the Salton Sea. Both water bodies are listed on the 2016 303(d)/305(b) Integrated List as impaired. The CVSC has a TMDL for bacterial indicators that has been established. Table 2.2.2-1, Summary of 303(d) Listed Constituents and TMDL Constituents, shows the water bodies that could potentially be impacted by the proposed project in their order of contact from the proposed project towards the Salton Sea.

Table 2.2.2-1: Summary of 303(d) Listed Constituents and TMDL Constituents

Water Body Name	303(d) List Constituent	TMDL Constituent
Coachella Valley Stormwater Channel	Dichlorodiphenyltrichloroethane (DDT) Dieldrin Indicator Bacteria Nitrogen, Ammonia (Total Ammonia) Polychlorinated biphenyls (PCB) Toxaphene Toxicity	Bacterial Indicators
Salton Sea	Arsenic Chloride Chlorpyrifos DDT Enterococcus Low Dissolved Oxygen Nitrogen, Ammonia (Total Ammonia) Nutrients Salinity Toxicity	None

Source: Water Quality Assessment Report, June 2018, Table 4 (p. 39).

2.2.2.3 Environmental Consequences

2.2.2.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

No improvements to the existing SR-86/Avenue 50 at-grade intersection or Avenue 50 low water crossing would occur under the No-Build Alternative and, therefore, it would not result in temporary impacts related to water quality or storm water runoff.

Alternatives 7 and 8 (Build Alternatives)

Construction of either of the Build Alternatives could potentially result in water quality impacts associated with the contribution of pollutants to receiving water bodies during the temporary construction process. Pollutants during construction would include sediment, metals, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Best Management Practices (BMPs), including construction site BMPs (e.g., storm drain inlet protection, temporary fiber rolls, gravel bed berms, etc.) and job management BMPs (i.e., wind erosion control, spill prevention and control, etc.) would minimize these potential individual or cumulative combined impacts on water quality, including downstream waterbodies. The selection of BMPs will be determined during final design.

The project would be required to adhere to existing temporary construction related NPDES requirements, which would minimize impacts in this regard. Compliance with the Construction General Permit would require preparation and implementation of a SWPPP. The SWPPP would specify BMPs to be used during construction of the project to minimize or avoid water pollution, thereby reducing potential temporary impacts to water quality. Upon completion of the project, a Notice of Termination would be submitted to the SWRCB to indicate that construction has been completed.

2.2.2.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, none of the proposed project improvements would be implemented; therefore, no increase in runoff flow velocities, volumes, or peak flow rates or water quality impacts would occur.

Alternatives 7 and 8 (Build Alternatives)

Operation of either of the Build Alternatives would result in an increase in impervious surface area, which would result in an increase in storm water runoff. Potential pollutants associated with the operation of transportation facilities include sediment from natural erosion; nutrients, such as phosphorus and nitrogen, associated with freeway landscaping; mineralized organic matter in soils; nitrite discharges from automobile exhausts and atmospheric fallout; litter; and metals from the combustion of fossil fuels, the wearing of brake pads, and corrosion of galvanized structures.

According to the WQAR prepared for the project, the approximate acreage of net new impervious surface as a result of the proposed project would be 21.3 acres for Alternative 7 and 21.7 acres for Alternative 8. Alternative 7 would result in a total impervious area of 42 acres, and Alternative 8 would result in a total impervious area of 40 acres. When the total impervious

area of Alternative 7 is compared to the size of the Whitewater River Watershed (over 960,000 acres), this equates to less than 0.00004 percent of the watershed. Thus, the increase in impervious surface area would not result in a substantial increase in runoff leading to a negative impact on water quality.

The project would not result in substantial water quality impacts to downstream receiving bodies, the CVSC and the Salton Sea. Both water bodies are listed on the 2016 303(d)/305(b) Integrated List as impaired; refer to Table 2.2.2-1. Pursuant to Caltrans NPDES permit requirements, the project would be required to implement a range of design pollution prevention, treatment, and maintenance BMPs. Design pollution prevention BMPs are measures required under the Caltrans MS4 Permit that focus on reducing or eliminating runoff and controlling sources of pollutants during operation of the project (e.g., slope/surface protection systems, concentrated flow conveyance systems, preservation of existing vegetation, etc.). These BMPs would meet the objective of maximizing vegetated surfaces, preventing downstream erosion, and stabilizing soil areas. The selection of BMPs will be determined during final design.

Upon adherence to the Caltrans MS4 Permit, which would require implementation of various BMPs to minimize operational water quality impacts, effects on downstream receiving water bodies and aquatic life would not be adverse.

2.2.2.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.2.3 Geology/Soils/Seismic/Topography

2.2.3.1 Regulatory Setting

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects "outstanding examples of major geological features." Topographic and geologic features are also protected under the California Environmental Quality Act (CEQA).

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Structures are designed using the Department's Seismic Design Criteria (SDC). The SDC provides the minimum seismic requirements for highway bridges designed in California. A bridge's category and classification will determine its seismic performance level and which methods are used for estimating the seismic demands and structural capabilities. For more information, please see Caltrans' Division of Engineering Services, Office of Earthquake Engineering, Seismic Design Criteria.

The Coachella General Plan Safety Element contains policies relative to geologic and seismic risks. Specifically, Safety Element Policy 1.4 promotes the strengthening of infrastructure and utilities for earthquake resistance. Policy 1.6 requires preparation of a liquefaction assessment study for all projects located in areas identified as potentially susceptible to liquefaction and Policy 1.7 requires implementation of liquefaction mitigation measures for projects located within areas susceptible to liquefaction. Policy 2.1 requires preparation of a geotechnical investigation to address site-specific geologic hazards and Policy 2.2 requires all new developments to mitigate geologic hazards. Policy 2.3 requires implementation of mitigation to minimize grading and modifications to the natural topography and prevent the potential for man-induced slope failures. Pursuant to Policy 2.4, field inspections are required during grading and construction to ensure safety practices and the site is being graded in accordance with the California Building Code. Further, Coachella General Plan Sustainability and Natural Environment Element Policy 7.3 requires the prevention of water-borne soil erosion during grading activities.

2.2.3.2 Affected Environment

This section is based on the District Preliminary Geotechnical Report (DPGR) (May 31, 2018) that was prepared for the proposed project.

2.2.3.2.1 Physiography and Topography

The project site is located along the eastern margin of the Coachella Valley. This area comprises the northern part of the Salton Trough physiographic/geologic province. The Salton Trough is a broad, low elevation depression bounded by mountains of the Peninsular Ranges province on the west and the Eastern Transverse Ranges/Mojave Desert provinces on the east but is open on the south to the Gulf of California. The eastern mountains comprise the San Bernardino, Little San Bernardino, Orocopia, and Chocolate mountains, and smaller hills such as the Indio Hills and Mecca Hills. The Coachella Valley is bordered to the southwest by the San Jacinto and Santa Rosa mountains (part of the Peninsular Ranges). The project site is located near the northern end of the Mecca Hills. Existing ground elevations along the proposed project range between -50 feet to -90 feet below mean sea level (bmsl).

2.2.3.2.2 Stratigraphy

The project site is located on the western side of the San Andreas Fault Zone (known as the "basin block"). The basin block is underlain by deep alluvial, lacustrine, and marine deposits which overlie basement complex of the Peninsular Ranges. The geologic formations in the area in descending stratigraphic order are:

- Alluvial sands and gravels, dune sand (wind-blown), lacustrine clays, Holocene (Qa, Qg, Qs, and Qc;
- Older alluvial sand and gravels, older fanglomerate and conglomerate, Pleistocene (Qoa, Qog, Qo-u, Qo, and Qo-l); and
- Plutonic and mete-sedimentary basement – leucogranites, quartz diorite, granodiorite and gneiss, Mesozoic to Precambrian (grd, qd, qdi, gn).

The central part of the Salton Trough is underlain by thick Holocene and Pleistocene deposits of clay, silt, sand, and gravel deposited during a long history of alternating desert, lake, and marine environments. The area contained a shallow tropical sea as recently as early Pliocene time (3 to 4 million years ago). After the sea retreated, the Salton Trough was occasionally the site of large lakes such as Lake Borrego in late Pliocene time, Lake Brawley in Pleistocene time, and Lake Cahuilla (Coahuila) in Holocene time. Lake Cahuilla is estimated to have begun to recede in the year 1676 (+/- 35 years). Windblown sand covers much of the floor of the Coachella Velley as thin sand sheets and local dunes.

2.2.3.2.3 Subsurface Soil Conditions

The proposed project site soils are a mixture of soft to hard silt and clay with medium dense to very dense sand and silty sand. Specifically, the project site is underlain by loose silty sand, soft to hard silt and clay, and medium dense to very dense silty sand and sand.

2.2.3.2.4 Groundwater Conditions

The preliminary design groundwater table was placed approximately 29 feet below SR-86 roadway grade at the proposed Avenue 50 overcrossing for preliminary liquefaction grade.

2.2.3.2.5 Geologic Hazards

Geological hazards relevant to the proposed project area include seismic-related ground shaking. The project site is located in seismically active southern California and is subject to earthquake shaking from both local and distant earthquakes; refer to Figure 2.2.3-1, Fault Map. There are no known active faults within the project limits, so the risk of ground surface rupture and related hazards at the project site are expected to be low.

Faulting and Seismicity

The nearest substantial local sources of earthquakes are provided in Table 2.2.3-1, Fault Data, along with their fault ID, fault type, and their maximum earthquake magnitude, distance from the project site, and peak ground accelerations according to the Caltrans Acceleration Response Spectra (ARS) Online V2.3.09.

Table 2.2.3-1: Fault Data

Fault	Fault ID	Fault Type	Maximum Earthquake Magnitude	Approx. Distance from Site to Fault (miles)	Peak Ground Acceleration
San Andreas (Coachella) Rev	372	SS	7.9	1.8	0.522
Mecca Hills Fault	377	SS	6.8	4.9	0.421
San Andreas (San Bernardino S)	325	SS	7.9	8.1	0.332
San Andreas (San Bernardino N)	294	SS	7.4	10.1	0.258
San Jacinto (Anza)	362	SS	7.7	22.6	0.164
Note: SS = Strike Slip					
Source: District Preliminary Geotechnical Report (May 31, 2018), p. 8.					

Liquefaction

Preliminary liquefaction analysis within the DPGR determined that the project site is not subject to liquefaction hazards.

Seismically-Induced Settlement

Based on the DPGR, since the project site is not subject to liquefaction hazards, liquefaction-induced (seismic) settlement of onsite soils is expected to be negligible.

Lateral Spreading

Since the project site is not subject to liquefaction and the topography of the project site is relatively flat, the potential for lateral spreading would not be a design concern.

Landslides

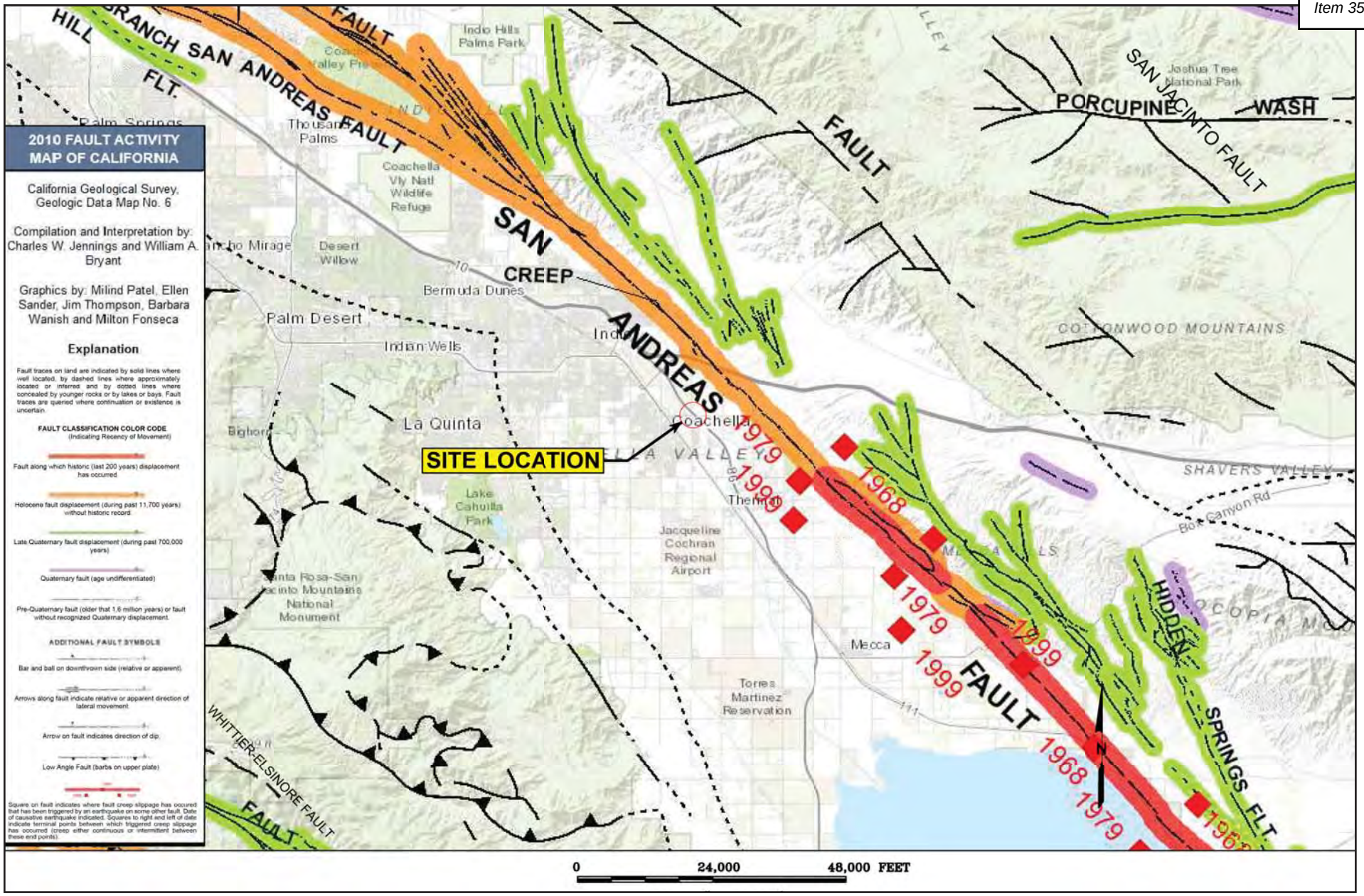
The topography of the project site is flat without any major natural slopes. Therefore, landslide potential is considered low.

Other Geologic Hazards

There are no volcanos in the proposed project site region. The project area is located over 12 miles to the north of the Salton Sea and over 77 miles inland from the Pacific Ocean; therefore, seiche and tsunamis are not considered geologic hazards for the project site.

2.2.3.2.6 Soil Erosion Potential

As discussed, the topography of the project site is relatively flat. However, the side slopes of the Coachella Valley Stormwater Channel (CVSC) are at generally mild inclination, and are covered with sparse vegetation. These slopes are routinely maintained by the Coachella Valley Water District (CVWD), the owner and operator of the CVSC. Surficial soils on existing slopes within the project limits are mostly sandy soils and are susceptible to erosion. The erosion potential of the existing slope faces was observed to be minimal to moderate.



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Fault Map

Figure 2.2.3-1

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2.2.3.2.7 Soil Expansion Potential

On-site soils within the proposed project limits are predominately sand, silt, and clay. The sandy soils are primarily sand and silty sand which are not expected to be expansive. The expansion potential for silty and clayey soils is considered to be moderate.

2.2.3.3 Environmental Consequences

2.2.3.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

No improvements to the existing SR-86/Avenue 50 at-grade crossing or Avenue 50 low water crossing would occur under the No-Build Alternative and, therefore, it would not result in temporary impacts related to geology, soils, seismicity, or topography.

The No-Build Alternative would not expose construction workers or the traveling public to risks associated with seismic ground shaking during the temporary construction process.

Alternatives 7 and 8 (Build Alternatives)

Earthwork activities during project construction would result in impacts to the geological environment (i.e., soil erosion and siltation). Excavations are anticipated to be performed within existing artificial fill and alluvium. Based on the preliminary plans, no major excavations (greater than 5 feet) are proposed with the exception of local excavations required for project implementation, such as bridge pilings and utilities. Temporary cuts may be required in areas where drainage improvements and footings are proposed. Excavation and construction activities in these areas may result in minor changes to existing topography. To minimize the potential for soil erosion and siltation, standard practices such as silt fencing, soil binders, and rock slope protection will be implemented (Caltrans Standard Specifications Sections 13-05 and 21), as are itemized in Chapter 1 of this document. Additionally, the project will adhere to the earthwork recommendations provided in the District Preliminary Geotechnical Report prepared for the project. The recommendations pertain to earthwork (fill, compressible soils, overexcavation/recompaction), soil expansion, erosion, liquefaction and seismically-induced settlement, embankment settlement and stability, cut slopes, and requirements for geotechnical field investigations for the proposed project during the Plans, Specifications, and Estimates (PS&E) phase.

Construction of both Build Alternatives could expose construction workers and the traveling public to potential impacts associated with seismic ground shaking. The project would comply with the most current Caltrans' procedures and design criteria regarding seismic design to minimize any adverse effects related to seismic ground shaking. Earthwork would be performed in accordance with Caltrans Standard Specifications, Section 19, which require standardized measures related to compacted fill, overexcavation and recompaction, and retaining walls, among other requirements. Moreover, Caltrans Highway Design Manual (HDM) Topic 113, Geotechnical Design Report, would require that a site-specific, geotechnical field investigation is performed for the proposed project during the PS&E phase.

2.2.3.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

No improvements to the existing SR-86/Avenue 50 at-grade crossing or Avenue 50 low water crossing would occur under the No-Build Alternative and, therefore, it would not result in permanent impacts related to geology, soils, seismicity, or topography.

Alternatives 7 and 8 (Build Alternatives)

Fault-Induced Ground Rupture

As concluded above, the project limits do not include active surface faults and the potential for fault-induced ground rupture is considered low. The project would not result in adverse effects in this regard.

Seismic-Related Ground Shaking

The proposed project site is located within the tectonically active southern California area and therefore would likely be subject to the effects of strong seismic-related ground shaking. The project will adhere to the earthwork recommendations provided in the District Preliminary Geotechnical Report. Accordingly, adverse effects would not occur.

Liquefaction

Preliminary liquefaction analysis within the DPGR determined that the project site is not subject to liquefaction hazards. Nonetheless, this conclusion would be confirmed using additional site-specific soil borings, cone penetration test (CPT) soundings, and groundwater data to be obtained during the PS&E phase. Potential impacts regarding liquefaction would not be adverse.

Seismically-Induced Settlement

Since the project site is not subject to liquefaction hazards, the DPGR determined that liquefaction-induced (seismic) settlement of onsite soils is expected to be negligible. Nonetheless, this conclusion would be confirmed using site-specific soil borings to be performed during the PS&E phase. Potential impacts regarding seismically-induced settlement would not be adverse.

Lateral Spreading

Since the project site is not subject to liquefaction and the topography of the project site is relatively flat, the potential for lateral spreading is not anticipated to be a design concern. Nonetheless, this conclusion would be confirmed during the PS&E phase through site-specific soil borings and analysis. Potential impacts regarding lateral spreading would not be adverse.

Landslides

The topography of the project site is flat without any major natural slopes. Therefore, landslide potential is considered low and potential impacts regarding landslides would not be adverse.

Soil Erosion Potential

Surficial soils on existing slopes within the project limits are mostly sandy soils and are susceptible to erosion. The erosion potential of the existing slope faces was observed to be minimal to moderate. The majority of the slopes proposed as part of the Build Alternative would be sloped at 4H:1V or flatter. Fill embankments would be globally stable for a maximum slope gradient of 2H:1V or flatter and fill slopes with a gradient of 2H:1V would be surficially stable. These areas would be maintained with erosion protection and drainage control in accordance with Section 21 of Caltrans Standard Specifications (2015). The project will adhere to the earthwork recommendations provided in the District Preliminary Geotechnical Report. Potential impacts regarding soil erosion would not be substantial.

Soil Expansion Potential

The sandy soils associated with the project site are primarily sand and silty sand which are not expected to be expansive. The expansion potential for silty and clayey soils is considered moderate. The project will adhere to the earthwork recommendations provided in the District Preliminary Geotechnical Report. Potential impacts regarding soil expansion would not be substantial.

Embankment Settlement

The majority of fill placement would be located at the Avenue 50 approach embankments and along the on- and off-ramps. The proposed project site is anticipated to experience limited embankment settlement (estimated 2.5 to 3.0-inches). The project will adhere to the earthwork recommendations provided in the District Preliminary Geotechnical Report. Potential impacts regarding embankment settlement would not be substantial.

Stability of Embankment Slopes

As noted above, the majority of the slopes proposed as part of both Build Alternatives would be sloped at 4H:1V or flatter. Fill embankments would be globally stable for a maximum slope gradient of 2H:1V or flatter and fill slopes with a gradient of 2H:1V would be surficially stable. The project will adhere to the earthwork recommendations provided in the District Preliminary Geotechnical Report. Potential impacts regarding stability of embankment slopes would not be substantial.

2.2.3.4 Avoidance, Minimization, and/or Mitigation Measure

No avoidance, minimization, and/or mitigation measures are required.

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2.2.4 Paleontology

2.2.4.1 Regulatory Setting

Paleontology is a natural science focused on the study of ancient animal and plant life as it is preserved in the geologic record as fossils.

A number of federal statutes specifically address paleontological resources, their treatment, and funding for mitigation as a part of federally authorized projects.

- 23 United States Code (USC) 1.9(a) requires that the use of federal-aid funds must be in conformity with all federal and state laws.

- 23 United States Code (USC) 305 authorizes the appropriation and use of federal highway funds for paleontological salvage as necessary by the highway department of any state, in compliance with 16 USC 431-433 above and state law.

Under California law, paleontological resources are protected by the California Environmental Quality Act (CEQA).

2.2.4.2 Affected Environment

This section is based on the Combined Paleontological Identification Report and Paleontological Evaluation Report (PIR/PER) (March 2018) prepared for the project.

2.2.4.2.1 Stratigraphy

The proposed project area is mapped as younger Quaternary surficial sedimentary deposits, which overlie older Quaternary Lake Cahuilla lacustrine deposits. The Quaternary surficial sedimentary deposits consist of late Holocene to latest Pleistocene alluvial valley (Qya), alluvial fan (Qyf), eolian and dune (Qe), and wash (Qw) deposits composed of undissected to dissected, weakly consolidated gravel, sand, silt, and clay, with abundant, non-mineralized (non-fossilized) mollusk fragments. Based on previous studies, Holocene Lake Cahuilla deposits underlie the younger Quaternary surficial deposits at shallow depth. In turn, older ancient Lake Cahuilla deposits of Pleistocene age underlie the surficial to shallowly buried Holocene lacustrine silt at moderate depth. The depth of the contact between the Holocene and Pleistocene Lake Cahuilla deposits in the project area is unknown; however, radiocarbon dating derived from Lake Cahuilla deposits located approximately five miles south of the city of Indio indicate lacustrine silts at a depth of 20 feet below ground surface (bgs) have an age of approximately 4,000 years before present. Therefore, Pleistocene ancient Lake Cahuilla sediments are likely present in the project area at a moderate depth below the younger Quaternary surficial deposits. The Pleistocene Lake Cahuilla deposits are generally composed of weakly consolidated, lacustrine sands, silts and clays, with tufa and travertine rock coatings, coarse alluvial deposits, and beach sands. The Holocene to Pleistocene Lake Cahuilla sediments range from several feet deep at the margin of the Coachella Valley to as much as 300 feet thick in the center of the Salton Trough.

Quaternary alluvial and lacustrine deposits derived from ancient Lake Cahuilla have yielded scientifically significant fossil mollusk shells within the Salton Trough. Fossil specimens of diatoms, spores, pollen, land plants, sponges, ostracods, freshwater gastropods, freshwater bivalves, fish, and small terrestrial vertebrate have been recovered from the Pleistocene Lake

Cahuilla Beds. In addition, Holocene, nonmineralized mollusk shells also are found in the Lake Cahuilla silt deposits.

2.2.4.2.2 Paleontological Records

Based on the PIR/PER, there are no recorded vertebrate fossils within the project boundaries. However, at least four localities have been recorded approximately four to six miles southwest of the project area within the older Quaternary Lake Cahuilla lacustrine deposits. Recorded specimens include fish, lizards, snakes, birds, rabbits, rodents, and bighorn sheep, as well as non-vertebrate specimens of diatoms, land plants, clams, snails, and crustaceans. A supplemental review of online museum collections records revealed at least five vertebrate localities from unnamed Quaternary sedimentary deposits have been documented previously within Riverside County. These records do not provide the exact locations of recovered fossil specimens; only rough descriptions of the localities are given. As such, locality queries were performed for the entirety of Riverside County. Based on the PIR/PER, fossil localities are not in the vicinity of the project area.

2.2.4.2.3 Survey Results

No paleontological resources were encountered on the ground surface of the project area during the pedestrian reconnaissance field survey conducted as part of the PIR/PER on January 15, 2016. The field survey determined the Quaternary surficial deposits throughout the project area were nearly completely obscured by soil and anthropogenic development on both sides of the Coachella Valley Storm Channel (CVSC). In particular, trash, spoil piles, fencing, housing, agricultural land, and sparse vegetation obscured the surficial geologic units along the present location of Avenue 50 and Tyler Street. However, Quaternary surficial sediments are exposed in areas along Avenue 50 in the westernmost extent of the project area and at the junction of Avenue 50, Tyler Street, and SR-86 in the easternmost extent of the project area. In these locations, the Quaternary surficial sediments were observed to be light tan, very fine-grained sand and silt, with scant gravel- to granule-sized clasts of mixed composition. These sediments also may have been disturbed by nearby housing and road development. Within the central portion of the project area, no evidence of the depth of soils overlying the Quaternary surficial deposits was observed.

Despite the fact that no paleontological resources were observed on the ground surface of the project area during the field survey for the project, fine-grained older Quaternary lacustrine deposits (i.e., Pleistocene Lake Cahuilla deposits) beneath the present ground surface of the project area have proven elsewhere to be conducive to the preservation of vertebrate remains. Therefore, subsurface geologic units at unknown depths below the present ground surface of the project area could yield significant paleontological resources.

2.2.4.2.4 Paleontological Sensitivity

Paleontological resources are considered significant if they are identifiable vertebrate fossils, uncommon invertebrate, plant, and trace fossils that provide new data on classification, preservation, distribution, evolution, or other scientifically important information. Knowledge of the geological units gleaned from desktop records searches, published and unpublished literature and map reviews, and field surveys are the basis for determining the paleontological sensitivity of projects. Caltrans utilizes a tripartite scale to characterize paleontological sensitivity, as shown in Table 2.2.4-1, Paleontology Sensitivity Scale.

Table 2.2.4-1: Paleontology Sensitivity Scale

Sensitivity	Description
High	Rock units which, based on previous studies, contain or are likely to contain significant vertebrate, significant invertebrate, or significant plant fossils. These units include, but are not limited to, sedimentary formations that contain significant nonrenewable paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils. These units may also include some volcanic and low-grade metamorphic rock units. Fossiliferous deposits with very limited geographic extent or an uncommon origin (e.g., tar pits and caves) are given special consideration and ranked as highly sensitive. High sensitivity includes the potential for containing: 1) abundant vertebrate fossils; 2) a few significant fossils (large or small vertebrate, invertebrate, or plant fossils) that may provide new and significant taxonomic, phylogenetic, ecologic, and/or stratigraphic data; 3) areas that may contain datable organic remains older than Recent, including Neotoma (sp.) middens; or 4) areas that may contain unique new vertebrate deposits, traces, and/or trackways. Areas with a high potential for containing significant paleontological resources require monitoring and mitigation.
Low	This category includes sedimentary rock units that 1) are potentially fossiliferous but have not yielded significant fossils in the past; 2) have not yielded fossils, but possess a potential for containing fossil remain; or 3) contain common and/or widespread invertebrate fossils if the taxonomy, phylogeny, and ecology of the species contained in the rock are well understood. Sedimentary rocks expected to contain vertebrate fossils are not placed in this category, because vertebrates are generally rare and found in more localized stratum [sic]. Rock units designated as low potential generally do not require monitoring and mitigation. However, as excavation for construction gets underway, it is possible that new and unanticipated paleontological resources might be encountered. If this occurs, a qualified Principal Paleontologist must evaluate the resource. If the resource is determined to be significant, monitoring and mitigation is required.
No	Rock units of intrusive igneous origin, most extrusive igneous rocks, and moderately to highly metamorphosed rocks are classified as having no potential for containing significant paleontological resources. For projects encountering only these types of rock units, paleontological resources can generally be eliminated as a concern when the Preliminary Environmental Analysis Report (PEAR) is prepared and no further action taken

Source: Combined PIR/PER (March 2018), p. 8.

The Quaternary surficial deposits mapped within the project area have a low to high paleontological sensitivity. At the ground surface, these deposits are typically too young to contain fossilized remains; however, Holocene to late Pleistocene ancient Lake Cahuilla deposits may underlie the younger surficial deposits at moderate depth (i.e., approximately 20 feet). These lacustrine deposits have yielded significant vertebrate remains. The geologic units within the project area and their determined sensitivity ratings are shown in Table 2.2.4-2, Paleontology Sensitivity for the Proposed Project.

Table 2.2.4-2: Paleontology Sensitivity for the Proposed Project

Geologic Unit	Map Abbreviation	Age	Typical Fossils	Paleontological Sensitivity
Quaternary surficial deposits	Qya, Qyf, Qe, Qw	Late Holocene to latest Pleistocene	Fish, terrestrial reptiles and mammals (at moderate depths)	Low to high (increasing with depth)

Source: Combined PIR/PER (March 2018), p. 17.

2.2.4.3 Environmental Consequences

Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, no project construction would occur and, therefore, no impact on paleontological resources would occur.

Alternatives 7 and 8 (Build Alternatives)

While there are no known, recorded paleontological resources within the proposed project boundaries, the project area consists of surficial and subsurface geologic units ranked as low to high potential for buried fossil resources (i.e., sensitivity increases with depth below ground surface). As a result, ground-disturbing activities associated with the construction of the Build Alternatives could result in the disturbance or loss of previously undiscovered paleontological resources. Any loss of significant paleontological resources would most likely occur well below the contact between Holocene lacustrine deposits and Pleistocene lacustrine deposits (possibly at 20 feet bgs).

Since the project's ground-disturbing activities could result in adverse impacts to paleontological resources, a worker's environmental awareness training and on-site construction monitoring would be required, as described in Measures PAL-1 and PAL-2 below. If paleontological resources are discovered during ground-disturbing activities, fossil preparation, curation, and reporting would occur in accordance with Measures PAL-3a and PAL-3b. With implementation of Measures PAL-1, PAL-2, PAL3a and PAL-3b, the Build Alternatives would not result in any adverse effects to significant paleontological resources.

2.2.4.4 Avoidance, Minimization, and/or Mitigation Measures

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 concurrent with other environmental training (e.g., cultural and natural resources awareness training, safety training, etc.).

PAL-2 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:

a) A Paleontological Mitigation Plan (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.

b) If a paleontological resource is discovered, the paleontological monitor and the Resident Engineer may divert the construction equipment around the find temporarily.

c) The paleontological find will be assessed for scientific significance and collected.

The PMP will also include, but not be limited to, the following avoidance measures:

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.

e) Due to soil development, previous anthropogenic developments, and young age of surficial soil and native Quaternary surficial sediments, monitoring should not be required in project areas where construction activities disturb sediments at depths less than 20 feet below ground surface.

f) Monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls.

g) In areas of high sensitivity, monitoring efforts can be reduced or eliminated at the discretion of the Project Paleontologist.

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 for permanent curation and storage. The cost of curation is assessed by the repository and is the responsibility of the project owner.

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 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 produced fossils, then a copy of the report shall also be submitted to the Western Science Center in the City of Hemet, Riverside County, California.

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2.2.5 Hazardous Waste/Materials

2.2.5.1 Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage, and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health, and land use.

The primary federal laws regulating hazardous wastes/materials are the *Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980*, and the *Resource Conservation and Recovery Act (RCRA) of 1976*. The purpose of CERCLA, often referred to as "Superfund," is to identify and cleanup abandoned contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave" regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992;
- Clean Water Act;
- Clean Air Act;
- Safe Drinking Water Act;
- Occupational Safety and Health Act (OSHA);
- Atomic Energy Act;
- Toxic Substances Control Act (TSCA); and
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA).

In addition to the acts listed above, Executive Order (EO) 12088, *Federal Compliance with Pollution Control Standards*, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

2.2.5.2 Affected Environment

This section is based on the State Route 86/Avenue 50 New Interchange Project Phase I Initial Site Assessment (Phase I ISA) (October 2017).

2.2.5.2.1 Field Survey and Record Search Methodology

Records Review: An Environmental Data Resources, Inc. (EDR) records search of federal and state environmental databases, for sites within the project site and within an approximate one-mile radius of the project site boundaries, was received on May 12, 2017 and the results were incorporated into the Phase I ISA.

Agency File Review: Based on the regulatory listings provided by EDR, the project limits and nearby properties were not identified on one or more of the standard environmental record sources. Further, the listed off-site properties that were identified were reported to have a low potential to impact the project site based on the distance, anticipated groundwater flow direction, and/or the status of the identified site(s). Therefore, no further file review was required as part of the Phase I ISA.

Historical Research: The standard sources identified by American Society for Testing and Materials (ASTM) E 1527-13 include aerial photographs, fire insurance maps, property tax files, recorded land title records (a chain-of-title), historical U.S. Geological Survey (USGS) topographic maps, local street directories, building department records, zoning/land use records, prior assessments, and other historical sources (i.e., any source or sources, other than those listed, that are credible to a reasonable person and that identify past uses of the property). The focus is on usage rather than ownership, which is why a chain-of-title is not sufficient by itself. As part of the Phase I ISA, historical decade aerial photographs, historical topographic maps, property tax files, zoning/land use records, and California Department of Oil, Gas, and Geothermal Resources (DOGGR) record were reviewed. Sanborn Maps were requested, but not available for the project area.

The Phase I ISA acknowledged that review of standard historical sources at less than approximately five-year intervals is not required by ASTM E 1527-13 Standard Practice. If the specific use of the property appears unchanged over a period longer than five years, then it is not required by ASTM E 1527-13 Standard Practice to research the use during that period. The Phase I ISA was unable to obtain specific property land use information of the project site within a five-year interval, from 1904 to 1941. During this time, a small rural residential use was developed on-site. However, no indicators or potential hazardous materials were noted in relation to this use. No other substantial development or changes occurred at the project site. No evidence of other uses during this time were noted for the surrounding area. Thus, the Phase I ISA determined that this limitation is not a significant data gap.

The Phase I ISA did not note any other conditions that limited the historical use review during the course of the Phase I ISA.

Site Reconnaissance: On June 5, 2017, site reconnaissance was conducted and consisted of a visual observation of readily accessible areas of the project site and immediately adjoining properties. The project site was viewed from all public thoroughfares. If roads or paths with no apparent outlet were observed on the project site, the use of the road or path was identified to determine whether it was likely to have been used as an avenue for disposal of hazardous substances or petroleum products.

Some access restrictions were encountered during the Phase I ISA site visit. The Phase I ISA did not include direct examination of the Coachella Valley Stormwater Channel (CVSC) due to restricted access on the maintenance roads along the CVSC. Also, the Phase I ISA did not include observation of the interior of the on-site residential structures. Due to the nature of these structures (residential uses), and since these properties were not listed in EDR for

handling/storage or transport of hazardous materials, the Phase I ISA determined that these limitations are not considered significant data gaps in the analysis.

Interviews: The Phase I ISA identified the key site manager as the Project Engineer. The Project Engineer, local government officials, including staff from the City of Coachella Water Division and Caltrans District 8, were interviewed as part of the Phase I ISA.

Due to the nature of the project (transportation improvements), current and past property owners/operators/occupants associated with right-of-way (ROW) acquisition properties were not interviewed. Based on a review of available historical topographic maps, historical aerial photographs, and available public records, the project site consisted of transportation, stormwater infrastructure, commercial, agricultural, and vacant land uses. Based on the historical documentation reviewed, the Phase I ISA determined that these interviews would not increase the knowledge of the Environmental Professional such that the conclusions of this Phase I ISA would change. Thus, the Phase I ISA determined that this deviation is not a significant data gap in the analysis.

2.2.5.2.2 Results of the Phase I ISA

The project site consists of State Route 86 (SR-86), Avenue 50, Tyler Street, an unimproved road (Cabazon Road), ROW associated with the CVSC (including two maintenance roads), as well as areas proposed for permanent ROW acquisition, including single family residential, agricultural, commercial, and vacant land uses. Vacant land associated with an off-site radio tower station is proposed for acquisition within the eastern portion of the project site. One single family residence (with three structures) is located within the southern portion of the project limits. Ornamental landscaping and driveways associated with single family residences are located at the western portion of the project limits.

The lists that were reviewed as part of the Phase I ISA did not report any contaminated properties within the project limits. During preparation of the Phase I ISA, no known corrective action, restoration, or remediation has been planned, is taking place, or has been completed on the project site. The project site, and properties that are situated bordering the project site, have not been under investigation for violation of any environmental laws, regulations, or standards, as identified in the databases reported by EDR. Further, all other off-site properties reported in EDR were found to have a low potential of affecting soil, soil gas, and groundwater at the project site due to the distance, anticipated groundwater flow direction, and/or the status of the identified sites. Thus, no soil, soil gas, and/or groundwater contamination is anticipated to be present on-site as a result of off-site properties.

Agricultural Uses

Agricultural uses are present on-site in association with areas of proposed ROW acquisition in the northern, eastern, and western portions of the project limits. An agricultural pond, and associated diesel-powered irrigation pump, was noted within the eastern portion of the project site. Irrigation-related infrastructure is located throughout the project site. No substantial diesel staining was observed on bare soils. No other maintenance facilities or structures relating to agricultural uses are located within the project site. No evidence of pesticide storage was observed on-site. The Phase I ISA determined that the current agricultural uses have not resulted in a recognized environmental condition (REC) at the time of the Phase I ISA. However, past agricultural uses present a concern.

Agriculture use within the project vicinity dates back to at least 1953. Therefore, a combination of several commonly used pesticides (i.e., dichlorodiphenyldichloroethane [DDD], dichlorodiphenyltrichloroethane [DDT], and dichlorodiphenyldichloroethylene [DDE]), which are now banned, may have been used throughout the project limits. The historical use of agricultural pesticides may have resulted in pesticide residues of certain persistence in soil concentrations that are considered to be hazardous based on established federal regulatory levels. The primary concern with historical pesticide residues is human health from inadvertent ingestion of contaminated soil, particularly by children. The presence of moderately elevated pesticide residuals in soil presents potential health and marketplace concerns.

As the project site was historically used for agriculture (particularly during the 1950's and 1960's), it is likely that these pesticides/herbicides of concern were historically used. Therefore, although there was no REC identified for current agricultural uses, the Phase I ISA determined that residual herbicide/pesticide contamination in on-site surface soils is likely and a REC has resulted in this regard.

Commercial Uses

The project proposes permanent ROW acquisition of a vacant portion of an off-site radio tower station, situated at Assessor's Parcel Number (APN) 603-330-003 near the eastern portion of the project site. Based on the regulatory database search provided by EDR, this off-site radio tower station has not been listed in any regulatory databases for handling/storage and/or transport of hazardous materials. Based on the Phase I ISA, no evidence of the storage, use, or transport of hazardous materials/waste has been noted. Further, no evidence of hazardous materials was observed during the June 5, 2017 site visit. Thus, as this property has not reported the presence of hazardous materials, the Phase I ISA determined that this property has not resulted in a REC at the time of this Phase I ISA.

Residential Uses

The project proposes permanent ROW acquisition of residential areas, including structures and yard/driveway areas. Build Alternative 7 proposes demolition of the residential structures located within the southeastern portion of the project site, immediately west of SR-86 and east of CVSC. Partial acquisition of vacant portions (such as yard and driveway areas) of other residential properties near the western project limits is also proposed. These residential properties have not been reported in any regulatory databases per EDR. No evidence of hazardous materials was observed during the June 5, 2017 site visit. As these properties have not reported a release of hazardous materials to the environment, the Phase I ISA determined that these properties have not resulted in a REC at the time of this Phase I ISA.

Asbestos-Containing Materials

Asbestos is a strong, incombustible, and corrosion resistant material, which was used in many commercial products since prior to the 1940s and up until the early 1970s. If inhaled, asbestos fibers can result in serious health problems. Asbestos containing-materials (ACMs) are building materials containing more than one percent asbestos (some state and regional regulators impose a one-tenth of one percent threshold).

Project implementation will result in the demolition of existing structures associated with the single-family residence located within the southeastern portion of the project site, immediately west of SR-86 and east of CVSC. Based on information obtained from the Riverside County Assessor's Office, residential structures proposed for demolition were constructed in 1950 and

may be associated with ACMs. Based on a site visit conducted in conjunction with the completion of the Phase I ISA, there was no observed evidence of frying or peeling that would suggest the release of ACMs to on-site soils. As there has been no reported release of hazardous materials to the environment in this area, as discussed in the Phase I ISA, there has been no resultant REC as of October 2017.

ACMs are also commonly known to be used in building materials for bridge structures. However, no bridge structures are currently present within the project limits.

Lead-Based Paints

Until 1978, when the U.S. Consumer Product Safety Commission (CPSC) phased out the sale and distribution of residential paint containing lead, many homes were treated with paint containing some amount of lead. It is estimated that over 80 percent of all housing built prior to 1978 contains some lead-based paint (LBP). The mere presence of lead in paint may not constitute a material to be considered hazardous. In fact, if in good condition (no flaking or pealing), most intact LBP is not considered to be a hazardous material. In poor condition LBPs can create a potential health hazard for building occupants, especially children.

Based on information obtained from the Riverside County Assessor's Office, residential structures proposed for demolition were constructed in 1950 and may be associated with LBPs. Based on a site visit conducted in conjunction with the completion of the Phase I ISA, there was no observed evidence of peeling or chipping that would suggest the release of LBPs to on-site soils. As there has been no reported release of hazardous materials to the environment in this area, as discussed in the Phase I ISA, there has been no resultant REC as of October 2017.

LBPs are also commonly known to be used in building materials for bridge structures. However, no bridge structures are currently present within the project limits.

Traffic Striping Materials

LBPs were commonly used in traffic striping materials before the discontinued use of lead chromate pigment in traffic striping/marking materials and hot-melt thermoplastic stripe materials (discontinued in 1996 and 2004, respectively). According to the Phase I ISA, traffic striping was observed within the boundaries of the project site during the June 5, 2017 site visit. Thus, the Phase I ISA determined that the potential for LBPs to be present on-site as a result of traffic striping is likely. However, the Phase I ISA stated that the on-site striping materials appeared to be contained, and reported no visible evidence to suggest the release of LBPs into the environment. As such, the Phase I ISA determined that the on-site striping materials have not resulted in an REC on the project site as a result of LBPs.

Transformers

The Phase I ISA noted four pole-mounted transformers on-site during the June 5, 2017 site visit along Avenue 50 and Tyler Street, in the northern and central portions of the project site. Transformers have the potential to contain polychlorinated biphenyls (PCBs). However, based on the Phase I ISA, no evidence of dielectric fluid or staining was noted on-site. The Phase I ISA determined that the on-site transformers had not resulted in an REC on the project site.

Aerially Deposited Lead

Aerially deposited lead (ADL) refers to lead deposited on highway shoulders from past leaded fuel vehicle emissions. Although lead was banned as a fuel additive in California beginning in 1992, ADL may still be present in soils adjacent to highways in use prior to that time.

Based on the Phase I ISA, the project site appears to have consisted of transportation and vacant land uses since prior to 1904. Tyler Street was developed between 1941 and 1953. Avenue 50 was improved prior to 1959 and Tyler Street was improved prior to 1972. These roadways are rural in nature and have corresponding traffic volumes. The portion of SR-86 within the project limits has been opened to traffic since July 1993. Therefore, the potential for ADL contamination to exist within soils along portions of State Highway associated with the project area is considered to be unlikely.

Cortese Listing

Based on the Phase I ISA, the project site, including all properties proposed for ROW acquisition, is not listed pursuant to Section 65962.5 of the California Government Code (also referred to as the Cortese list).

2.2.5.3 Environmental Consequences

2.2.5.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

No improvements to the existing SR-86/Avenue 50 at-grade crossing or Avenue 50 low water crossing would occur under the No-Build Alternative and, therefore, it would not result in temporary impacts related to hazardous waste and materials.

Build Alternative 7

Asbestos-Containing Materials

Project implementation will result in the demolition of existing structures associated with the single-family residence located within the southeastern portion of the project site, immediately west of SR-86 and east of CVSC. Demolition of these structures could disturb potential ACMs associated with the building materials. Demolition activities would be required to comply with existing federal, state, and local laws and regulations involving disturbance of ACMs. ACM testing would be required to be conducted prior to demolition/modification of structures by a certified specialist (Measure HAZ-1). If present, the certified specialist would be required to monitor the disposal of the ACMs as they are uncovered. As such, effects related to ACMs in building materials would not be adverse.

Lead-Based Paints

As stated above, Alternative 7 would require demolition of the three existing structures associated with the single-family residence within the southeastern portion of the project site. These activities could disturb potential LBPs associated with building materials. LBP testing would be required to be conducted prior to demolition/modification of structures by a certified specialist (Measure HAZ-1). If present, the certified specialist would be required to monitor the disposal of the LBPs as they are uncovered. As such, effects related to LBPs in building

materials would not be adverse. Potential impacts regarding LBPs associated with traffic striping materials are described below.

Traffic Striping Materials

Disturbance of traffic striping materials would occur with implementation of Build Alternative 7. Adherence to Caltrans Standard Special Provision's (SSP's), Section 14-11.12, Removal of Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue, Section 36-4, Residue Containing Lead from Paint and Thermoplastic, and Section 84-9.03C, Remove Traffic Stripes and Pavement Markings Containing Lead, would ensure proper removal, handling, and disposal of the generated traffic striping waste at a permitted disposal facility.

Upon adherence to this standardized measure, adverse effects related to LBPs in traffic striping materials would not occur.

Transformers

The Phase I ISA noted on-site pole-mounted transformers during the June 5, 2017 site visit. Construction activities associated with Build Alternative 7 could involve the relocation/removal of on-site transformers. As such, construction/demolition of on-site transformers would need to be conducted under the purview of the local purveyor to identify property-handling procedures regarding PCBs (Measure HAZ-2). As such, effects related to PCBs would not be adverse.

Aerially Deposited Lead

Aerially deposited lead (ADL) from the historical use of leaded gasoline, exists along roadways throughout California. There is the likely presence of soils with elevated concentrations of lead as a result of ADL on the state highway system right of way within the limits of the project alternatives. Soil determined to contain lead concentrations exceeding stipulated thresholds must be managed under the July 1, 2016, ADL Agreement between Caltrans and the California Department of Toxic Substances Control. This ADL Agreement allows such soils to be safely reused within the project limits as long as all requirements of the ADL Agreement are met.

The Phase I ISA determined that ADL has not resulted in a REC on the project site. The potential for lead contamination to exist within soils along on-site roadways due to aerially deposited lead is unlikely, however ADL testing must be conducted due to the excavation that will occur at the project site. Effects related to ADL are anticipated to not be substantial.

Septic Systems

Excavation activities proposed as part of Build Alternative 7 could disturb existing residential septic systems and leach fields that could be located within the project limits. Measure HAZ-3 would require the location of septic tanks and leach fields be confirmed prior to site disturbance activities. Should septic systems be present on-site, the City of Coachella would be required to properly abandon the existing system(s) and relocate the system(s) appropriately. As such, effects related to potential septic systems would not be adverse.

Unknown Waste

Construction of the project would involve grading and earthwork that could result in the disturbance of unknown wastes or suspect materials that may involve hazardous waste/materials. Adherence to Caltrans Standard Specifications Section 14-11.02, Discovery of Unanticipated Asbestos and Hazardous Substances, would ensure that if unknown wastes or suspect materials are discovered during site disturbance activities that may involve hazardous

waste/materials, the contractor would immediately stop work in the vicinity of the suspected contaminant and notify the Project Engineer of the implementing agency. Title 29, Part 1910.120, Hazardous Waste Operations and Emergency Response, of the Code of Federal Regulations, requires that no one enter the designated exclusion zones until a complete and effective "hazardous waste worker protection program" is established or until the consultant has determined no exposure danger exists. With adherence to these standardized measures impacts related to unknown hazardous waste and suspect materials would not be adverse.

Build Alternative 8

All temporary impact areas would be similar to that described in Build Alternative 7, with the exception of temporary impacts involving demolition of existing residential structures. Build Alternative 8 would result in slightly less demolition materials, since only one of the three existing structures associated with the single-family residence located immediately west of SR-86 would be demolished. Notwithstanding, similar to Build Alternative 7, Measure HAZ-1 would still be necessary regarding potential ACMs and LBPs in building materials associated with demolition activities.

2.2.5.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

The No-Build Alternative would not change the existing physical environment and, therefore, there would be no permanent impacts related to hazardous waste under this alternative. Routine maintenance activities would continue to occur under this alternative, including compliance with applicable regulations with respect to the use, storage, handling, transport, and disposal of potentially hazardous materials.

Alternatives 7 and 8 (Build Alternatives)

Routine maintenance activities during operation of the Build Alternatives 7 and 8 would be required to follow applicable regulations with respect to the use, storage, handling, transport, and disposal of potentially hazardous materials. Therefore, the operation of the Build Alternatives 7 and 8 would not result in adverse impacts related to hazardous waste or materials.

2.2.5.4 Avoidance, Minimization, and/or Mitigation Measures

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.

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).

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.

2.2.6 Air Quality

2.2.6.1 Regulatory Setting

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act (CCAA) is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency (EPA) and the California Air Resources Board (ARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM)—which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM_{10}) and particles of 2.5 micrometers and smaller ($PM_{2.5}$)—and sulfur dioxide (SO_2). In addition, national and state standards exist for lead (Pb), and state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H_2S), and vinyl chloride. The NAAQS and state standards are set at levels that protect public health with a margin of safety, and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act (NEPA). In addition to this environmental analysis, a parallel "Conformity" requirement under the FCAA also applies.

2.2.6.1.1 Conformity

The conformity requirement is based on FCAA Section 176(c), which prohibits the U.S. Department of Transportation (USDOT) and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to State Implementation Plan (SIP) for attaining the NAAQS. "Transportation Conformity" applies to highway and transit projects and takes place on two levels: the regional (or planning and programming) level and the project level. The proposed project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and "maintenance" (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS for carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), and in some areas (although not in California), sulfur dioxide (SO_2). California has nonattainment or maintenance areas for all of these transportation-related "criteria pollutants" except SO_2, and also has a nonattainment area for lead (Pb); however, lead is not currently required by the FCAA to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years (for the RTP) and 4 years (for the FTIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the

FCAA and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) make the determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept and scope and the "open-to-traffic" schedule of a proposed transportation project are the same as described in the RTP and FTIP, then the proposed project meets regional conformity requirements for purposes of project-level analysis.

Project-level conformity is achieved by demonstrating that the project comes from a conforming RTP and TIP; the project has a design concept and scope[1] that has not changed significantly from those in the RTP and TIP; project analyses have used the latest planning assumptions and EPA-approved emissions models; and in PM areas, the project complies with any control measures in the SIP. Furthermore, additional analyses (known as hot-spot analyses) may be required for projects located in CO and PM nonattainment or maintenance areas to examine localized air quality impacts.

2.2.6.2 Affected Environment

Information in this section comes from the Air Quality Report for the project (April 2018). Detailed analytical methods, modeling files, and calculation worksheets can be found in the Air Quality Report.

2.2.6.2.1 Environmental Setting

The project site is located at the intersection of State Route 86 (SR-86) and Avenue 50, approximately 1.1 miles north of the existing SR-86/Avenue 52 intersection and 1.95 miles south of the existing SR-86/Dillon Road interchange within the central area of the City of Coachella, in eastern Riverside County. The project site lies within the northeastern portion of the Salton Sea Air Basin (SSAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). The SCAQMD sets and enforces air pollutant regulations for stationary sources in the SSAB, while CARB is charged with controlling motor vehicle emissions. The SSAB is composed of the western portions of Riverside County, and all of Imperial County.

2.2.6.2.2 Climate

The southeastern edge of the SSAB is bounded by the Colorado River. The western boundary follows the ridge line of a series of high mountain ranges: the San Gabriel, San Bernardino, and San Jacinto ranges, which form both a physical and climatological barrier between the Salton Sea and South Coast Air Basins. The SSAB, including the Coachella Valley, has a desert climate characterized by low annual rainfall, low humidity, hot days, and very cool nights. The mean annual precipitation in the Coachella Valley averages approximately three inches, most of which occurs between October and January. Temperature in the Coachella Valley area varies greatly between summer and winter, ranging from 30 degrees Fahrenheit (ºF) in winter to over 100ºF in the summer. Relative humidity is generally low in the summer, with particularly dry afternoons. These clear, dry conditions result in intense solar radiation that, combined with high temperatures, is highly conducive to photochemical smog formation.

[1] "Design concept" means the type of facility that is proposed, such as a freeway or arterial highway. "Design scope" refers to those aspects of the project that would clearly affect capacity and thus any regional emissions analysis, such as the number of lanes and the length of the project.

Wind direction and speed (which in turn affect atmospheric stability) are the most important climatological elements affecting the ambient air quality within the project area. The on-shore dominant daytime wind pattern (from the west) occurs between 12:00 p.m. and 7:00 p.m., following the peak travel period (6:00 a.m. to 9:00 a.m.) in the Los Angeles/Orange County area. Consequently, during periods of low inversions and low wind speeds, the photochemical smog formed in these areas is transported downwind into Riverside County and San Bernardino County. Within the vicinity of the project site the wind direction is generally in a southeast direction. The Coachella Valley rarely experiences the summer temperature inversions that frequently "cap" polluted air layers in the Los Angeles basin area. However, inversions can form during cold nights with mild winds (typically during winter months), but are usually removed during daytime heating. When these desert inversions form, they may trap pollutants near low-level emission sources such as freeways or parking lots.

2.2.6.2.3 Attainment Status

Criteria pollutants are defined as those pollutants for which the federal and state governments have established ambient air quality standards, based on health criteria, for outdoor concentrations to protect public health and prevent degradation of the environment. The state and federal ambient air quality standards, and attainment statuses for all criteria pollutants are provided in Table 2.2.6-1, State and Federal Criteria Air Pollutant Standards, Effects, And Sources. As shown in Table 2.2.6-1, the Basin is an attainment area for CO, NO_2, SO_2, and $PM_{2.5}$ for both state and federal standards. The Basin is a nonattainment area for O_3 and PM_{10} under both state and federal standards.

2.2.6.2.4 Transportation Conformity Rule

The EPA, in conjunction with the DOT, established the Transportation Conformity Rule on November 30, 1993. The rule implements the FCAA conformity provision, which mandates that the federal government not engage, support, or provide financial assistance for licensing or permitting, or approve any activity not conforming to an approved FCAA implementation plan. Transportation Conformity Regulations apply to all programs and projects requiring funding or approval from the DOT, the FHWA, the FTA, or the MPO. The Transportation Conformity Rule applies to highways and mass transit, while the General Conformity Rule applies to all other actions.

It should be noted that the Transportation Conformity Rule distinguishes between metropolitan and rural areas since metropolitan areas have MPO's, which are specifically charged with determining conformity under the FCAA. The MPO is responsible for transportation planning, including the development of federally required metropolitan transportation plans and transportation improvement programs (TIPs) and determining conformity of such plans and TIPs. Transportation projects in rural areas are not included in MPO plans and TIPs. However, there are two types of rural areas for the purposes of the transportation conformity program, and the conformity requirements in these two types of rural areas are different. These two types of rural areas are defined as Isolated and Donut Areas.[2]

[2] Refer to §93.101 of the Transportation Conformity Rule.

Table 2.2.6-1: State and Federal Criteria Air Pollutant Standards, Effects, and Sources

Pollutant	Averaging Time	State[1] Standard	Federal[2] Standard	Principal Health and Atmospheric Effects	Typical Sources	State Project Area Attainment Status	Federal Project Area Attainment Status
Ozone (O_3)	1 hour	0.09 ppm[3]	--- [4]	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage and cancer. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include many known toxic air contaminants. Biogenic VOC may also contribute.	Low-altitude ozone is almost entirely formed from reactive organic gases/volatile organic compounds (ROG or VOC) and nitrogen oxides (NOx) in the presence of sunlight and heat. Common precursor emitters include motor vehicles and other internal combustion engines, solvent evaporation, boilers, furnaces, and industrial processes.	Extreme-Nonattainment	Severe 15 Nonattainment
	8 hours	0.070 ppm	0.070 ppm (4th highest in 3 years)			Nonattainment	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen. CO also is a minor precursor for photochemical ozone. Colorless, odorless.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.	Attainment	Unclassified/Attainment
	8 hours	9.0 ppm [1]	9 ppm				
	8 hours (Lake Tahoe)	6 ppm	---				
Respirable Particulate Matter (PM_{10})[5]	24 hours	50 µg/m^3 [6]	150 µg/m^3 (expected number of days above standard < or equal to 1)	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many toxic & other aerosol and solid compounds are part of PM_{10}.	Dust- and fume-producing industrial and agricultural operations; combustion smoke & vehicle exhaust; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources.	Nonattainment	Serious Nonattainment
	Annual	20 µg/m^3	--- [5]				
Fine Particulate Matter ($PM_{2.5}$)[5]	24 hours	---	35 µg/m^3	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – a toxic air contaminant – is in the $PM_{2.5}$ size range. Many toxic & other aerosol and solid compounds are part of $PM_{2.5}$.	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical and photochemical reactions involving other pollutants including NOx, sulfur oxides (SOx), ammonia, and ROG.	Attainment	Attainment
	Annual	12 µg/m^3	12.0 µg/m^3				
	24 hours (conformity process[7])	---	65 µg/m^3				
	Secondary Standard (annual; also for conformity process[5])	---	15 µg/m^3 (98th percentile over 3 years)				
Nitrogen Dioxide (NO_2)	1 hour	0.18 ppm	0.100 ppm[8]	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain & nitrate contamination of stormwater. Part of the "NOx" group of ozone precursors.	Motor vehicles and other mobile or portable engines, especially diesel; refineries; industrial operations.	Attainment	Unclassified/Attainment
	Annual	0.030 ppm	0.053 ppm				

Table 2.2.6-1: State and Federal Criteria Air Pollutant Standards, Effects, and Sources [continued]

Pollutant	Averaging Time	State[1] Standard	Federal[2] Standard	Principal Health and Atmospheric Effects	Typical Sources	State Project Area Attainment Status	Federal Project Area Attainment Status
Sulfur Dioxide (SO_2)	1 hour	0.25 ppm	0.075 ppm[9] (99th percentile over 3 years)	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing; some natural sources like active volcanoes. Limited contribution possible from heavy-duty diesel vehicles if ultra-low sulfur fuel not used.	Attainment	Unclassified/ Attainment
	3 hours	---	0.5 ppm[10]				
	24 hours	0.04 ppm	0.14 ppm (for certain areas)				
	Annual	---	0.030 ppm (for certain areas)				
Lead (Pb)[11]	Monthly	1.5 µg/m^3	---	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also a toxic air contaminant and water pollutant.	Lead-based industrial processes like battery production and smelters. Lead paint, leaded gasoline. Aerially deposited lead from older gasoline use may exist in soils along major roads.	Attainment	Attainment
	Calendar Quarter	---	1.5 µg/m^3 (for certain areas)				
	Rolling 3-month average	---	0.15 µg/m^3 [12]				
Sulfate	24 hours	25 µg/m^3	---	Premature mortality and respiratory effects. Contributes to acid rain. Some toxic air contaminants attach to sulfate aerosol particles.	Industrial processes, refineries and oil fields, mines, natural sources like volcanic areas, salt-covered dry lakes, and large sulfide rock areas.	Attainment	N/A
Hydrogen Sulfide (H_2S)	1 hour	0.03 ppm	---	Colorless, flammable, poisonous. Respiratory irritant. Neurological damage and premature death. Headache, nausea. Strong odor.	Industrial processes such as: refineries and oil fields, asphalt plants, livestock operations, sewage treatment plants, and mines. Some natural sources like volcanic areas and hot springs.	Unclassified	N/A
Visibility Reducing Particles (VRP)	8 hours	Visibility of 10 miles or more (Tahoe: 30 miles) at relative humidity less than 70%	---	Reduces visibility. Produces haze. NOTE: not directly related to the Regional Haze program under the Federal Clean Air Act, which is oriented primarily toward visibility issues in National Parks and other "Class I" areas. However, some issues and measurement methods are similar.	See particulate matter above. May be related more to aerosols than to solid particles.	Unclassified	N/A
Vinyl Chloride[11]	24 hours	0.01 ppm	---	Neurological effects, liver damage, cancer. Also considered a toxic air contaminant.	Industrial processes	Unclassified	N/A

Adapted from Sonoma-Marin Narrows Draft EIR and California ARB Air Quality Standards chart (http://www.arb.ca.gov/research/aaqs/aaqs2.pdf).

Greenhouse Gases and Climate Change: Greenhouse gases do not have concentration standards for that purpose. Conformity requirements do not apply to greenhouse gases.

1. State standards are "not to exceed" or "not to be equaled or exceeded" unless stated otherwise.
2. Federal standards are "not to exceed more than once a year" or as described above.
3. ppm = parts per million
4. Prior to 6/2005, the 1-hour ozone NAAQS was 0.12 ppm. Emission budgets for 1-hour ozone are still be in use in some areas where 8-hour ozone emission budgets have not been developed, such as the S.F. Bay Area.
5. Annual PM_{10} NAAQS revoked October 2006; was 50 µg/m^3. 24-hr. $PM_{2.5}$ NAAQS tightened October 2006; was 65 µg/m^3. Annual $PM_{2.5}$ NAAQS tightened from 15 µg/m^3 to 12 µg/m^3 December 2012 and secondary annual standard set at 15 µg/m^3.
6. µg/m^3 = micrograms per cubic meter
7. The 65 µg/m^3 $PM_{2.5}$ (24-hr) NAAQS was not revoked when the 35 µg/m^3 NAAQS was promulgated in 2006. The 15 µg/m^3 annual $PM_{2.5}$ standard was not revoked when the 12 µg/m^3 standard was promulgated in 2012. The 0.08 ppm 1997 ozone standard is revoked FOR CONFORMITY PURPOSES ONLY when area designations for the 2008 0.75 ppm standard become effective for conformity use (7/20/2013). Conformity requirements apply for all NAAQS, including revoked NAAQS, until emission budgets for newer NAAQS are found adequate, SIP amendments for the newer NAAQS are approved with an emission budget, EPA specifically revokes conformity requirements for an older standard, or the area becomes attainment/unclassified. SIP-approved emission budgets remain in force indefinitely unless explicitly replaced or eliminated by a subsequent approved SIP amendment. During the "Interim" period prior to availability of emission budgets, conformity tests may include some combination of build vs. no build, build vs. baseline, or compliance with prior emission budgets for the same pollutant.
8. Final 1-hour NO_2 NAAQS published in the Federal Register on 2/9/2010, effective 3/9/2010. Initial area designation for California (2012) was attainment/unclassifiable throughout. Project-level hot spot analysis requirements do not currently exist. Near-road monitoring starting in 2013 may cause re-designation to nonattainment in some areas after 2016.
9. EPA finalized a 1-hour SO_2 standard of 75 ppb (parts per billion [thousand million]) in June 2010. Nonattainment areas have not yet been designated as of 9/2012.
10. Secondary standard, set to protect public welfare rather than health. Conformity and environmental analysis address both primary and secondary NAAQS.
11. The ARB has identified vinyl chloride and the particulate matter fraction of diesel exhaust as toxic air contaminants. Diesel exhaust particulate matter is part of PM_{10} and, in larger proportion, $PM_{2.5}$. Both the ARB and U.S. EPA have identified lead and various organic compounds that are precursors to ozone and $PM_{2.5}$ as toxic air contaminants. There are no exposure criteria for adverse health effect due to toxic air contaminants, and control requirements may apply at ambient concentrations below any criteria levels specified above for these pollutants or the general categories of pollutants to which they belong.
12. Lead NAAQS are not considered in Transportation Conformity analysis.

The Transportation Conformity Rule has been amended several times since 1993 to address updates to the NAAQS and revise conformity provisions and procedures. Enacted in August 2005, the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) authorizes funding of the nation's transportation infrastructure and made several changes to the conformity portion of the FCAA. SAFETEA-LU was superseded by the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was enacted on July 6, 2012. MAP-21 governs the use of federal funds for transportation investments. Additionally, the Fixing America's Surface Transportation Act (FAST Act) was enacted on December 4, 2015 and builds on the changes made by MAP-21. The FAST Act provides long-term funding certainty for surface transportation infrastructure planning and investment. It authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act also maintains a focus on safety, keeps intact the established structure of the various highway-related programs managed by FHWA, continues efforts to streamline project delivery, and provides a dedicated source of federal funding for freight projects.

2.2.6.2.5 Sensitive Receptors

Sensitive populations (sensitive receptors) are more susceptible to the effects of air pollution than the general population. Sensitive receptors that are in proximity to localized sources of toxics and CO are of particular concern. According to the SCAQMD, a sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. Land uses considered sensitive receptors include residences, motels/hotels, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The closest sensitive receptors to the proposed project include residential uses that are along the north and south of the existing Avenue 50, residents along Tyler Street, and a single-family residence immediately west of SR-86 and north of the Coachella Valley Stormwater Channel (CVSC).

2.2.6.2.6 Local Ambient Air Quality

The SCAQMD operates several air quality monitoring stations throughout the SSAB. The project site is located within Source Receptor Area (SRA) 30 (Coachella Valley). The communities within an SRA are expected to have similar climatology and subsequently, similar ambient air pollutant concentrations. The Indio-Jackson Street Monitoring Station is the closest monitoring station to the site (approximately 3.2 miles west) within SRA 30. This station monitors O_3, PM_{10}, and $PM_{2.5}$. The next closest monitoring station is the Palm Springs Fire Station Monitoring Station (approximately 25 miles northwest). This station monitors NO_2 and CO. The data collected at these stations is considered to be representative of the air quality experienced on-site. Air quality data from 2014 to 2016 is provided in Table 2.2.6-2, Local Air Quality Levels. The following air quality information briefly describes the various types of pollutants.

2.2.6.2.7 Mobile Source Air Toxics

In addition to the criteria air pollutants addressed by NAAQS, EPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., drycleaners), and stationary sources (e.g., factories or refineries). Mobile Source Air Toxics (MSATs) are a subset of the 188 air toxics defined by the Federal Clean Air Act. The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted

to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

Table 2.2.6-2: Local Air Quality Levels

Pollutant	Primary Standard		Year	Maximum Concentration[1]	Number of Days State/Federal Std. Exceeded
	California	Federal			
Carbon Monoxide (CO) [2] (1-Hour)	20 ppm for 1 hour	35 ppm for 1 hour	2014 2015 2016	2.23 ppm 1.98 3.05	0/0 0/0 0/0
Ozone (O_3) [3] (1-Hour)	0.09 ppm for 1 hour	N/A	2014 2015 2016	0.095 ppm 0.093 0.099	2/0 0/0 3/0
Ozone (O_3) [3] (8-Hour)	0.07ppm for 8 hours	0.070 ppm for 8 hours	2014 2015 2016	0.091ppm 0.085 0.089	30/10 12/4 29/27
Nitrogen Dioxide (NO_X) [2] (1-Hour)	0.18 ppm for 1 hour	0.100 ppm for 1 hour	2014 2015 2016	0.463 ppm 0.415 0.0426	0/0 0/0 0/0
Particulate Matter (PM_{10}) [3, 4, 5] (24-Hour)	50 µg/m^3 for 24 hours	150 µg/m^3 for 24 hours	2014 2015 2016	322.3 µg/m^3 381.0 393.2	15/6 13/3 NM/2
Fine Particulate Matter ($PM_{2.5}$) [3, 5] (24-Hour)	No Separate State Standard	35 µg/m^3 for 24 hours	2014 2015 2016	18.3 µg/m^3 24.6 25.8	NM/0 NM/0 NM/0

ppm = parts per million
µg/m^3 = micrograms per cubic meter
NM = Not Measured
PM_{10} = particulate matter 10 microns in diameter or less
$PM_{2.5}$ = particulate matter 2.5 microns in diameter or less
NA = Not Applicable

Notes:
1. Maximum concentration is measured over the same period as the California Standard.
2. Measurements taken at the Palm Springs Fire Station Monitoring Station located at 590 East Racquet Club Avenue, Palm Springs, California 92262.
3. Measurements taken at the Indio-Jackson Street Monitoring Station located at 46990 Jackson Street, Indio, California 92201.
4. PM_{10} exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002.
5. PM_{10} and $PM_{2.5}$ exceedances are derived from the number of samples exceeded, not days.

Source: California Air Resources Board, ADAM Air Quality Data Statistics, http://www.arb.ca.gov/adam/welcome.html.

The EPA issued a Final Rule on Controlling Emissions of Hazardous Air Pollutants from Mobile Sources, 66 FR 17229 (March 29, 2001). This rule was issued under the authority in Section 202 of the Federal Clean Air Act. In its rule, the EPA examined the impacts of existing and newly promulgated mobile source control programs, including its reformulated gasoline (RFG) program, its national low emission vehicle (NLEV) standards, its Tier 2 motor vehicle emissions standards and gasoline sulfur control requirements, and its proposed heavy-duty engine and vehicle standards and on-highway diesel fuel sulfur control requirements. Even if vehicle miles traveled (VMT) increases by 45 percent as assumed between years 2010 and 2050, FHWA projects would reduce on-highway emissions by an average of 72 percent. Thus, the EPA concluded that no further motor vehicle emissions standards or fuel standards were necessary to control MSATs.

The EPA is preparing a subsequent rule under the authority of Section 202(l) of the Federal Clean Air Act that would address these issues and make adjustments to the primary and secondary MSATs. Depending on the specific project circumstances, FHWA has identified three tiers of analysis:

- No analysis for projects with no potential for meaningful MSAT effects;
- Qualitative analysis for projects with low potential MSAT effects; or
- Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

According to the Air Quality Report prepared for the proposed project, the project would fall into the second category above, and the qualitative analysis was performed.

2.2.6.2.8 Naturally Occurring Asbestos

Chrysotile and amphibole asbestos (such as tremolite) occur naturally in certain geologic settings in California, most commonly in association with ultramafic rocks and along associated faults. Asbestos is a known carcinogen and inhalation of asbestos may result in the development of lung cancer or mesothelioma. The asbestos contents of many manufactured products have been regulated in the United States for a number of years. For example, the California Air Resources Board (CARB) has regulated the amount of asbestos in crushed serpentinite used in surfacing applications, such as for gravel on unpaved roads, since 1990. In 1998, new concerns were raised about possible health hazards from activities that disturb rocks and soil containing asbestos and may result in the generation of asbestos laden dust. These concerns recently lead CARB to revise their asbestos limit for crushed serpentinite and ultramafic rock in surfacing applications from five percent to less than 0.25 percent, and to adopt a new rule requiring best practices dust control measures for activities that disturb rock and soil containing naturally occurring asbestos (NOA).

NOA in bedrock is typically associated with serpentine and peridotite deposits. Note that during demolition activities, the likelihood of encountering structural asbestos is low due to the nature of the demolished materials. The material would consist primarily of concrete. Therefore, the potential for NOA to be present within the project limits is considered to be low. Furthermore, prior to the commencement of construction, qualified geologists would further examine the soils and makeup of the existing structure. Should the project geologist encounter asbestos during the analysis, proper steps shall be executed to handle the materials.

2.2.6.3 Environmental Consequences

2.2.6.3.1 Temporary Construction Impacts

The proposed project would construct a new bridge spanning over the CVSC, realign and widen Avenue 50 from the existing two-lane roadway to a six-lane major arterial, and realign Tyler Street on both the east and west side of SR-86 (Phase 1); and convert a portion of SR-86 from an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing bridge and access ramps (Phase 2). Temporary impacts to air quality would occur during demolition, grading/trenching, new pavement construction, and the restriping phase. Additional sources of construction-related emissions include exhaust emissions and potential odors from construction equipment used on the construction site as well as the vehicles used to transport materials to and from the site, in addition to exhaust emissions from the motor vehicles of the construction crew.

Construction of the first phase of the project is planned to commence in November of 2020 and would be open to traffic in approximately 12 months. Due to funding considerations, construction of the second phase is planned to commence in November 2023 and would be open to traffic in approximately 15 months. As currently planned, both phases of the project are planned to be completed and fully operational by the third quarter of 2025. As a result,

construction activities would not last for more than five years at one general location, so construction-related emissions do not need to be included in regional and project-level conformity analysis (40 CFR 93.123(c)(5)).

Project construction would result in temporary emissions of ROG, CO, NO_X, PM_{10}, and $PM_{2.5}$. Stationary or mobile powered on-site construction equipment would include trucks, tractors, signal boards (temporary messaging signs), excavators, backhoes, graders, scrapers, and pavers. Based on the nominal amount of daily work trips required for project construction, construction worker trips are not anticipated to substantially contribute to or affect traffic flow on local roadways and are therefore not considered substantial. During the demolition phase, asphalt concrete (AC) pavement would have to be removed.

Table 2.2.6-3, Estimated Daily Construction Emissions depicts the estimated daily emissions associated with each construction phase for Build (Alternatives 7 and 8) conditions. The emissions were estimated based on the assumptions described above and using the Roadway Construction Emissions Model (RCEM) (Version 8.1.0) developed by the Sacramento Metropolitan Air Quality Management District (SMAQMD). The emissions modeling is based on an estimate of 311,337 total cubic yards (CY) of earthwork (import) for Alternative 7 and 308,971 CY of import for Alternative 8.

Table 2.2.6-3: Estimated Daily Construction Emissions

Construction Phase	Pollutant (pounds/day)[1]				
	ROG	CO	NO_X	PM_{10}[2, 3]	$PM_{2.5}$[2, 3]
Alternative 7					
Grubbing/Land Clearing	1.93	14.93	20.85	50.92	11.23
Grading/Excavation	5.48	46.82	58.40	52.70	12.84
Drainage/Utilities/Sub-Grade	3.88	36.05	37.53	51.77	12.03
Paving	1.31	17.10	12.33	0.67	0.59
Maximum	*5.48*	*46.82*	*58.40*	*52.70*	*12.84*
Alternative 8					
Grubbing/Land Clearing	0.97	6.99	10.70	50.45	10.80
Grading/Excavation	5.23	43.75	55.76	52.57	12.73
Drainage/Utilities/Sub-Grade	3.88	36.05	37.53	51.77	12.03
Paving	1.31	17.10	12.33	0.67	0.59
Maximum	*5.23*	*43.75*	*55.76*	*52.57*	*12.73*

ROG = reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; PM_{10} = particulate matter up to 10 microns; $PM_{2.5}$ = particulate matter up to 2.5 microns

Notes:
1. Emissions were calculated using the Roadway Construction Emissions Model (RCEM) (Version 8.1.0) developed by the Sacramento Metropolitan Air Quality Management District (SMAQMD).
2. PM_{10} and $PM_{2.5}$ estimates assume control of fugitive dust from watering and associated dust control measures.
3. Emissions include the sum of exhaust and fugitive dust.

RCEM is a data-entry spreadsheet that utilizes various sources to estimate construction emissions, including OFFROAD and EMFAC2014. RCEM is recommended by Caltrans and the SCAQMD as it is specifically developed to estimate emissions associated with roadway construction projects since the default equipment, activities, and typical phasing are different than those of land use development projects and building construction projects. The RCEM phasing assumptions were used to allocate the project specific construction equipment to the specific phases. The methodologies and assumptions used in RCEM are appropriate for road

construction projects, including new road construction, road widening and bridge or overpass construction.

In order to further minimize construction-related emissions, all construction vehicles and construction equipment would be required to be equipped with state-mandated emission control devices pursuant to state emission regulations and standard construction practices. After construction of the proposed project is complete, all construction-related impacts would cease. Temporary construction particulate matter emissions would be further reduced through the implementation of dust suppression measures outlined within SCAQMD Rule 403. Caltrans Standard Specifications for Construction (Sections 14-11.04 [Dust Control]) and 14-9.02 [Air Pollution Control]) would also be adhered to for asphalt concrete emissions and all earthwork, clearing and grubbing, and roadbed activities involving heavy construction equipment. The contractor would comply with all air pollution control ordinances and statutes which apply to any work performed pursuant to the contract, including any air pollution control rules, regulations, ordinances and statutes, specified in Section 11017 of the Government Code. The proposed project would comply with any state, federal, and/or local rules and regulations developed as a result of implementing control and mitigation measures proposed as part of their respective SIPs. Therefore, project construction is not anticipated to violate state or federal air quality standards or contribute to the existing air quality violations in the SSAB.

2.2.6.3.2 Regional Conformity

The proposed project is listed in the SCAG 2016 financially constrained Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which was found to conform by FHWA and FTA on December 16, 2016. The project is also included in SCAG 2017 FTIP (Local Highway Amendments 1-13, page 3 of 29 [RIV110825], and State Highway Amendments 1-13, page 10 of 17 [RIV061159]). The SCAG 2017 FTIP was also determined to conform by FHWA and FTA on December 16, 2016. The project will also be included in the SCAG 2019 FTIP. The design concept and scope of the proposed project is consistent with the project description in the SCAG 2016 RTP/SCS, 2017 SCAG FTIP, and the open to traffic assumptions of the SCAG regional emissions analysis.

2.2.6.3.3 Project Level Conformity

Nonattainment/maintenance areas are subject to the Transportation Conformity Rule, which requires local transportation and air quality officials to coordinate planning to ensure that transportation projects such as road construction do not affect an area's ability to reach its clean air goals. The Basin is an attainment area for CO, NO_2, SO_2, and $PM_{2.5}$ for both state and federal standards. The Basin is a nonattainment area for O_3 and PM_{10} under both state and federal standards; refer to Table 2.2.6-1.

2.2.6.3.4 Particulate Matter Hot-Spot Analysis

A hot-spot analysis is required in nonattainment and maintenance areas for CO, PM_{10}, and $PM_{2.5}$. Transportation conformity requirements become effective one year after an area is designated as nonattainment. A hot-spot analysis is required for a project of air quality concern (POAQC). The Build Alternatives are within a maintenance area for federal PM_{10} standards and nonattainment area for federal $PM_{2.5}$ standards. Therefore, per 40 CFR Part 93, analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses (either qualitative or quantitative) for those that are not listed in Section 93.123(b)(1) as a POAQC. A hot-spot analysis is defined in 40 CFR 93.101 as an estimation of likely future localized pollutant concentrations resulting from a new transportation project and a comparison of those

concentrations to the relevant air quality standard. A hot-spot analysis assesses the air quality impacts on a scale smaller than an entire nonattainment or maintenance area, including, for example, congested roadway intersections and highways or transit terminals. Such an analysis is a means of demonstrating that a transportation project meets FCAA conformity requirements to support state and local air quality goals with respect to potential localized air quality impacts.

The following criteria are directly associated with 40 CFR 93.123(b)(1). The associated discussions address why the proposed project does not qualify as a POAQC:

i. New or expanded highway projects that have a significant number of or significant increase in diesel vehicles.

Existing traffic volumes along the roadway segments in the project study area are provided in Table 2.2.6-4, Existing Daily Traffic Volumes. As depicted in Table 2.2.6-4, traffic volumes range from 10,144 to 31,477 daily vehicles. Trucks make up approximately 5.4 to 7.9 percent of the traffic on Avenue 50, and 19.4 percent of the traffic on SR-86.

Table 2.2.6-4: Existing Daily Traffic Volumes

Segment	Existing		
	Total ADT[1,2]	% Trucks[1,2]	# Trucks[1,2]
SR-86 Mainline			
South of Avenue 50	25,082	19.4%	4,866
North of Avenue 50	31,477	19.4%	6,107
Avenue 50			
Bridge, Between Tyler Street & SR-86	10,473	7.9%	827
Between Leoco Lane and Peter Rabbit Lane	16,203	5.5%	891
West of Harrison Street	10,144	5.4%	548

Notes:
1. Total ADTs, and SR-86 truck volumes and percentages were derived from the State Route 86/Avenue 50 New Interchange Project Traffic Operations Report (November 2017), prepared by Fehr and Peers.
2. Avenue 50 truck volumes and percentages were derived from the Traffic Report for Avenue 50 Bridge Over Coachella Valley Stormwater Channel (CVSC), May 2016.

Table 2.2.6-5, Opening Year Traffic Volumes depicts the opening year traffic volumes along the roadways study segment for both the no build alternative and the build alternatives. It is noted that there are two opening years for the proposed project: 2021 and 2025. Opening Year 2021 is when the Avenue 50 bridge construction would be complete, and Opening Year 2025 reflects the completion of SR-86/Avenue 50 interchange construction. As shown in Table 2.2.6-5, the highest opening year no build average daily traffic (ADT) volumes would be 42,520, which include truck volumes of 8,249 ADT. The highest opening year build (with project) ADT volumes would be 43,130, which include truck volumes of 8,367 ADT. The proposed project would not significantly change the truck traffic volumes and percentages in the area, and would not result in a higher proportion of trucks overall. As indicated in Table 2.2.6-5, both Build Alternatives would have daily traffic volumes less than 125,000 ADT. Additionally, daily truck volumes would be less than 10,000 ADT.

Table 2.2.6-5: Opening Year Traffic Volumes

Location	Opening Year No Build[1]			Opening Year Build[1,2]			# Trucks Percent Change
	ADT	% Trucks	# Trucks	ADT	% Trucks	# Trucks	
SR-86 Mainline							
South of Avenue 50	30,280	19.4%	5,874	31,470	19.4%	6,105	3.9%
North of Avenue 50	42,520	19.4%	8,249	43,130	19.4%	8,367	1.6%
SR-86 Northbound Ramps							
Avenue 50 Off-Ramp	N/A	N/A	N/A	1,830	19.4%	355	N/A
Direct On-Ramp	N/A	N/A	N/A	640	19.4%	124	N/A
Loop On-Ramp	N/A	N/A	N/A	6,200	19.4%	1,203	N/A
SR-86 Southbound Ramps							
Avenue 50 Off-Ramp	N/A	N/A	N/A	7,710	19.4%	1,496	N/A
On-Ramp[1]	N/A	N/A	N/A	1,060	19.4%	206	N/A
Avenue 50							
Bridge, Between Tyler Street & SR-86	13,830	7.9%	1,093	15,480	7.9%	1,223	5.8
Between Leoco Lane and Peter Rabbit Lane	17,880	5.5%	983	18,500	5.5%	1,018	3.6
West of Harrison Street	11,020	5.4%	595	11,070	5.4%	598	10.1

ADT = Average Daily Traffic; SR-86 = State Route 86

Notes:
1. The traffic volumes along Avenue 50 and SR-86 are for Opening Year 2021, and 2025, respectively.
2. Build Alternatives 7 and 8 have different southbound on-ramp configurations, but the traffic volumes would be identical for both Alternatives. Therefore, the Opening Year Build traffic volumes would be the same for both Alternatives.

Source: Fehr and Peers, State Route 86/Avenue 50 New Interchange Project Traffic Operations Report, November 2017.

Table 2.2.6-6, Horizon Year Traffic Volumes depicts the horizon year volumes for the no build alternative and the build alternatives. Table 2.2.6-6 compares the no build and build traffic volumes along each roadway segment. As shown in Table 2.2.6-6, Horizon Year No Build ADT volumes range from 15,370 to 61,180, which include truck volumes that range from 830 to 11,869 ADT. Under Build conditions, ADTs would range from 1,060 to 62,140, and truck volumes would range from 355 to 12,055 ADT. Truck volumes would not exceed 12,055 on the SR-86 mainline and 2,556 on Avenue 50. Under No Build conditions, truck volumes along the SR-86 mainline (North of Avenue 50) would be 11,869 ADT; however, the Build Scenario/With Project increase would only be 1.6 percent. Overall project traffic and truck volumes would be relatively low in the Horizon Year Build conditions and truck percent increases would be low for roadway segments with higher volumes of trucks.

Table 2.2.6-6: Horizon Year Traffic Volumes

Location	Horizon Year No Build			Horizon Year Build[1]			# Trucks Percent Change
	ADT	% Trucks	# Trucks	ADT	% Trucks	# Trucks	
SR-86 Mainline							
South of Avenue 50	42,580	19.4%	8,261	44,220	19.4%	8,579	3.9%
North of Avenue 50	61,180	19.4%	11,869	62,140	19.4%	12,055	1.6%
SR-86 Northbound Ramps							
Avenue 50 Off-Ramp	N/A	N/A	N/A	2,470	19.4%	479	N/A
Direct On-Ramp	N/A	N/A	N/A	1,830	19.4%	355	N/A
Loop On-Ramp	N/A	N/A	N/A	9,240	19.4%	1,793	N/A
SR-86 Southbound Ramps							
Avenue 50 Off-Ramp	N/A	N/A	N/A	10,380	19.4%	2,014	N/A
On-Ramp[1]	N/A	N/A	N/A	1,060	19.4%	206	N/A
Avenue 50							
Bridge, Between Tyler Street & SR-86	30,570	7.9%	2,415	32,350	7.9%	2,556	5.8
Between Leoco Lane and Peter Rabbit Lane	26,270	5.5%	1,445	31,240	5.5%	1,718	3.6
West of Harrison Street	15,370	5.4%	830	16,930	5.4%	914	10.1

ADT = Average Daily Traffic; SR-86 = State Route 86

Notes:

1. Build Alternatives 7 and 8 have different southbound on-ramp configurations, but the traffic volumes would be identical for both Alternatives. Therefore, the Horizon Year Build traffic volumes would be the same for both Alternatives.

Source: Fehr and Peers, State Route 86/Avenue 50 New Interchange Project Traffic Operations Report, November 2017.

ii. Projects affecting intersections that are Level of Service (LOS) D, E, or F with a significant number of diesel vehicles, or those that will change to LOS, D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.

The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. Implementation of the project would enhance traffic flow in the project area for both truck traffic and general traffic. Based on the traffic data in Tables 2.2.6-5 and 2.2.6-6, the proposed project would not result in significant changes in traffic volume, vehicle mix, or other factors that would cause an increase in emissions.

Table 2.2.6-7, Opening Year (2021) Level of Service summarizes the delay and corresponding Level of Service (LOS) within the project area during the 2021 Opening Year, which includes Phase 1 (Avenue 50 bridge). As shown in Table 2.2.6-7, LOS would improve (i.e., delay would be reduced). Additionally, Table 2.2.6-8, Opening Year (2025) Level of Service depicts the delay and corresponding Level of Service (LOS) within the project area during the 2025 Opening Year, which includes Phase 1 and Phase 2 (two Build Alternatives for SR-86/Avenue 50 Interchange). The additional capacity proposed by the SR-86/Avenue 50 New Interchange project would attract more traffic using the SR-86/Avenue 50 interchange and result in higher delay at the ramp terminals. All other study intersections would operate at acceptable LOS D or better conditions under both Opening Year Build conditions.

Table 2.2.6-7: Opening Year 2021 Level of Service

Study Intersection	Opening Year No Build Peak Hour LOS[1]		Opening Year (2021) Build Peak Hour LOS	
	AM	PM	AM	PM
Avenue 50/Leoco Lane	A	B	A	A
Avenue 50/Peter Rabbit Lane	A	A	A	B
Avenue 50/Tyler Street	**F**	**F**	C	C
Tyler Street/Calle Mendoza	C	B	C	C

Bold = Exceeds LOS D threshold.

Source: Fehr and Peers, State Route 86/Avenue 50 New Interchange Project Traffic Operations Report, November 2017.

Table 2.2.6-8: Opening Year 2025 Level of Service

Study Intersection	Opening Year No Build Peak Hour LOS[1]		Alternative 7 Opening Year (2025) Build Peak Hour LOS[1]		Alternative 8 Opening Year (2025) Build Peak Hour LOS[1]	
	AM	PM	AM	PM	AM	PM
Avenue 50/Southbound SR-86 Ramps	**F**	**F**	B	C	B	B
Avenue 50/Northbound SR-86 Ramps			B	B	B	B
Dillon Road/Southbound SR-86 Ramps	B	C	B	B	B	B
Dillon Road/Northbound SR-86 Ramps	B	B	B	B	B	B
Avenue 52/Southbound SR-86 Ramps	B	A	B	B	B	B
Avenue 52/Northbound SR-86 Ramps	B	B	B	B	B	B

Bold = Exceeds LOS D threshold.

Source: Fehr and Peers, State Route 86/Avenue 50 New Interchange Project Traffic Operations Report, November 2017.

Additionally, Table 2.2.6-9, Horizon Year Level of Service summarizes the horizon year delay and corresponding LOS within the project area. As shown in Table 2.2.6-9, LOS would generally improve (i.e., delay would be reduced) under build conditions.

Table 2.2.6-9: Horizon Year Level of Service

Study Intersection	Horizon Year No Build Peak Hour LOS		Alternative 7 Horizon Year Build Peak Hour LOS		Alternative 8 Horizon Year Build Peak Hour LOS	
	AM	PM	AM	PM	AM	PM
Avenue 50/Leoco Lane	B	C	B	D	B	D
Avenue 50/Peter Rabbit Lane	A	A	B	B	B	B
Avenue 50/Tyler Street	**F**	**F**	C	C	C	C
Avenue 50/Southbound SR-86 Ramps	**F**	**F**	B	C	B	B
Avenue 50/Northbound SR-86 Ramps			A	B	B	B
Dillon Road/Southbound SR-86 Ramps	B	C	B	C	B	C
Dillon Road/Northbound SR-86 Ramps	C	B	C	C	C	C
Avenue 52/Southbound SR-86 Ramps	B	B	B	C	B	C
Avenue 52/Northbound SR-86 Ramps	B	A	B	B	B	B
Tyler Street/Calle Mendoza	C	C	C	C	C	C

Bold = Exceeds LOS D threshold.

Source: Fehr and Peers, State Route 86/Avenue 50 New Interchange Project Traffic Operations Report, November 2017.

iii. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.

The proposed project does not involve new bus or rail terminals or transfer points with a significant number of diesel vehicles congregating at a single location. The proposed project would enhance traffic flow in the project area for both truck traffic and general traffic.

iv. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.

The proposed project does not involve expanded bus or rail terminals or transfer points with a significant number of diesel vehicles congregating at a single location. As stated above, the proposed project involves proposed roadway widening and a new SR-86/Avenue 50 interchange and overcrossing bridge structure, as well as another new bridge spanning over the CVSC.

v. Projects in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$ and PM_{10} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The proposed project is consistent with SCAG RTP and FTIP (Project IDs RIV110825 and RIV061159) and is intended to meet the traffic needs in the area based on local land use plans.

EPA's March 2006 guidance document, *Transportation Guidance for Qualitative Hot-spot Analysis in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas,* references a two-step criteria to identify "a significant volume of diesel truck traffic." The first criterion is facilities with greater than 125,000 ADT volumes. If the first criterion is met, the

second criterion is that 8 percent or more of said traffic volumes (i.e., 10,000 vehicles or more) are diesel truck traffic volumes. As discussed above, traffic volumes within the project limits would not exceed 125,000 vehicles daily. The truck percentage is also projected to remain the same for both the opening year and the horizon year.

As demonstrated above, the proposed project would not involve a significant amount of diesel truck traffic, as traffic volumes would be less than 125,000 ADT, and is in compliance with the RTP/FTIP. Therefore, the project meets the FCAA requirements and is not a project of air quality concern under 40 CFR 93.123(b)(1) and would not cause or contribute to a violation of NAAQS for $PM_{2.5}$.

The SCAG's Transportation Conformity Working Group (TCWG) determined that the proposed project is not a POAQC; refer to subsection, 2.2.6.3.7, Interagency Consultation, below. Therefore, the proposed project would not be considered a POAQC under 40 CFR 93.123 (b)(1). The required Air Quality Conformity Analysis and associated determination letter from the Federal Highway Administration (FHWA) will be addressed following the identification of the Preferred Alternative, after public circulation of the IS/EA.

2.2.6.3.6 Carbon Monoxide

A hot-spot analysis is required in nonattainment and maintenance areas for CO, PM_{10}, and $PM_{2.5}$. In California, the procedures of the local analysis for CO are modified pursuant to 40 CFR 93.123(a)(1) of the Transportation Conformity Rule. The Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) developed by the Institute of Transportation Studies at the University of California Davis was used to provide the CO quantitative analysis on this project. The CO Protocol outlines the procedure for performing a CO analysis, which was approved by David P. Howekamp, Director of the Air Division of the EPA Region IX, in October 1997. The EPA deemed the CO Protocol as an acceptable option to the mandated quantitative analysis. The CO Protocol incorporates 40 CFR 93.115 through 93.117, and 40 CFR 93.126 through 93.128 into its rules and procedures. As discussed in the Air Quality Report, the CO screening analysis concluded that project implementation would reduce congestion and overall travel time due to overall improvements in Level of Service (LOS) and vehicle hours traveled (VHT) during build conditions. Additionally, the proposed project does not involve parking lots, and therefore would not increase the number of vehicles operating in cold start mode. As a result, the proposed project has sufficiently addressed the carbon monoxide impact and no further analysis is needed.

2.2.6.3.7 Interagency Consultation

Because the project is located within a serious nonattainment area for federal PM_{10}, analyses are required for conformity purposes per 40 CFR Part 93. A qualitative hot-spot analysis is defined in 40 CFR 93.101 as an estimation of likely future localized pollutant concentrations resulting from a new transportation project and a comparison of those concentrations to the relevant air quality standard. A hot-spot analysis assesses the air quality impacts on a scale smaller than an entire nonattainment or maintenance area, including, for example, congested roadway intersections and highways or transit terminals. Such an analysis is a means of demonstrating that a transportation project meets FCAA conformity requirements to support state and local air quality goals with respect to potential localized air quality impacts.

Pursuant to the interagency consultation requirement of 40 CFR 93.105 (c)(1)(i), the project completed interagency coordination via SCAG's TCWG, at two separate meetings due to the phasing of the project. The first meeting was held on June 28, 2016 [Project ID RIV110825] and

the second meeting was held on March 27, 2018 [Project ID RIV061159 and RIV110825]. At these meetings, the TCWG determined that the proposed project is not a POAQC. Therefore, the proposed project would not be considered a POAQC under 40 CFR 93.123 (b)(1), as it would not create a new or worsen an existing PM_{10} violation.

2.2.6.3.8 Mobile Source Air Toxics

As discussed in the Air Quality Report, the proposed project would not result in an increase in MSATs between Build and No Build conditions. The MSAT analysis determined that a slight increase in vehicle miles traveled (VMT) would occur; however, VHT would decrease as a result of project improvements to accommodate growth and enhance mobility. Additionally, as previously discussed, the project would not result in a significant increase in truck ADT between the Build and No Build conditions. The project does not involve a truck route, would not add diesel truck capacity, or be a major truck traffic generator, and traffic volumes would be less than 125,000 ADT. Additionally, the project would result in less congestion and vehicle idling in the project area. MSAT emissions under the Build conditions would be offset somewhat compared to the No Build conditions due to traffic flow improvements. Based on the Air Quality Report, emissions of all of the priority MSATs (with the exception of diesel particulate matter) decrease as speed increases. The extent to which these speed-related emissions decreases offset MSATs cannot be reliably projected due to the inherent deficiencies of technical models. Furthermore, emissions would likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by 80 percent between 2010 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases. Therefore, there would be no significant impacts arising from the proposed project's operational condition.

2.2.6.3.9 Naturally Occurring Asbestos

The California Geological Survey Geological Map Index was searched for available geological maps, which cover the project study area and surrounding areas. These geological maps indicate geological formations, which are overlaid on a topographic map. Some maps focus on specific issues (i.e., bedrock, sedimentary rocks, etc.), while others may identify artificial fills (including landfills). Geological maps can be effective in estimating permeability and other factors that influence the spread of contamination. According to the California Geological Survey (formerly the California Division of Mines and Geology [CDMG]) document entitled A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report (August 2000), the proposed project is not located in an area where NOA is likely to be present.

2.2.6.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.2.6.5 Climate Change

Neither the United States Environmental Protection Agency (U.S. EPA) nor the Federal Highway Administration (FHWA) has issued explicit guidance or methods to conduct project-level greenhouse gas analysis. FHWA emphasizes concepts of resilience and sustainability in highway planning, project development, design, operations, and maintenance. Because there

have been requirements set forth in California legislation and executive orders on climate change, the issue is addressed in the California Environmental Quality Act (CEQA) chapter of this document. The CEQA analysis may be used to inform the National Environmental Policy Act (NEPA) determination for the project.

2.2.7 Noise

2.2.7.1 Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

2.2.7.1.1 California Environmental Quality Act

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless those measures are not feasible. The rest of this section will focus on the NEPA/23 Code of Federal Regulations Part 772 (23 CFR 772) noise analysis; please see Chapter 3 of this document for further information on noise analysis under CEQA.

2.2.7.1.2 National Environmental Policy Act and 23 CFR 772

For highway transportation projects with Federal Highway Administration (FHWA) involvement (and Caltrans, as assigned), the Federal-Aid Highway Act of 1970 and its implementing regulations (23 Code of Federal Regulations [CFR] 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations include noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 dBA) is lower than the NAC for commercial areas (72 dBA). Table 2.2.7-1 lists the noise abatement criteria for use in the NEPA/23 CFR 772 analysis.

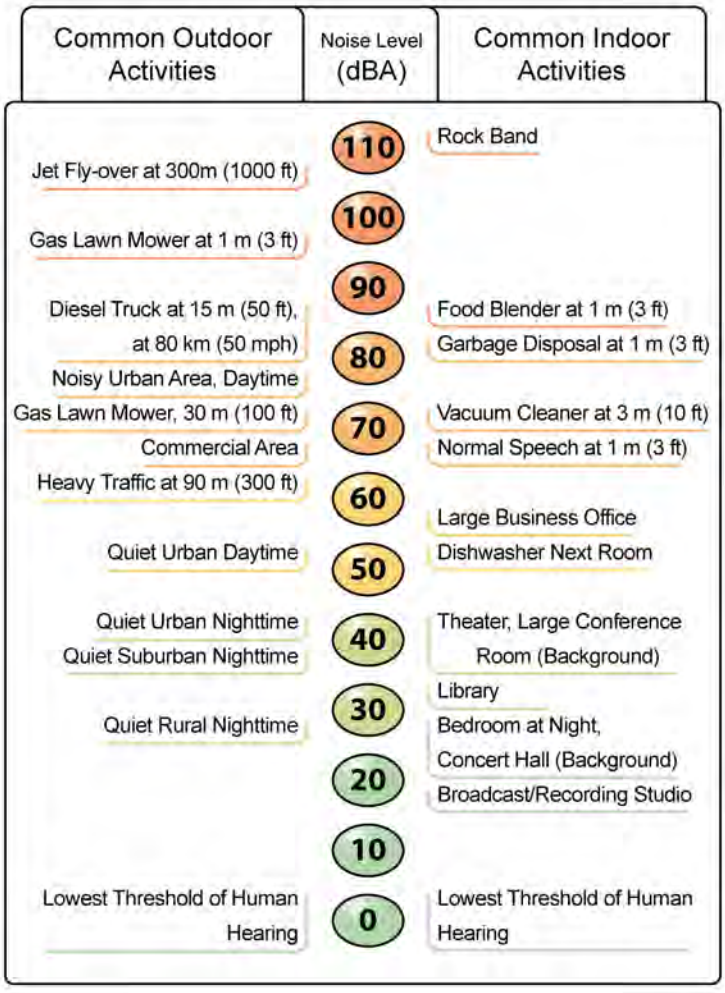
Table 2.2.7-1: Noise Abatement Criteria

Activity Category	NAC, Hourly A-Weighted Noise Level, $L_{eq}(h)$	Description of Activity Category
A	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[1]	67 (Exterior)	Residential.
C[1]	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, recording studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A–D or F.
F	No NAC—reporting only	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical, etc.), and warehousing.
G	No NAC—reporting only	Undeveloped lands that are not permitted.

Note:
1. Includes undeveloped lands permitted for this activity category.

Figure 2.2.7-1, Noise Levels of Common Activities, lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.

Figure 2.2.7-1: Noise Levels of Common Activities



According to Department's Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, May 2011, a noise impact occurs when the predicted future noise level with the project substantially exceeds the existing noise level (defined as a 12 dBA or more increase) or when the future noise level with the project approaches or exceeds the NAC. Approaching the NAC is defined as coming within 1 dBA of the NAC.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

The Department's Traffic Noise Analysis Protocol sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 5 dBA reduction for all impacted receptors in the future noise

levels must be achieved for an abatement to be considered feasible. Other considerations include topography, access requirements, other noise sources, and safety considerations. Additionally, a noise reduction of at least 7 dBA must be achieved at one or more benefited receptors for an abatement measure to be considered reasonable. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include: residents' acceptance and the cost per benefited residence.

2.2.7.2 Affected Environment

This section is based on the State Route 86/Avenue 50 New Interchange Project Noise Study Report (August 20, 2018).

2.2.7.2.1 Land Uses and Sensitive Receptors

An inventory of developed and undeveloped land uses within the project area was identified through a field inspection on June 8, 2016. Land uses within the project area were categorized by land use type, NAC Activity Category (as defined in Table 2.2.7-1 above), and frequency of human use.

Residential uses (Activity Category B) are located to the north and south of Avenue 50, as well as to the east of Tyler Street. Other land uses in the project vicinity include park land (Activity Category C) located to the east of Tyler Street, and agricultural land (Activity Category F) located to the south of Avenue 50 (west of Tyler Street) and east of SR-86.

Vehicular traffic along Avenue 50 and Tyler Street represent the two primary noise sources within the project area. The closest sensitive receptors (residential uses) are located approximately 35 feet to the east of the project's proposed construction area along Tyler Street.

Short-Term Monitoring

On June 8, 2016, six short-term measurements were conducted at Activity Category B, C, and F land uses; refer to Figures 2.2.7-2a, Noise Measurement and Modeling Locations (Alternative 7) and 2.2.7-2b, Noise Measurement and Modeling Locations (Alternative 8). Two noise measurements (locations 12 and 14) were taken at Activity Category C and F land uses as background noise measurements. Short-term noise measurement locations were selected within the project area to determine existing noise levels, and verify or calibrate the noise prediction model. Measurements occurred over a 15-minute duration at each site.

Table 2.2.7-2, Summary of Short-Term Measurements, summarizes the results of the short-term noise monitoring conducted in the project area. Measured traffic noise levels were compared with modeled noise levels at field measurement locations using the FHWA's Traffic Noise Model Version 2.5 (TNM 2.5). Table 2.2.7-3 compares measured and modeled noise levels at the measurement locations; refer to Figures 2.2.7-2a and 2.2.7-2b. As concluded within Table 2.2.7-3, the project's modeled (predicted) sound levels are within 2 dB of the measured traffic sound levels and are therefore considered to be in reasonable agreement with the measured sound levels. Therefore, no calibration to the model was necessary.

Source: Google Earth Pro Aerial.

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Noise Measurement and Modeling Locations (Alternative 7)

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Figure 2.2.7-2a

Source: Google Earth Pro Aerial.

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Noise Measurement and Modeling Locations (Alternative 8)

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Figure 2.2.7-2b

Table 2.2.7-2: Summary of Short-Term Measurements

Location[1]	APN	Area/ Land Use	Date	Duration (minutes)	Start Time	Measured L_{eq}	Autos		Medium Trucks		Heavy Trucks		Observed Speed (mph)
							EB	WB	EB	WB	EB	WB	
2	603-471-072	B/Residential	6/8/16	15	10:30 a.m.	57.0	178	12	4	192	9	3	45
5	603-461-056	B/Residential			10:08 a.m.	58.4	277	16	6	259	14	7	45
7[2]	778-170-009	B/Residential			10:53 a.m.	55.7	98	2	0	109	3	1	45
12[3]	778-170-011	F/Agricultural			11:11 a.m.	57.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A
14[3]	763-020-018	C/Park			11:38 a.m.	56.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A
16[4]	763-041-001	B/Residential			12:40 p.m.	67.1	92	5	1	96	6	0	50

APN = Assessor's Parcel Number; L_{eq} = Equivalent Sound Level; EB = Eastbound; WB = Westbound; mph = miles per hour

Notes:
1. Refer to Figures 2.2.7-2a and 2.2.7-2b for measurement locations.
2. The noise measurement location was taken at an acoustically equivalent area approximately 155 feet east of the modeled receptor location, as the residential property was not accessible on June 8, 2016.
3. This noise measurement was recorded as a background noise measurement, and does not include traffic counts.
4. The noise measurement location was taken in the front of the residence at an acoustically equivalent area (along Tyler Street), as the backyard area of this property was not accessible on June 8, 2016.

Source: State Route 86/Avenue 50 New Interchange Project Noise Study Report, August 2018.

Table 2.2.7-3: Comparison of Measured to Predicted Sound Levels in the TNM Model

Measurement Location[1,2]	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured minus Predicted (dB)
2	57.0	56.5	0.5
5	58.4	58.1	0.3
7	55.7	57.4	-1.7
16	67.1[2]	67.4	-0.3

dBA= A-Weighted Decibel; dB= Decibel

Note:
1. Refer to Figures 2.2.7-2a and 2.2.7-2b for measurement locations.
2. Noise measurement locations 12 and 14 were used for short-term background noise. Therefore, locations 12 and 14 were not validated with the TNM2.5 model.
3. The noise measurement location was taken in the front of the residence at an acoustically equivalent area (along Tyler Street), as the backyard area of this property was not accessible on June 8, 2016.

Source: State Route 86/Avenue 50 New Interchange Project Noise Study Report, August 2018.

Long-Term Monitoring

Long-term monitoring was conducted at one NAC Activity Category C (park) use located approximately 35 feet east of the Tyler Street edge-of-pavement, within Sierra Vista Park; refer to Measurement Location 14 on Figures 2.2.7-2a and 2.2.7-2b. The purpose of this measurement was to describe variations in sound levels throughout the day, rather than absolute sound levels at a specific receptor of concern. The long-term sound level data was collected over a 24-hour period, beginning Wednesday, June 8, 2016, and ending Thursday, June 9, 2016.

Table 2.2.7-4, Summary of Long-Term Monitoring at Location 14, and Figure 2.2.7-3, Long Term Monitoring at Location 14, summarizes the results of the long-term noise monitoring conducted in the project area.

Table 2.2.7-4: Summary of Long-Term Monitoring at Location 14

Hour Beginning	Average (dBA L_{eq}[h])[1]	Difference from Loudest Hour (dB)[2]
11:37 a.m.	55.8	-4.4
12:00 p.m.	56.7	-3.5
1:00 p.m.	58.0	-2.2
2:00 p.m.	**60.2**	0.0
3:00 p.m.	59.7	-0.5
4:00 p.m.	59.9	-0.3
5:00 p.m.	57.6	-2.6
6:00 p.m.	57.8	-2.4
7:00 p.m.	57.2	-3.0
8:00 p.m.	58.3	-1.9
9:00 p.m.	54.3	-5.9
10:00 p.m.	50.0	-10.2
11:00 p.m.	50.0	-10.2
12:00 a.m.	48.8	-11.4
1:00 a.m.	48.0	-12.2
2:00 a.m.	47.2	-13.0
3:00 a.m.	47.0	-13.2
4:00 a.m.	47.1	-13.1
5:00 a.m.	50.5	-9.7
6:00 a.m.	50.0	-10.2
7:00 a.m.	52.1	-8.1
8:00 a.m.	54.2	-6.0
9:00 a.m.	52.3	-7.9
10:00 a.m.	54.4	-5.8
11:00 a.m.	56.3	-3.9
dBA L_{eq}(h) = A-Weighted Decibel Equivalent Sound Level; dB= Decibel		
Source: State Route 86/Avenue 50 New Interchange Project Noise Study Report, August 2018.		

As indicated Table 2.2.7-4, average loudest-hour sound level measured at Measurement Location 14 was 60.2 dBA Leq(h) during the 2:00 p.m. hour.

Existing Noise Levels

The worst-case (noisiest-hour) traffic volumes and posted vehicle speeds were coded into TNM 2.5 with existing roadway conditions. The results of the existing traffic noise modeling are shown in Table 2.2.7-5, Existing Traffic Noise Levels.

Figure 2.2.7-3: Long-Term Monitoring at Location 14, June 8-9, 2016

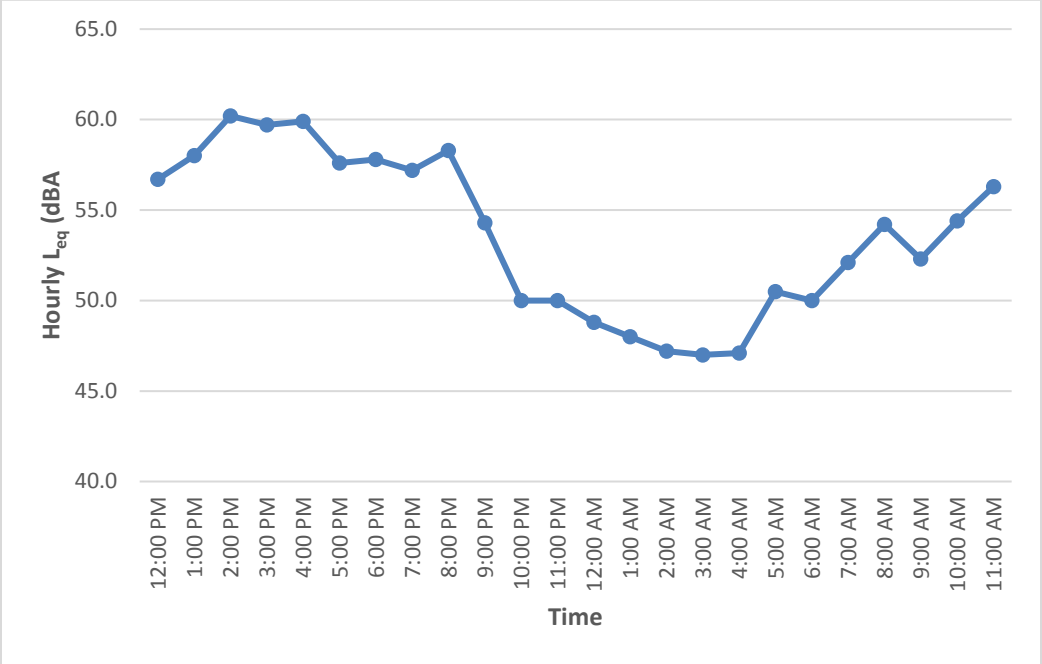


Table 2.2.7-5: Existing Traffic Noise Levels

Receptor No.	Assessor's Parcel Number	Land Use	Noise Abatement Category	Impact Criteria	Measured Noise Level[1]	Modeled Existing Noise Level[2,3]
1	603-471-071	Residential	B	67	N/A	55
2	603-471-072	Residential	B	67	57.0	55
3	603-471-073	Residential	B	67	N/A	56
4	603-471-075	Residential	B	67	N/A	55
5	603-461-056	Residential	B	67	58.4	55
6	603-461-057	Residential	B	67	N/A	56
7	778-170-009	Residential	B	67	55.7	59
8	778-170-005	Residential	B	67	N/A	61
9	778-170-006	Residential	B	67	N/A	55
10	778-170-007	Residential	B	67	N/A	52
11	778-170-011	Agricultural	F	N/A[4]	N/A	63
12	778-170-011	Agricultural	F	N/A[4]	57.6	52
13	778-170-011	Agricultural	F	N/A[4]	N/A	57
14	763-020-018	Park	C	67	56.9	62
15	763-042-001	Residential	B	67	N/A	62
16	763-041-001	Residential	B	67	67.1[5]	58[6]
17	763-041-002	Residential	B	67	N/A	57
18	763-041-003	Residential	B	67	N/A	57
19	763-041-004	Residential	B	67	N/A	57
20	763-041-005	Residential	B	67	N/A	57
21	763-041-006	Residential	B	67	N/A	57
22	763-042-006	Residential	B	67	N/A	49

Table 2.2.7-5: Existing Traffic Noise Levels [continued]

Receptor No.	Assessor's Parcel Number	Land Use	Noise Abatement Category	Impact Criteria	Measured Noise Level[1]	Modeled Existing Noise Level[2,3]
23	763-042-008	Residential	B	67	N/A	48
24	763-042-010	Residential	B	67	N/A	48
25	763-042-012	Residential	B	67	N/A	48
26	603-300-027	Agricultural	F	N/A[4]	N/A	69
27	603-330-010	Agricultural	F	N/A[4]	N/A	65
28	603-330-003	Utilities	F	N/A[4]	N/A	59
29	603-330-006	Residential	B	67	N/A	59
30	763-020-023	Agricultural	F	N/A[4]	N/A	60

dBA = A-weighted decibel; N/A = not available

Notes:

1. The measured noise levels were taken during off-peak noise hours.
2. The modeled noise levels are based on worst-case traffic volumes that correspond to LOS C or existing p.m. peak hour traffic volumes from the State Route 86/Avenue 50 New Interchange Project Traffic Operations Report prepared by Fehr and Peers (November 2017).
3. P.M. peak hour traffic data is not provided for Tyler Street and/or Avenue 50 to the north/east of SR-86 in the State Route 86/Avenue 50 New Interchange Project Traffic Operations Report prepared by Fehr and Peers (November 2017). Therefore, the LOS C maximum traffic volume of 668 vehicles per hour per lane (vphpl) was used to model these roadways.
4. Noise Abatement Category F does not have noise abatement criteria levels, but the existing agricultural areas were modeled as required by the Protocol.
5. The noise measurement location was taken in the front of the residence at an acoustically equivalent area (along Tyler Street), as the backyard area of this property was not accessible on June 8, 2016.
6. This modeled receptor was positioned in the backyard of this property rather than in front of the residence along Tyler Street (i.e., where the noise measurement was taken), as this is the primary activity area on the property.

Source: State Route 86/Avenue 50 New Interchange Project Noise Study Report, August 2018.

As indicated in Table 2.2.7-5, none of the 30 modeled receptor locations approach or exceed the applicable NAC under existing conditions.

2.2.7.3 Environmental Consequences

2.2.7.3.1 Permanent Impacts

The project is considered a Type I project under 23 CFR 772 since it entails a "proposed federal or federal aid highway project for the construction of a highway on a new location or the physical alteration of an existing highway, which changes either the horizontal or vertical alignment or increases the number of through-traffic lanes." All Type I projects are required to consider noise abatement measures.

To determine traffic-related noise attributed to the project, model runs for the No-Build and Build Alternatives were developed using TNM 2.5 computer modeling. As discussed in the Noise Study Report, the project would result in a traffic noise impact if either the traffic noise level at a sensitive receiver location is predicted to "approach or exceed" the NAC or if the predicted traffic noise level is 12 dBA or more over the corresponding modeled existing peak noise level at the sensitive receiver locations analyzed. When traffic noise impacts occur, noise abatement measures must be considered.

Alternative 1 (No-Build Alternative)

Table 2.2.7-6, Existing and Predicted Traffic Noise Levels, summarizes the traffic noise modeling results for existing conditions and design year conditions without the project. The modeling results are based on the Traffic Operations Report (November 2017) prepared for the

project, which assumes an existing year of 2016, and a design year of 2045. To determine whether a traffic noise impact would occur, predicted design-year traffic noise levels without the project (No-Build Alternative) are compared to the predicted design-year (2045) conditions without the project. The modeled future noise levels for each receiver were also compared to their respective NAC Activity Category. Refer to Table 2.2.7-1 for a summary of NAC Activity Categories and their respective land use categories.

As indicated in Table 2.2.7-6, noise levels under the No-Build Alternative would not approach or exceed the NAC of 67 dBA $L_{eq}(h)$ for Category B or C land uses or result in a substantial increase in noise. Thus, the No-Build Alternative would not involve permanent noise impacts which would require avoidance, minimization, and/or mitigation measures.

Alternatives 7 and 8 (Build Alternatives)

Traffic noise modeling results for existing conditions (2016) and design year (2045) conditions under Alternative 7 and Alternative 8 are presented in Table 2.2.7-6, below. To determine whether a traffic noise impact would occur, predicted design-year traffic noise levels with the project (Build Alternatives) are compared to the predicted design-year (2045) conditions with the project. The modeled future noise levels for each receiver were also compared to their respective NAC Activity Category. Refer to Table 2.2.7-1 for a summary of NAC Activity Categories and their respective land use categories.

As concluded in Table 2.2.7-6, noise levels under Alternatives 7 and 8 would not approach or exceed the NAC of 67 dBA $L_{eq}(h)$ for Category B or C land uses or result in a substantial increase in noise. In fact, future traffic noise levels at several modeled receptors (i.e., receptors 1, 2, 3, 11, 14, 15, and 16) would experience lower noise levels under design-year conditions plus Alternatives 7 and 8 (compared to future no build conditions) due to an increase in distance between the roadways and receptors. Specifically, receptors 1, 2, and 3 would be located approximately 92 feet, 59 feet, and 22 feet further from Avenue 50, respectively, and receptors 14, 15, and 16 would be positioned approximately 162 feet, 121 feet, and 55 feet further, respectively, from Tyler Street under future build conditions compared to existing and future no build conditions. Additionally, although Avenue 50 would be closer to Receptor 11 under future build conditions, this receptor would experience a decrease in traffic noise levels due to an increase in distance to Tyler Street (i.e., Tyler Street would be positioned approximately 360 feet from Receptor 11 under future build conditions, compared to approximately 130 feet under existing and future no-build conditions). The highest noise level (72 dBA) would occur at Receptor 26; however, there is no NAC for this receptor (Activity Category F). Therefore, the Build Alternatives would not involve permanent noise impacts which would require noise abatement or avoidance, minimization, and/or mitigation measures.

2.2.7.3.2 Temporary Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not result in temporary noise impacts.

Table 2.2.7-6: Existing and Predicted Traffic Noise Levels

Receptor No.	Assessor's Parcel Number	Land Use	NAC Activity Category	Impact Criteria	Measured Noise Level[1]	Modeled Existing Noise Level[2,3]	Future No Build[2,3]	Alternative 7[2,3]	Impact Type	Alternative 8[1,2]	Impact Type
1	603-471-071	Residential	E	67	N/A	55	57	56	None	56	None
2	603-471-072	Residential	B	67	57.0	55	57	55	None	55	None
3	603-471-073	Residential	B	67	N/A	56	57	56	None	56	None
4	603-471-075	Residential	B	67	N/A	55	56	56	None	56	None
5	603-461-056	Residential	B	67	58.4	55	56	56	None	56	None
6	603-461-057	Residential	B	67	N/A	56	57	56	None	56	None
7	778-170-009	Residential	B	67	55.7	59	60	62	None	62	None
8	778-170-005	Residential	B	67	N/A	61	62	63	None	63	None
9	778-170-006	Residential	B	67	N/A	55	56	57	None	57	None
10	778-170-007	Residential	B	67	N/A	52	53	55	None	55	None
11	778-170-011	Agricultural	B	N/A[4]	N/A	63	65	62	None	62	None
12	778-170-011	Agricultural	B	N/A[4]	57.6	52	54	60	None	60	None
13	778-170-011	Agricultural	B	N/A[4]	N/A	57	59	63	None	63	None
14	763-020-018	Park	C	67	56.9	62	65	57	None	57	None
15	763-042-001	Residential	B	67	N/A	62	65	58	None	58	None
16	763-041-001	Residential	B	67	67.1[5]	58[6]	61[6]	60[6]	None	60[6]	None
17	763-041-002	Residential	B	67	N/A	57	60	60	None	60	None
18	763-041-003	Residential	B	67	N/A	57	60	61	None	61	None
19	763-041-004	Residential	B	67	N/A	57	60	61	None	61	None
20	763-041-005	Residential	B	67	N/A	57	60	62	None	62	None
21	763-041-006	Residential	B	67	N/A	57	60	62	None	62	None
22	763-042-006	Residential	B	67	N/A	49	52	53	None	53	None
23	763-042-008	Residential	B	67	N/A	48	51	53	None	53	None
24	763-042-010	Residential	B	67	N/A	48	51	52	None	52	None
25	763-042-012	Residential	B	67	N/A	48	51	52	None	52	None
26	603-300-027	Agricultural	F	N/A[4]	N/A	69	71	72	None	72	None
27	603-330-010	Agricultural	F	N/A[4]	N/A	65	67	N/A[7]	None	N/A[7]	None
28	603-330-003	Utilities	F	N/A[4]	N/A	59	60	62	None	62	None
29	603-330-006	Residential	B	67	N/A	59	60	62	None	62	None
30	763-020-023	Agricultural	F	N/A[4]	N/A	60	61	64	None	64	None

Notes:
1. The measured noise level was taken during off-peak hours.
2. The modeled noise levels are based on worst-case traffic volumes that correspond to LOS C or peak hour traffic volumes from the State Route 86/Avenue 50 New Interchange Project Traffic Operations Report prepared by Fehr and Peers (November 2017).
3. P.M. peak hour traffic data is not provided for Tyler Street and/or Avenue 50 to the north/east of SR-86 in the State Route 86/Avenue 50 New Interchange Project Traffic Operations Report prepared by Fehr and Peers (November 2017). Therefore, the LOS C maximum traffic volume of 668 vehicles per hour per lane (vphpl) was used to model these roadways.
4. Noise Abatement Category F does not have noise abatement criteria levels, but the existing agricultural areas were modeled as required by the Protocol.
5. The noise measurement location was taken in the front of the residence at an acoustically equivalent area (along Tyler Street), as the backyard area of this property was not accessible on June 8, 2016.
6. This modeled receptor was positioned in the backyard of this property rather than in front of the residence along Tyler Street (i.e., where the noise measurement was taken), as this is the primary activity area on the property.
7. Build Alternatives 7 and 8 would require partial acquisition (approximately 8.18 acres) of this property for construction of the new SR-86/Avenue 50 interchange, and allow for Tyler Street to transverse it. Therefore, noise modeling was not conducted at this receptor in the Future Plus Build Alternative 7 or Future Plus Build Alternative 8 scenarios.

Source: State Route 86/Avenue 50 New Interchange Project Noise Study Report, August 2018.

Alternatives 7 and 8 (Build Alternatives)

Construction noise would result from the transport of construction workers and equipment and materials to and from the project site, as well as from roadway and bridge construction activities. These activities could represent a nuisance to nearby residential uses and other sensitive receptors. The Federal Transit Administration (FTA) has compiled data regarding noise levels produced by construction equipment that is commonly used on roadway construction projects; refer to Table 2.2.7-7, Construction Equipment Noise. Construction equipment noise would decrease with distance at a rate of approximately 6 dB per doubling of distance.

Table 2.2.7-7: Construction Equipment Noise

Equipment	Maximum Noise Level (dBA at 25 feet)	Maximum Noise Level (dBA at 50 feet)	Maximum Noise Level (dBA at 100 feet)	Maximum Noise Level (dBA at 600 feet)
Scrapers	95	89	83	67
Bulldozers	91	85	79	63
Heavy Trucks	94	88	82	66
Backhoe	86	80	74	58
Pneumatic Tools	91	85	79	63
Concrete Pump	88	82	76	30
dBA= A-Weighted Decibel				
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2006.**Error! Bookmark not defined.**				

As discussed, the closest sensitive receptors to the project include residential uses located approximately 35 feet to the east of the project construction area along Tyler Street. Construction activities associated with the Build Alternatives could expose these uses to temporary noise levels between approximately 83 and 92 dBA L_{max}. Construction-related noise associated with Alternatives 7 and 8 would be temporary and would cease upon project completion. Additionally, construction would comply with Caltrans Standard Specifications Section 14-8.02, "Noise Control," and applicable local noise standards. These measures provide guidance on maximum noise levels resulting from work activities as well as allowable construction activities. Accordingly, temporary impacts related to the Build Alternatives would not be adverse.

2.2.7.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.3 BIOLOGICAL ENVIRONMENT

2.3.1 Natural Communities

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed below in the Threatened and Endangered Species section (Section 2.3.5). Wetlands and other waters are also discussed below in Section 2.3.2.

2.3.1.1 Affected Environment

This section is based upon the Natural Environment Study (NES) prepared for the project dated November 2018. For the purposes of this analysis, a biological study area (BSA) was established for the project; refer to Figure 2.3.1-1, Biological Study Area. The BSA includes the two build alternatives and a 500-foot radius buffer around the project footprint for both build alternatives.

2.3.1.1.1 Existing Conditions

Two natural plant communities are present within the BSA: arrowweed scrub and saltbush scrub. However, neither of these communities is identified as a natural community of special concern. In addition, the BSA supports three human-modified areas: agriculture, disturbed, and developed. The natural plant communities and human-modified areas that occur in the BSA are described in Table 2.3.1-1, Vegetation, and are depicted on Figure 2.3.1-2, Vegetation.

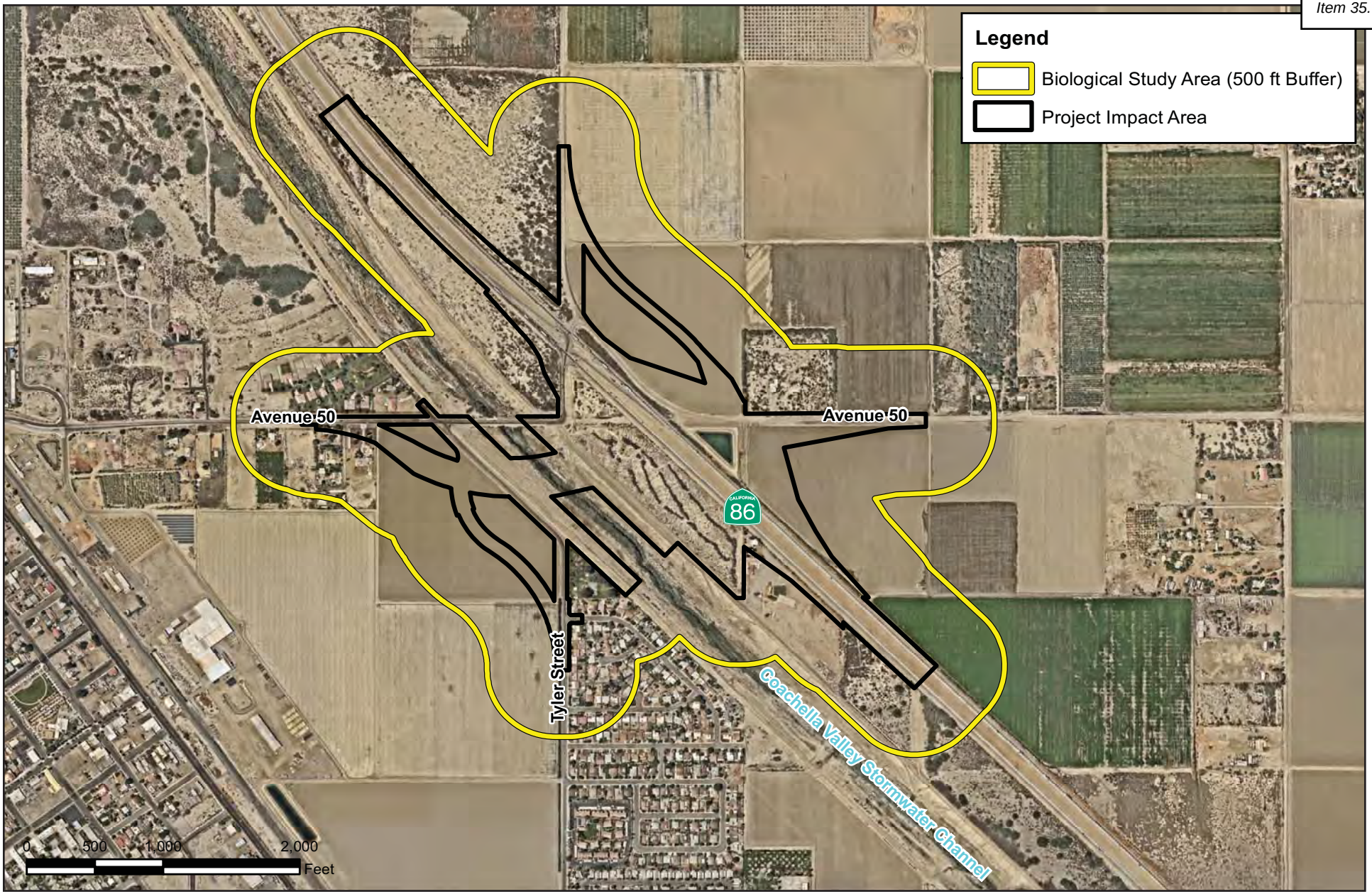
Table 2.3.1-1: Vegetation

Vegetation Types and Other Areas in the BSA	Existing Acres
Arrowweed scrub	7.2
Saltbush scrub	75.5
Agriculture	141.0
Disturbed	120.0
Developed	62.3
Total	**406.0**

Source: Natural Environment Study, May 2018.

Arrowweed Scrub

The arrowweed scrub plant community encompasses approximately 7.2 acres of the BSA. This plant community is located within the active channel of the CVSC throughout the BSA. Plant species occurring within this plant community include arrowweed (*Pluchea sericea*), salt heliotrope (*Heliotropium curassavicum*), sea purslane (*Sesuvium verrucosum*), salt grass (*Distichlis spicata*), pigweed (*amaranthus spp.*), common reed (*Phragmites australis*), fringed willowherb (*Epilobium ciliatum*), jimsonweed (*Datura wrightii*), tree tobacco (*Nicotiana glauca*), Bermuda grass (*Cynodon dactylon*), five hook bassia (*Bassia hyssopifolia*), bulrush (*Schoenoplectus acutus*), and cattail (*Typha domingensis*). Isolated stands of black willow (*Salix gooddingii*) and tamarisk (*Tamarix ramosissima*) also occur.



Source: Natural Environment Study, May 2018.

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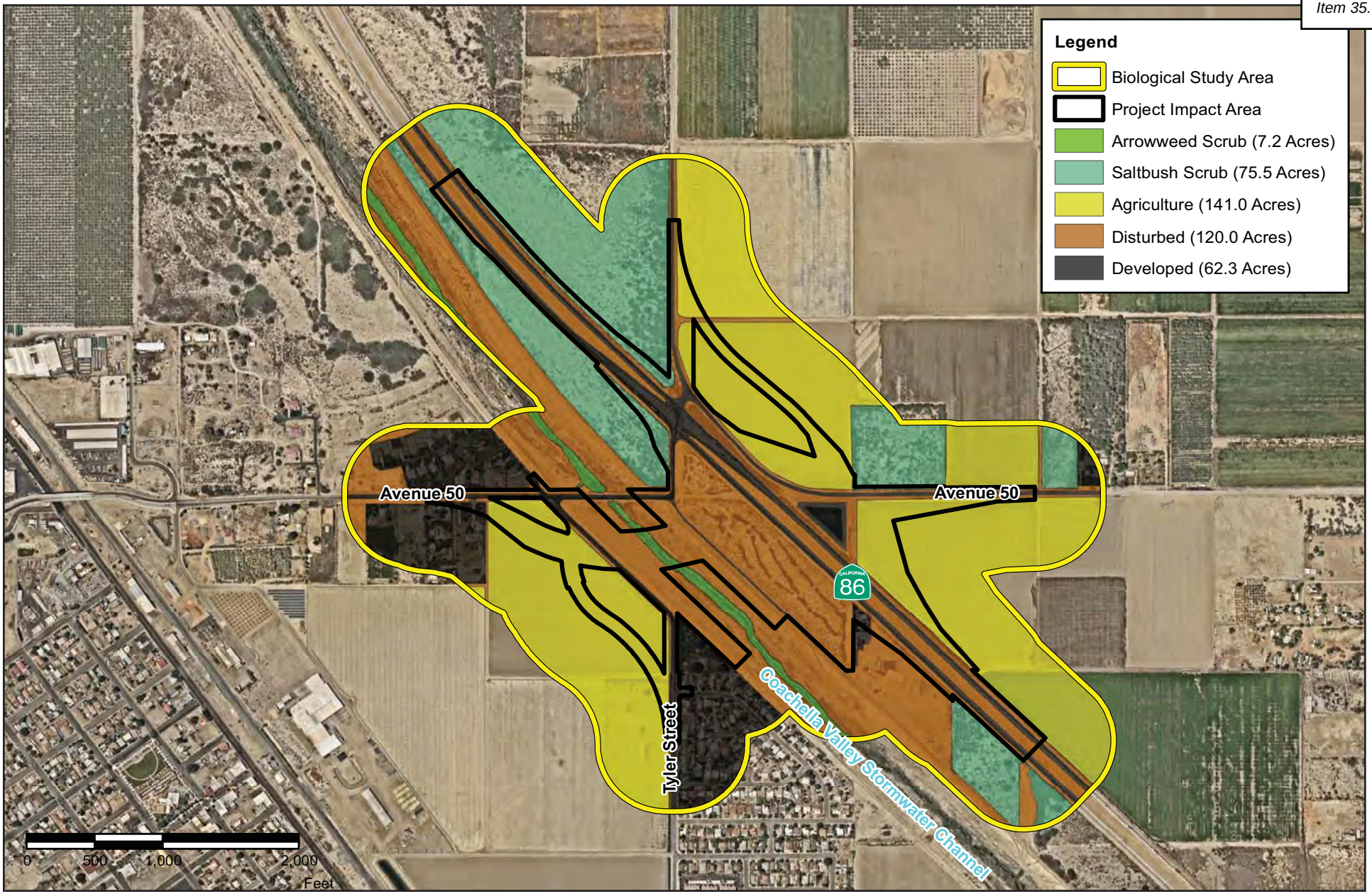
Figure 2.3.1-1



Source: Natural Environment Study, May 2018.

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Figure 2.3.1-2

Saltbush Scrub

The saltbush scrub plant community encompasses approximately 75.5 acres of the BSA. This plant community is located on the northeastern portion of the BSA east of the CVSC and west of SR-86, north of Avenue 50. Plant species occurring within this plant community include big saltbush (*Atriplex lentiformis*), white bursage (*Ambrosia dumosa*), burrowbrush (*Ambrosia salsola*), smoke tree (*Psorothamnus spinosus*), desert thorn (*Lycium brevipes*), leaved cambess (*Oligomeris linifolia*), and bush seepweed (*Suaeda nigra*). In addition, isolated stands of honey mesquite (*Prosopis glandulosa*), catclaw (*Senegalia greggii*), and tamarisk occur in this plant community adjacent to Avenue 50 and SR-86.

Agriculture

Agriculture land uses encompass approximately 141.0 acres of the BSA. Agricultural land is located south of Avenue 50, west of Tyler Street, and east of SR-86. This area supports planted row crops that are currently active and are exposed to routine irrigation practices.

Disturbed

Disturbed areas encompass approximately 120.0 acres of the BSA. Disturbed areas within the BSA generally consist of unpaved areas that no longer support vegetation or comprise a plant community. These areas include unimproved access roads and land that has been routinely cleared or graded during maintenance and/or weed abatement activities. The areas immediately west and east of the active channel, but within the limits of the CVSC are routinely graded/maintained and no longer support a native plant community. In addition, the area south of Avenue 50, west of SR-86, and east of the CVSC has also been subject to grading and maintenance activities and no longer supports a native plant community.

Developed

Developed areas encompass approximately 62.3 acres of the BSA and consist of residential properties and paved, impervious surfaces. Developed areas within the BSA include the Sierra Vista Park, residential properties, Avenue 50, Tyler Street, and SR-86, city streets, and other paved roadways.

The BSA is not affected by a certified Local Coastal Program (LCP) or within 100 feet of a potentially environmentally sensitive habitat area (ESHA) as defined by the Coastal Act. Thus, no special resource protection areas are located within the BSA.

2.3.1.1.2 Habitat Connectivity

Habitat linkages provide links between larger undeveloped habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species but inadequate for others. Wildlife corridors are significant features for dispersal, seasonal migration, breeding, and foraging. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

There are no known habitat linkages or wildlife corridors within the BSA. Further, the CVSC has not been identified in the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) as a habitat linkage or wildlife corridor. Areas surrounding the BSA are completely developed and comprised of residential, transportation, and agricultural land uses which have eliminated the connection between the BSA and naturally occurring vegetation communities.

2.3.1.3 Environmental Consequences

2.3.1.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not impact natural communities of special concern.

Alternatives 7 and 8 (Build Alternatives)

As indicated above, two natural plant communities occur within the BSA: arrowweed scrub and saltbush scrub. Although these plant communities provide suitable nesting and foraging opportunities for avian and mammalian species, no natural communities of special concern were identified in the BSA. Therefore, no temporary impacts to natural communities of special concern are anticipated to occur as a result of the Build Alternatives.

2.3.1.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not impact natural communities of special concern.

Alternatives 7 and 8 (Build Alternatives)

As noted above, although the arrowweed scrub and saltbush scrub provide suitable nesting and foraging opportunities for avian species and mammalian species, no natural communities of special concern were identified within the BSA. Therefore, no permanent impacts to natural communities of special concern would occur as a result of the Build Alternatives.

As noted above, there are no known habitat linkages or wildlife corridors within the BSA. Further, the CVSC has not been identified in the CVMSHCP as a habitat linkage or wildlife corridor. Areas surrounding the BSA are completely developed and comprised of residential, transportation, and agricultural land uses which have eliminated the connection between the BSA and naturally occurring vegetation communities. Accordingly, impacts related to wildlife corridors and habitat fragmentation would not be adverse.

2.3.1.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

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2.3.2 Wetlands and Other Waters

2.3.2.1 Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (CWA) (33 United States Code [USC] 1344), is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. The lateral limits of jurisdiction over non-tidal water bodies extend to the ordinary high water mark (OHWM), in the absence of adjacent wetlands. When adjacent wetlands are present, CWA jurisdiction extends beyond the OHWM to the limits of the adjacent wetlands. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (USACE) with oversight by the U.S. Environmental Protection Agency (U.S. EPA).

The USACE issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of USACE's Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the USACE decision to approve is based on compliance with U.S. EPA's Section 404(b)(1) Guidelines (40 Code of Federal Regulations [CFR] 230), and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a "least environmentally damaging practicable alternative" (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, EO 11990 states that a federal agency, such as FHWA and/or the Department, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: (1) that there is no practicable alternative to the construction and (2) the proposed project includes all practicable measures to minimize harm. A Wetlands Only Practicable Alternative Finding must be made.

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board (SWRCB), the Regional Water Quality Control Boards (RWQCBs) and the California Department of Fish and Wildlife (CDFW). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or the Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. In compliance with Section 401 of the CWA, the RWQCBs also issue water quality certifications for activities which may result in a discharge to waters of the U.S. This is most frequently required in tandem with a Section 404 permit request. Please see the Water Quality section for more details.

2.3.2.2 Affected Environment

This section is based upon the Natural Environment Study (NES) prepared for the project dated November 2018, which included preparation of a Jurisdictional Delineation Report.

2.3.2.2.1 Methodology

Prior to the field delineation, a literature review and records search was conducted to determine watershed characteristics and the locations/types of aquatic resources that may be present within the Biological Study Area (BSA). High-resolution aerial photographs, USFWS National Wetland Inventory (NWI) maps, and USGS topographic maps were examined to determine the potential areas of USACE, RWQCB, and CDFW jurisdiction within the BSA.

The delineation was conducted on foot and included a systematic inspection and evaluation of all drainage features present within the survey area. The channel widths within drainage features were measured based on the discernible OHWM in order to quantify acreage and linear feet of potential waters of the United States. Where there were observed changes in the OHWM width, transects were recorded to obtain an accurate representation of the entire reach of each feature. Width of streambed and bank, and associated riparian vegetation and/or wildlife resources were also measured in order to quantify potential jurisdictional streambed. The lateral extent potential jurisdictional streambed was measured from bank to bank at the top of the channel, or to the drip-line of the associated riparian vegetation where it extends beyond the bank of the channel. While in the field data points were obtained with a Garmin 62 Global Positioning System (GPS) Map62 in order to record and identify the active channels using field indicators such as OHWM, picture locations, and drainage features. The data was then transferred and added to the project's jurisdictional map using Geographic Information System software. Data are also recorded through the use of an Apple iPad using an ArcGIS application.

2.3.2.2.2 Existing Conditions

Vegetation: Site conditions are characteristic of the arid west environment and typical of arrowweed scrub habitat. Emergent riparian vegetation was documented adjacent to the Coachella Valley Stormwater Channel (CVSC). Vegetation within the BSA consists of tamarisk (*Tamarix ramosissima*), cattail (*Typha domingensis*), common reed (*Phragmites australis*), and black willow (*Salix gooddingii*) within the bed of the channel. Along the banks big saltbush (*Atriplex lentiformis*), sea purslane (*Sesuvium verrucosum*), arrowweed (*Pluchea sericea*), salt heliotrope (*Heliotropium curassavicum*), and saltgrass (*Distichlis spicata*) were documented. Based on the review of aerial photography and on-site conditions, portions of the CVSC are maintained for flood control purposes.

Upland vegetation along the existing SR-86 alignment consists of big saltbush, bush seepweed (*Suaeda nigra*), burrobrush (*Ambrosia salsola*), and leaved cambess (*Oligomeris linifolia*).

Hydrology: The active channel, Whitewater River, delineated throughout the CVSC is characterized by perennial flows, with surrounding areas comprised of earthen material and a combination of native and non-native vegetation. The study area receives flows from connected subsurface evacuation channels throughout the valley. All waters are conveyed through the site south to the Salton Sea. Two existing culverts convey flows to the BSA.

The active channel mapped during this delineation exhibited clear evidence of hydrological processes such as sediment deposition and the destruction of terrestrial vegetation. The active channel also exhibited large accumulations of drift deposits on the upstream side of the channel. The active channel inventoried during the course of the field work was comprised of a single channel form, ranging between 6 and 20 feet in width. Generally, the active channel exhibited a very flat (i.e., planar) bed topography. One large pond utilized for agricultural purposes can be seen immediately south of Avenue 50; refer to Figures 2.3.2-1a and 2.3.2-1b, Overview of Jurisdictional Features. This pond is wholly excavated in the uplands and does not exhibit a connection to the CVSC. Further, a large culvert with a trash screen, concrete wing walls, and rip rap energy dissipaters contribute storm flows to the Whitewater River, with portions downstream of the culvert within the project footprint.

The higher elevations along SR-86 contained no other hydrological features; refer to Figures 2.3.2-2a and 2.3.2-2b, Jurisdictional Areas.

Soils: Soils found primarily consisted of sandy loams and sandy clay. In addition, conditions on-site are disturbed as a result of maintenance occurring within the flood control channel. Based on field investigations, it was determined hydric soils were preset within the project site. The Indio very fine sandy loam, wet and Gilman fine sandy loam, wet, 0 to 2 percent slopes, were located along the road in conjunction with the agricultural fields.

According to the results of the field delineation, approximately 0.97-acre of USACE/RWQCB jurisdiction is located within the project site. Of the 0.97-acre, approximately 0.08-acre would be considered non-wetland waters and 0.89-acre wetland waters. In addition, approximately 5.11-acres of CDFW jurisdiction (0.89-acre vegetated streambed and 4.22-acres non-vegetated streambed) is located within the project site.

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Overview of Jurisdictional Features

Figure 2.3.2-1a

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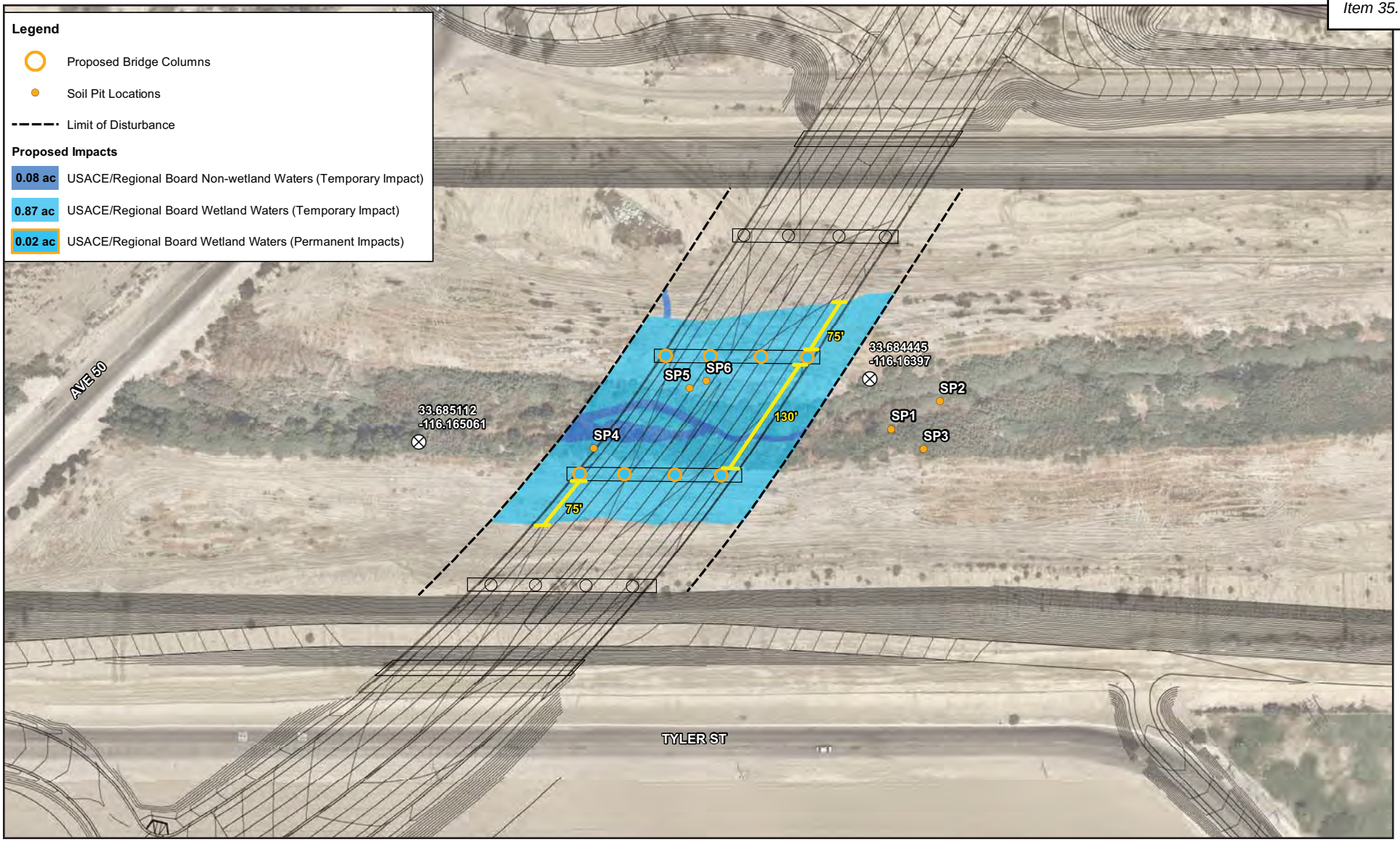
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Overview of Jurisdictional Features

Figure 2.3.2-1b



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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Jurisdictional Areas

Figure 2.3.2-2a

NOT TO SCALE

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Jurisdictional Areas

Figure 2.3.2-2b

2.3.2.3 Environmental Consequences

2.3.2.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not impact wetlands and other waters.

Alternatives 7 and 8 (Build Alternatives)

The proposed Avenue 50 bridge supporting columns and related construction activities would span the active CVSC channel. Both Build Alternatives would result in temporary project impacts to 0.95-acre (0.08 of non-wetland waters and 0.87 of wetland) of USACE jurisdiction and RWQCB jurisdiction, and 1.88-acre (0.87 of vegetated streambed and 0.99 of unvegetated streambed) of CDFW jurisdiction (refer to Table 2.3.2-1, Jurisdictional Impact Summary and Figure 2.3.2-1b).

The City of Coachella will obtain the USACE CWA Section 404 Permit, SWRCB CWA Section 401 Water Quality Certification, and CDFW Section 1602 Streambed Alteration Agreement (SAA) prior to impacting areas under the jurisdiction of the USACE, RWQCB, and CDFW. Measures WET-1, WET-2a, and WET-2b are expected to minimize potential impacts associated with construction of the proposed project. Measure WET-1 would require impacts to jurisdictional waters of the U.S. and State be mitigated at a minimum 1:1 ratio at an approved mitigation bank, applicant-sponsored mitigation area, or on-site; thereby reducing these potential impacts. 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. Measures WET-2a and WET-2b would require a delineated no work buffer around riparian and riverine communities to minimize and/or avoid potential impacts to these communities.

Prior to vegetation clearing or construction, highly visible barriers (such as orange construction fencing) will be installed providing a no work buffer around riparian and riverine communities adjacent to the project footprint and flagged as Environmentally Sensitive Areas (ESAs) to be preserved. The ESAs will serve as an exclusionary buffer delineating areas where no work shall be performed. In particular, no grading or fill activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to nearby preserved areas. No structure of any kind, or incidental storage of equipment or supplies, shall be allowed within these protected zones. Silt fence barriers will be installed at the ESA boundary to prevent accidental deposition of fill material in areas where vegetation is adjacent to planned grading activities. Installation of ESA fencing and silt fence barriers is identified in Measures WET-2a and WET-2b, below.

Thus, with adherence to Measures WET-1, WET-2a, and WET-2b, CWA Section 404 Permit, CWA Section 401 Certification, and Section 1602 SAA, temporary effects related to project implementation would not be adverse in this regard.

2.3.2.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not impact wetlands and other waters.

Alternatives 7 and 8 (Build Alternatives)

The CVSC runs northwest to southeast through the BSA and is characterized by perennial flows, with surrounding areas comprised of earthen material and a combination of native and non-native vegetation. The CVSC is a relatively permanent water and flows to the Salton Sea, a traditional navigable water.

The project would result in approximately 3.25-acres (0.02-acres of vegetated streambed and 3.23-acres of non-vegetated streambed) of permanent impacts to streambeds associated with CVSC, which are under CDFW jurisdiction; refer to Figure 2.3.2-1b, above.

According to the results of the field delineation, as shown in Table 2.3.2-1, the proposed project would result in approximately 0.02-acres of permanent impacts to wetlands associated with CVSC; refer to Figure 2.3.2-1a, above. The proposed project would result in no permanent impacts to non-wetland waters under USACE and RWQCB jurisdiction.

Table 2.3.2-1: Jurisdictional Impact Summary

Acreage	USACE		RWQCB		CDFW	
	Non-Wetland Waters	Wetland	Non-Wetland Waters	Wetland	Vegetated Streambed	Non-Vegetated Streambed
Permanent Impacts	0 acre	0.02 acre	0 acre	0.02 acre	0.02 acre	3.23 acres
Temporary Impacts	0.08 acre	0.87 acre	0.08 acre	0.87 acre	0.87 acre	0.99 acre

Source: Jurisdictional Delineation Report, November 2018.

Two-hundredths of an acre is approximately 2.24% of the .89 acres of wetland waters located within the project footprint, which are under USACE and RWQCB jurisdiction. Although the actual area of wetlands expected to be permanently impacted by the proposed project is nominal, changing the design of the bridge over the CVSC in order to avoid permanent impacts to the 0.02 acres of wetlands is not practicable due to the substantial increases in the cost of the project that would result.

Based upon an evaluation of the parameters of the wetlands, the piers, which would be the source of the permanent impacts to the wetlands, would need to be moved approximately 75 feet towards the outer banks of the channel; refer to Figure 2.3.2-2a, above.

Relocating the two sets of bridge columns to avoid wetlands would more than double the length of the center span of the bridge from 130 feet to approximately 280 feet, an increase of 150 feet due to shifting each set of bridge columns approximately 75 feet closer to the CVSC's outer banks. A comparison of the current preliminary engineering design, for both build alternatives, a five-span bridge span bridge structure versus the three-span bridge structure that would be

based upon avoiding permanent impacts to the 0.02 acres of wetlands is provided in Table 2.3.2-2.

Table 2.3.2-2: Preliminary Bridge Span Results

	5-SPAN STRUCTURE (Current Design, both Build Alternatives)			3-SPAN STRUCTURE (Wetlands Avoidance Design)		
	Span Length	Girder Depth	Column size	Span Length	Girder Depth	Column size
Span# 1	107'-6"	5'-6"	5'-6"	175'-6"	11'-3"	7'-10" x 10'-6" oblong
Span# 2	130'-0"	5'-6"	5'-6"	280'-0"	11'-3"	7'-10" x 10'-6" oblong
Span# 3	130'-0"	5'-6"	5'-6"	149'-6"	11'-3"	7'-10" x 10'-6" oblong
Span# 4	130'-0"	5'-6"	5'-6"	N/A	N/A	N/A
Span# 5	107'-6"	5'-6"	5'-6"	N/A	N/A	N/A
Note: Total bridge length = 605 feet						

Using a 280-foot center span on a 3-span river bridge would not be consistent with the characteristics of the setting of the proposed project. This span length is typically used to span over a river (with navigable water) and/or "high-flying" freeway connectors. A bridge with a 280-foot span would require that the superstructure depth more than double, from 5'-6" to 11'-3". Additionally, with a 280-foot center span, in order to maintain the same water surface elevation and freeboard, the roadway vertical profile would need to be higher by approximately six feet. For the proposed project, this would result in the following:

1. Larger project footprint would require additional acquisition, including impacts to adjacent private driveways;

2. Proposed CV Link ramp profiles would lengthen and flatten, resulting in impacts to the existing Sierra Vista Park sidewalk;

3. A 280-foot center span would change the design and construction costs. The unit price for the current design, for either build alternative, is $285/square foot, totaling to a $21,726,000 project cost. The design necessary to avoid permanently impacting the 0.032 acres of wetlands would be approximately $450/ square foot, totaling to a $34,304,000 project cost. The additional $12.6 million cost of the bridge, would be a 58% increase, just for the structure alone, the costs associated with the additional right of way and changes to the approach roadway would be additional.

Based on the information provided above, a bridge design that avoids impacts to wetlands is not considered practicable. The center span of the bridge under the proposed Build Alternatives is 130 feet. As depicted in Figure 2.3.2-2a, in order to avoid impacts to wetlands, each set of columns would need to be shifted closer to the CVSC's outer banks by approximately 75 feet (a total increase in the center span of the bridge of 150 feet).

The design team further evaluated the current proposed 5-span design to maximize the center span length. The maximum feasible distance the columns could be shifted is estimated to be approximately 10 additional feet farther away from the centerline of CVSC channel. However, this increase of 20 feet (2 x10 feet) in the center span, a total center of 150 feet, would be insufficient to avoid permanent impacts to wetlands.

The Jurisdictional Delineation prepared for the project (dated April 2018) was provided to the USACE for review and concurrence. The Jurisdictional Delineation was updated in October

2018 and resubmitted to USACE for review and concurrence. Written concurrence from the USACE on the results and findings of the Jurisdictional Delineation is anticipated prior to completion of the final environmental document. The City of Coachella will obtain the required USACE 404 Standard Individual Permit, Colorado River Basin Regional Water Quality Control Board (CRBRWQCB) 401 Water Quality Certification, and CDFW 1602 SAA, satisfying all associated requirements, prior to completion of final design. Anticipated potential impacts to jurisdictional waters of the U.S. and State will be addressed at a minimum 1:1 ratio, which may involve purchase of land or land credits and/or a restoration plan. Impacts following completion of this project are not anticipated to be substantial.

2.3.2.4 Avoidance, Minimization, and/or Mitigation Measures

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.

WET-2a Prior to any construction related ground disturbing activities, ESA fencing will be installed where and as specified on project plans.

WET-2b Silt fence barriers will be installed at the ESA boundary.

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2.3.3 Plant Species

2.3.3.1 Regulatory Setting

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) have regulatory responsibility for the protection of special-status plant species. "Special-status" species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA). Please see the Threatened and Endangered Species section 2.3.5 in this document for detailed information about these species.

This section of the document discusses all other special-status plant species, including CDFW species of special concern, USFWS candidate species, and California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Department projects are also subject to the Native Plant Protection Act, found at California Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act (CEQA), found at California Public Resources Code, Sections 21000-21177.

2.3.3.2 Affected Environment

This section is based on the Natural Environment Study (NES) prepared for the proposed project, dated November 2018.

2.3.3.2.1 Methodology

Prior to conducting the habitat assessment, a literature review and records search was conducted for special-status biological resources potentially occurring on or within the vicinity of the Biological Study Area (BSA). The record search was focused on the Indio United States Geological Survey (USGS) 7.5-minute quadrangle. Previously recorded occurrences of special-status plant and animal species and their proximity to the BSA were determined through a query of the CDFW California Natural Diversity Database (CNDDB) Rarefind 5, CDFW Biogeographic Information & Observation System (BIOS), the California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California, Calflora Database, compendia of special-status species published by CDFW, and the USFWS species listings. In addition, a Species List was obtained from the Carlsbad Field Office of the USFWS via the Information for Planning and Conservation (IPaC) database on September 24, 2018.

Literature detailing biological resources previously documented in the vicinity of the BSA and historical land uses were reviewed to understand the extent of disturbances to the habitats on-site. Standard field guides and texts on special-status and non-special-status biological resources were reviewed for habitat requirements, as well as the following resources:

- Google Earth Pro Historic Aerial Imagery (1996 – 2016);

- United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Soil Survey;

- USFWS Critical Habitat designations for Threatened and Endangered Species and Primary Constituent Elements for least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), Yuma clapper rail (*Rallus longirostris yumanensis*), Coachella Valley fringe-toed lizard (*Uma inornata*), desert tortoise (*Gopherus agassizii*), and Coachella Valley milkvetch (*Astragalus lentiginosus* var. *coachellae*);

- Delineation of State and Federal Jurisdictional Waters for the State Route 86/Avenue 50 New Interchange Project (April 2018); and

- eBird database.

The literature review provided a baseline from which to inventory the biological resources potentially occurring within the BSA. Additional recorded occurrences of these species found within or near the BSA were derived from database queries. The CNDDB database was used, in conjunction with ArcGIS software, to locate the nearest special-status plant species occurrences and determine the distance from the BSA. In addition, the goals and objectives of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) were reviewed for applicability to the BSA.

Following the literature review and records search, an evaluation of the extent and condition of plant communities found within the boundaries of the BSA was conducted on April 26, 2017. Plant communities identified on aerial photographs during the literature review were verified in the field by walking meandering transects through the plant communities and along boundaries between plant communities. The plant communities were evaluated for their potential to support special-status plant species.

Special attention was given to special status habitats and/or undeveloped areas, which have higher potential to support special status plant species such as those identified during the records search. All plant species observed, as well as dominant plant species within each plant community, were recorded in a field notebook. Site characteristics such as soil condition, topography, hydrology, anthropogenic disturbances, indicator species, and condition of on-site plant communities were noted.

2.3.3.2.2 Existing Conditions

The Natural Environment Study (NES) prepared for the project analyzes impacts to sensitive plant species. Based on the NES, two natural communities were observed within the BSA during the site investigation on April 26, 2017: arrowweed scrub and saltbush scrub; refer to Section 2.3.1 above for a discussion of natural communities. In addition, there were three human-modified areas observed within the BSA: agriculture, disturbed, and developed.

A total of 12 special status plant species were identified during the CNDDB, CNPS, and IPaC records search as potentially occurring on the BSA. However, none of the twelve special status plant species were found to be present within the BSA during the assessment. According to the NES, none of the twelve special status plant species are expected to occur within the BSA and are presumed absent based on habitat requirements for specific species, availability, and quality of habitats needed by special status plant species. Refer to Table 2.3.3-1, Potentially Occurring Special-Status Plant Species, below.

Table 2.3.3-1: Potentially Occurring Special-Status Plant Species

Common Name	Scientific Name	Status		General Habitat Requirements	Habitat Present/Absent	Rationale
chaparral sand-verbena	*Abronia villosa var. aurita*	Fed: CA: CNPS: CVMSHCP:	None None 1B.1 Not Covered	Habitats include chaparral, coastal scrub, and desert dunes. Found at elevations ranging from 246 to 5,250 feet above mean sea level (msl). Blooming period is from January to September.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.
Coachella Valley milk-vetch	*Astragalus lentiginosus var. coachellae*	Fed: CA: CNPS: CVMSHCP:	FE None 1B.2 Covered	Occurs in dunes and sandy flats along disturbed margins of sandy washes and in sandy soils along roadsides adjacent to existing sand dunes. May also occur in sandy substrates in creosote bush scrub. Found at elevations ranging from 130 to 2,150 feet above msl. Blooming period is February to May.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.
Lancaster milk-vetch	*Astragalus preussii var. laxiflorus*	Fed: CA: CNPS: CVMSHCP:	None None 1B.1 Not Covered	Occurs on alkaline clay in flat, gravelly or sandy washes in chenopod scrub. Found at elevations ranging from 0 to 2,300 feet above msl. Blooming period is from March to May.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.
gravel milk-vetch	*Astragalus sabulonum*	Fed: CA: CNPS: CVMSHCP:	None None 2B.2 Not Covered	Associated with sandy, sometimes gravelly flats, washes, and roadsides. Habitats include desert dunes, Mojavean desert scrub, and Sonoran Desert scrub. Found at elevations ranging from -200 to 3,050 feet above msl. Blooming period is from February to July.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.

Table 2.3.3-1: Potentially Occurring Special-Status Plant Species [continued]

Common Name	Scientific Name	Status	General Habitat Requirements	Habitat Present/Absent	Rationale	Common Name
ribbed cryptantha	*Cryptantha costata*	Fed: CA: CNPS: CVMSHCP:	None None 4.3 Not Covered	Occurs on sandy habitats in desert dunes, Mojavean desert scrub, and Sonoran Desert scrub. Found at elevations ranging from -200 to 1,640 feet above msl. Blooming period is from February to May.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.
glandular ditaxis	*Ditaxis claryana*	Fed: CA: CNPS: CVMSHCP:	None None 2B.2 Not Covered	Occurs on sandy habitats in Mojavean desert scrub and Sonoran Desert scrub. Found at elevations ranging from 0 to 1,525 feet above msl. Blooming period is from October to March.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.
Joshua Tree poppy	*Eschscholzia androuxii*	Fed: CA: CNPS: CVMSHCP:	None None 4.3 Not Covered	Occurs on sandy, gravelly, and/or rocky desert washes, flats, and slopes in Joshua tree woodland and Mojavean desert scrub. Found at elevations ranging from 1,900 to 5,530 feet above msl. Blooming period is February to June.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.
pink velvet-mallow	*Horsfordia alata*	Fed: CA: CNPS: CVMSHCP:	None None 4.3 Not Covered	Grows in Sonoran Desert scrub. Found at elevations ranging from 330 to 1,640 feet above msl. Blooming period is from February to December.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.
Newberry's velvet-mallow	*Horsfordia newberryi*	Fed: CA: CNPS: CVMSHCP:	None None 4.3 Not Covered	Grows in Sonoran Desert scrub. Found at elevations ranging from 0 to 2,625 feet above msl. Blooming period is from February to December.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.

Table 2.3.3-1: Potentially Occurring Special-Status Plant Species [continued]

Common Name	Scientific Name	Status	General Habitat Requirements	Habitat Present/Absent	Rationale	Common Name
southwestern spiny rush	*Juncus acutus ssp. leopoldii*	Fed: CA: CNPS: CVMSHCP:	None None 4.2 Not Covered	Occurs in wetlands, seeps, meadows, salt-marsh, and dunes. Found at elevations ranging from 0 to 2,955 feet above msl. Blooming period is from May to June.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.
creamy blazing star	*Mentzelia tridentate*	Fed: CA: CNPS: CVMSHCP:	None None 1B.3 Not Covered	Occurs on rocky, gravelly, and sandy soils within Mojavean desert scrub. Found at elevations ranging from 2,300 to 3,850 feet above msl. Blooming period is from March to May.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.
Mecca-aster	*Xylorhiza cognate*	Fed: CA: CNPS: CVMSHCP:	None None 1B.2 Covered	Occurs in Sonoran Desert scrub within the Indio Hills and Mecca Hills. Found at elevations ranging from 65 to 1,310 feet above msl. Blooming period is from January to June.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.

Notes:
California Rare Plant Rank
1B - Plants Rare, Threatened, or Endangered in California and Elsewhere
2B - Plants Rare, Threatened, or Endangered in California, but More Common Elsewhere
4 - Plants of Limited Distribution – A Watch List

Threat Ranks
0.1 - Seriously threatened in California
0.2 - Moderately threatened in California
0.3 - Not very threatened in California

Source: SR-86/Avenue 50 New Interchange Project NES, Appendix E (Potentially Occurring Special Status Biological Resources).

2.3.3.3 Environmental Consequences

2.3.3.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not impact plant species.

Alternatives 7 and 8 (Build Alternatives)

As noted above, a total of 12 special status plant species were identified during the CNDDB, CNPS, and IPaC records search as potentially occurring in the BSA. However, none of the twelve special status plant species were found to be present within the BSA during the assessment. According to the NES, none of the twelve special status plant species are expected to occur within the BSA and are presumed absent based on habitat requirements for specific species, availability, and quality of habitats needed by special status plant species.

Due to a lack of suitable habitat, the NES determined that the BSA does not support any of the special-status plant species known to occur in the general vicinity of the BSA. Therefore, no direct impacts to special-status plant species are anticipated to occur as a result of the proposed project. However, development of the project has the potential to result in indirect impacts to special-status plant species that may occur within habitats surrounding the BSA such as fugitive dust or spread of non-native seeds. Adherence to Caltrans Standard Specifications Section 14-10.01, General (Solid Waste Disposal and Recycling), would ensure project materials are not cast from the project site into nearby habitats and project related debris, spoils, and trash are contained and removed to a proper disposal facility. Caltrans Standard Specifications Section 18-1.03A, General (Dust Palliatives), would ensure dust control during project construction. Refer to Section 2.3.6 for a discussion regarding invasive species.

2.3.3.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not impact plant species.

Alternatives 7 and 8 (Build Alternatives)

Due to a lack of suitable habitat, the NES determined that the BSA does not support any of the special-status plant species known to occur in the general vicinity of the BSA. No direct or indirect permanent impacts to special-status plant species are anticipated to occur as a result of the Build Alternatives.

2.3.3.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.3.4 Animal Species

2.3.4.1 Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service), and the California Department of Fish and Wildlife (CDFW) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in the Threatened and Endangered Species Section 2.3.5, below. All other special-status animal species are discussed here, including CDFW fully protected species and species of special concern, and USFWS or NOAA Fisheries Service candidate species.

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 - 1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

2.3.4.2 Affected Environment

This section is based on the Natural Environment Study (NES) prepared for the proposed project, dated November 2018.

2.3.4.2.1 Methodology

Prior to conducting the habitat assessment, a literature review and records search was conducted for special status biological resources potentially occurring on or within the vicinity of the Biological Study Area (BSA). The record search was focused on the Indio USGS 7.5-minute quadrangle. Previously recorded occurrences of special status plant and animal species and their proximity to the BSA were determined through a query of the CDFW California Natural Diversity Database (CNDDB) Rarefind 5, CDFW Biogeographic Information & Observation System (BIOS), the California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California, Calflora Database, compendia of special status species published by CDFW, and the USFWS species listings. In addition, a Species List was obtained from the Carlsbad Field Office of the USFWS via the Information for Planning and Conservation (IPaC) database on September 24, 2018.

Literature detailing biological resources previously documented in the vicinity of the BSA and historical land uses were reviewed to understand the extent of disturbances to the habitats on-site. Standard field guides and texts on special status and non-special status biological resources were reviewed for habitat requirements, as well as the following resources:

- Google Earth Pro Historic Aerial Imagery (1996 – 2016);
- United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Soil Survey;
- USFWS Critical Habitat designations for Threatened and Endangered Species and Primary Constituent Elements for least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), Yuma clapper rail (*Rallus longirostris yumanensis*), Coachella Valley fringe-toed lizard (*Uma inornata*), desert tortoise (*Gopherus agassizii*), and Coachella Valley milkvetch (*Astragalus lentiginosus* var. *coachellae*);
- Delineation of State and Federal Jurisdictional Waters for the State Route 86/Avenue 50 New Interchange Project (Michael Baker 2018); and
- eBird database.

The literature review provided a baseline from which to inventory the biological resources potentially occurring within the BSA. Additional recorded occurrences of these species found within or near the BSA were derived from database queries. The CNDDB database was used, in conjunction with ArcGIS software, to locate the nearest special status animal species occurrences and determine the distance from the BSA. In addition, the goals and objectives of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) were reviewed for applicability to the BSA.

Following the literature review and records search, an evaluation of the extent and condition of plant communities found within the boundaries of the BSA was conducted on April 26, 2017. Plant communities within the BSA were evaluated for their potential to support special status animal species. In addition, field staff identified any corridors and linkages that may support the movement of wildlife through the area.

Special attention was given to special status habitats and/or undeveloped areas, which have higher potential to support special status animal species such as those identified during the records search. Areas providing suitable habitat for burrowing owl were closely surveyed for suitable burrows during the habitat assessment. The survey included searching for burrowing owls and suitable burrows in all areas of the BSA that provide suitable habitat. Walking transects were spaced approximately 10 meters (33 feet) apart or less to ensure visual coverage of all areas. Methods to detect the presence of burrowing owl included direct observation, aural detection, and signs of presence including pellets, white wash, feathers, or prey remains. Suitable burrows or nests, including rock piles and non-natural substrates (e.g., drainpipes), were thoroughly examined for signs of presence. All suitable burrows encountered were thoroughly examined for shape, scat, pellets, feathers, tracks, and prey remains. The location of remnant and occupied burrows were documented, if found.

All animal species observed were recorded in a field notebook. Wildlife detections were made through observation of scat, trails, tracks, burrows, nests, and/or visual and aural observation.

2.3.4.2.2 Existing Conditions

The NES prepared for the project analyzes impacts to sensitive animal species. Based on the NES, no fish were observed within the BSA; however, one amphibian (American bullfrog [*Lithobates catesbeianus*]) was detected, and two reptilian species (Western side-blotched

lizard [*Uta stansburiana elegans*] and Great Basin whiptail [*Aspidoscelis tigris tigris*]) and one mammal (desert cottontail [*Sylvilagus audubonii*] were observed within the BSA during the site investigation on April 26, 2017. In addition, an American badger (*Taxidea taxus*) burrow and sign (i.e., paw print, and bones) was observed within the BSA in the Coachella Valley Stormwater Channel (CVSC) by Caltrans biologists on September 5, 2017. Avian species detected during the site investigation included Cooper's hawk *(Accipiter cooperii)*, burrowing owl *(Athene cunicularia)*, verdin (*Auriparus flaviceps*), Gambel's quail (*Callipepla gambelii*), rock pigeon (*Columba livia*), common raven (*Corvus corax*), greater roadrunner (*Geococcyx californianus*), common yellowthroat (*Geothlypis trichas*), house finch (*Haemorhous mexicanus*), song sparrow (*Melospiza melodia*), northern mockingbird (*Mimus polyglottos*), house sparrow (*Passer domesticus*), band-tailed pigeon (*Patagioenas fasciata*), double-crested cormorant (*Phalacrocorax auritus*), western tanager (*Piranga ludoviciana*), black-tailed gnatcatcher (*Polioptila melanura*), great-tailed grackle (*Quiscalus mexicanus*), Eurasian collared dove (*Streptopelia decaocto*), and mourning dove (*Zenaida macroura*).

A total of 23 special status animal species were identified by the CNDDB and IPaC records searches as potentially occurring within the BSA; refer to Table 2.3.4-1, Potentially Occurring Special Status Animal Species. Four special status animal species were identified within the BSA during the site investigation on April 26, 2017: Cooper's hawk, burrowing owl, black-tailed gnatcatcher, and American badger. Based on the results of the field survey, it was determined that the habitats within and adjacent to the BSA have a low potential to support summer tanager, vermillion flycatcher, Crissal thrasher, Le Conte's thrasher, least Bell's vireo, and yellow-headed blackbird. All other special status animal species are not expected to occur within the BSA and are presumed absent based on habitat requirements for specific species, availability and quality of habitats needed by special status animal species and known distributions.

Cooper's Hawk (Accipiter cooperii) (USFWS/Federal status: none; CDFW/California status: Watch List [WL])

According to the NES, one Cooper's hawk was observed foraging within the BSA during the field survey. This species is a California watch list species that is adapted to urban environments and commonly occurs within the vicinity of the BSA. The species typically forages along broken woodlands and habitat edges and usually nests in decidious trees in dense woodland and riparian areas, usually near streams. The breeding season for Cooper's hawk generally extends from March 1st through August 31st, but can vary slightly from year to year based upon seasonal weather conditions. The agriculture, arrowweed scrub, and saltbush scrub plant communities within the BSA provide suitable foraging habitat for Cooper's hawk. However, no nests or nesting behaviors were detected during the field survey and there is no suitable nesting habitat within the BSA.

Table 2.3.4-1: Potentially Occurring Special Status Animal Species

Common Name	Scientific Name	Status		General Habitat Requirements	Habitat Present/Absent	Rationale
Cooper's hawk	*Accipiter cooperii*	Fed: CA: CVMSHCP:	None WL Not Covered	Common yearlong resident of California. Typically forages in broken woodland and habitat edges with dense stands of coast live oak (*Quercus agrifolia*), riparian deciduous, or other forest habitat near water. Usually nests in dense riparian areas, usually near streams.	Present/Habitat Present	The agriculture, arrowweed scrub, and saltbush scrub plant communities within and adjacent to the BSA provide suitable foraging habitat. Further, the species was observed foraging within the BSA during the 2017 field investigation.
burrowing owl	*Athene cunicularia*	Fed: CA: CVMSHCP:	None SSC Covered	Common yearlong resident of southern California. Prefers open, annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Requires fossorial burrows for roosting and nesting surrounded by relatively short vegetation and open habitat for foraging and watching for predators. Also known to occupy man-made structures including drain pipes, debris piles, and development pads.	Present/Habitat Present	The agriculture, saltbush scrub, and disturbed land within and adjacent to the BSA provides suitable foraging/nesting habitat. Further, two (2) burrowing owls occupying two separate burrows were observed within the BSA during the 2017 field investigation.
ferruginous hawk	*Buteo regalis*	Fed: CA: CVMSHCP:	None WL Not Covered	Common winter resident of grasslands and agricultural areas in southwestern California. Frequents open grasslands, sagebrush flats, desert scrub, low foothills surrounding valleys, and fringes of pinyon-juniper habitats. Does not breed in California.	Absent	There is suitable foraging habitat within agricultural areas to the east of the BSA. However, the species does not nest in California and is not expected to roost within the BSA during winter.
San Diego banded gecko	*Coleonyx variegatus abbotti*	Fed: CA: CVMSHCP:	None SSC Not Covered	Occurs in creosote flats, sagebrush desert, pinyon juniper woodlands, and chaparral habitats. Prefers rocky coastal sage and chaparral habitat with granite outcrops. Also occurs in dry, rocky riverbeds. Species avoids areas with a high intensity of artificial night lighting.	Absent	There is no suitable habitat within or adjacent to the BSA.

Table 2.3.4-1: Potentially Occurring Special-Status Animal Species [continued]

Common Name	Scientific Name	Status		General Habitat Requirements	Habitat Present/Absent	Rationale
Southwestern willow Flycatcher	*Empidonax traillii extimus*	Fed: CA: CVMSHCP:	FE SE Covered	Uncommon summer resident of southern California. Occurs in riparian woodlands in southern California. Typically requires large areas of willow thickets in broad valleys, canyon bottoms, or around ponds and lakes. These areas typically have standing or running water, or rare at least moist.	Absent	There is no suitable nesting habitat within or adjacent to the BSA. The arrowweed scrub plant community within the low-flow channel of the CVSC is routinely maintained and lacks the preferred density and structure of plant species required for nesting. Further, there have been no recorded occurrences of this species within the Indio quadrangle by the CNDDB.
western mastiff bat	*Eumops perotis californicus*	Fed: CA: CVMSHCP:	None SSC Not Covered	Primarily a cliff-dwelling species, roost generally under exfoliating rock slabs. Roosts are generally high above the ground, usually allowing a clear vertical drop of at least 3 meters below the entrance for flight. In California, it is most frequently encountered in broad open areas. Its foraging habitat includes dry desert washes, flood plains, chaparral, oak woodland, open ponderosa pine forest, grassland, and agricultural areas.	Absent	There is no suitable roosting habitat (i.e., cliffs, caves, bridges) within or adjacent to the BSA.
desert tortoise	*Gopherus agassizii*	Fed: CA: CVMSHCP:	FT ST Covered	Occurs in desert scrub, desert wash, and Joshua tree habitats with friable, sandy, well-drained soils for nest and burrow construction. Highest densities occur in creosote bush scrub with extensive annual wildflower blooms and succulents with little to no non-native plant species.	Absent	There is no suitable habitat within or adjacent to the BSA.
western yellow bat	*Lasiurus xanthinus*	Fed: CA: CVMSHCP:	None SSC Covered	Uncommon in California, known only in Los Angeles and San Bernardino Counties. Occurs in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats. Prefers to roost and	Absent	There is no suitable roosting habitat (i.e., palm trees) within or adjacent to the BSA.

Table 2.3.4-1: Potentially Occurring Special-Status Animal Species [continued]

Common Name	Scientific Name	Status		General Habitat Requirements	Habitat Present/Absent	Rationale
				feed in, and near, palm oases and riparian habitats.		
lowland leopard frog	*Lithobates yavapaiensis*	Fed: CA: CVMSHCP:	None SSC Not Covered	Occurs along streams, river side channels, springs, ponds, and stock ponds in desert scrub, grassland, woodland, and pinyon-juniper woodland habitats. In California, species inhabited slackwater aquatic habitat dominated by bulrushes (*Schoenoplectus* ssp.), cattails (*Typha* ssp.), and riparian grasses near or under an overstory of cottonwoods (*Populus fremontii*) and willows (*Salix* ssp.). The species is currently considered extirpated from California.	Absent	Although there is marginal suitable habitat within the low-flow channel of the CVSC, the species is currently considered extirpated from California.
Coachella giant sand treader cricket	*Macrobaenetes valgum*	Fed: CA: CVMSHCP:	None None Covered	Depends on the active dunes and ephemeral sand fields at the west end of the Coachella Valley. In windblown environments, habitats are dominated by creosote bush, burrobush, honey mesquite, Mormon tea, desert willow, and sandpaper bush.	Absent	There is no suitable habitat within or adjacent to the BSA.
Palm Springs pocket mouse	*Perognathus longimembris bangsi*	Fed: CA: CVMSHCP:	None SSC Covered	Known from various vegetation communities, including creosote scrub, desert scrub, and grasslands, generally occurring on loosely packed or sandy soils with sparse to moderately dense vegetative cover. No longer occur on the valley floor from Palm Springs to the Salton Sea in areas developed for urban and agricultural land uses.	Absent	Although the BSA is within modeled habitat, the species is no longer presumed to occur on the valley floor from Palm Springs to the Salton Sea in areas developed for urban and agricultural land uses. Further, the high-level of routine maintenance within the CVSC and agriculture land has eliminated any suitable habitat within the BSA.

Table 2.3.4-1: Potentially Occurring Special-Status Animal Species [continued]

Common Name	Scientific Name	Status		General Habitat Requirements	Habitat Present/Absent	Rationale
flat-tailed horned lizard	*Phrynosoma mcallii*	Fed: CA: CVMSHCP:	None SSC Covered	Typical habitat is sandy desert hardpan or gravel flats with scattered sparse vegetation of low species diversity. Most common in areas with high density of harvester ants and fine windblown sand, but do not normally occur in habitats characterized as marshes and tamarisk arrowweed thickets, and agricultural and developed areas.	Absent	There is no suitable habitat within or adjacent to the BSA. Further, the BSA is located outside of the current distribution.
summer tanager	*Piranga rubra*	Fed: CA: CVMSHCP:	None SSC Covered	Uncommon summer resident occurring within open oak, hickory, and mixed oak-pine woodlands. Also found in parks, orchards, and along roadsides.	Habitat Present	The arrowweed scrub and saltbush scrub plant communities within and adjacent to the BSA provide suitable nesting/foraging habitat.
black-tailed gnatcatcher	*Polioptila melanura*	Fed: CA: CVMSHCP:	None WL Not Covered	In Mojave, Great Basin, Colorado and Sonoran Desert communities, prefers nesting and foraging in densely lined arroyos and washes dominated by creosote bush and salt bush with scattered bursage, burrowed, ocotillo, saguaro, barrel cactus, prickly pear cactus and cholla.	Present/Habitat Present	The arrowweed scrub and saltbush scrub plant communities within and adjacent to the BSA provide suitable nesting/foraging habitat. Multiple individuals were observed foraging along the low-flow channel of the CVSC during the during the 2017 field investigation.
Vermilion flycatcher	*Pyrocephalus rubinus*	Fed: CA: CVMSHCP:	None SSC Not Covered	Occurs in a variety of open habitats including open woodland, clearings, desert scrub, savannah, agricultural land, golf courses, and recreational parks. The species tends to stay near water, often occurring in riparian vegetation characterized by cottonwoods, mesquite (*Prosopis* ssp.), willows, and sycamores (*Platanus* ssp.).	Habitat Present	The agriculture, arrowweed scrub, and saltbush scrub plant communities within and adjacent to the BSA provide suitable nesting/foraging habitat.
Yuma clapper rail	*Rallus longirostris yumanensis*	Fed: CA: CVMSHCP:	FE ST, FP Covered	Rare yearlong resident of southern California. Restricted to the Salton Sea and immediate surrounding habitats. Generally found in freshwater and alkali	Absent	There is no suitable habitat within or adjacent to the BSA. The arrowweed scrub plant community within the CVSC is exposed to a

Table 2.3.4-1: Potentially Occurring Special-Status Animal Species [continued]

Common Name	Scientific Name	Status		General Habitat Requirements	Habitat Present/Absent	Rationale
				marshes dominated by stands of emergent vegetation interspersed with areas of open water and drier upland benches. Prefers mature marsh stands along margins of shallow ponds with stable water levels.		high-level of routine maintenance and does not provide suitable nesting habitat. Further, the BSA is located outside of the current distribution and there have been no recorded occurrences of this species within the Indio quadrangle by the CNDDB.
American badger	*Taxidea taxus*	Fed: CA: CVMSHCP:	None SSC Not Covered	Occupies a wide variety of habitats including dry, open grassland, sagebrush, and woodland habitats. Require dry, friable, often sandy soil to dig burrows for cover, food storage, and giving birth.	Present/Habitat Present	There is suitable foraging and denning habitat within and adjacent to the BSA. In addition, a burrow and sign (i.e., pawprint and bones) was observed within the BSA in the CVSC by Caltrans biologists during a site assessment conducted on September 5, 2017.
Crissal thrasher	*Toxostoma crissale*	Fed: CA: CVMSHCP:	None SSC Covered	Common yearlong resident in southern California. Occupies arid habitats including desert washes, riparian brush, and mesquite thickets at lower elevations and dense scrub in arroyos at higher elevations. Occurs in areas dominated by mesquite hummocks and thickets with acacias, arrowweed, and in desert saltbush scrub.	Habitat Present	The arrowweed scrub and saltbush scrub plant communities within and adjacent to the BSA provides suitable foraging/nesting habitat.
Le Conte's thrasher	*Toxostoma lecontei*	Fed: CA: CVMSHCP:	None SSC Covered	Common yearlong resident in southern California. Typically occurs in habitats consisting of sparsely vegetated desert flats, dunes, alluvial fans, or gently rolling hills having a high proportion of one or more species of saltbush (*Atriplex* spp.) and/or cylindrical cholla cactus (*Cylindropuntia* spp.). The ground is generally bare or with sparse patches of	Habitat Present	The arrowweed scrub and saltbush scrub plant communities within and adjacent to the BSA provides suitable foraging/nesting habitat.

Table 2.3.4-1: Potentially Occurring Special-Status Animal Species [continued]

Common Name	Scientific Name	Status		General Habitat Requirements	Habitat Present/Absent	Rationale
				grasses and annuals forming low ground cover. Prefers thick, dense, and thorny shrubs or cholla cactus for nesting.		
Coachella Valley fringe-toed lizard	*Uma inornata*	Fed: CA: CVMSHCP:	FT SE Covered	Sparsely-vegetated arid areas with fine wind-blown sand, including dunes, washes, alkali scrub, and flats with sandy hummocks formed around the bases of vegetation. Requires fine, loose, wind-blown sand for burrowing.	Absent	There is no suitable habitat within or adjacent to the BSA.
least Bell's vireo	*Vireo bellii pusillus*	Fed: CA: CVMSHCP:	FE SE Covered	Uncommon summer resident of southern California. Prefers riparian habitat in close proximity to waterbodies that typically feature a dense, stratified canopy. Species is typically associated with southern willow scrub, cottonwood-willow forest, mulefat scrub, sycamore alluvial woodlands, coast live oak riparian forest, willow riparian forest, or mesquite in desert regions.	Habitat Present	The arrowweed scrub plant community within the low-flow channel of the CVSC provides low quality nesting habitat. However, vegetation within the CVSC is routinely maintained and the arrowweed scrub plant community lacks the preferred density and structure of plant species which reduces the likelihood that the species would occur within the BSA. Further, there have been no recorded occurrences of this species within the Indio quadrangle by the CNDDB.
yellow-headed blackbird	*Xanthocephalus xanthocephalus*	Fed: CA: CVMSHCP:	None SSC Not Covered	Uncommon yearlong resident of southern California throughout freshwater emergent wetlands, and moist, open areas along agricultural areas, and mudflats of lacustrine habitats. Prefers to nest in dense wetland vegetation characterized by cattails, tules, or other similar plant species along the border of lakes and ponds.	Habitat Present	The arrowweed scrub and agricultural land within and adjacent to the BSA provides suitable foraging/nesting habitat.

Table 2.3.4-1: Potentially Occurring Special-Status Animal Species [continued]

Common Name	Scientific Name	Status		General Habitat Requirements	Habitat Present/Absent	Rationale
Palm Springs round-tailed ground squirrel	*Xerospermophilus tereticaudus chlorus*	Fed: CA: CVMSHCP:	None None Covered	Prefers open, flat, grassy areas in fine-textured, sandy soil. Habitats include mesquite- and creosote-dominated sand dunes, creosote bush scrub, creosote-palo verde, and saltbush/alkali scrub. Substrates include wind-blown sand, coarse sand, and packed silt with desert pavement.	Absent	There is no suitable habitat within or adjacent to the BSA.

Notes:
U.S. Fish and Wildlife Service (Fed) - Federal
FE – Federal Endangered
FT – Federal Threatened

California Department of Fish and Wildlife (CA) - California
SE – State Endangered
ST – State Threatened
FP – Fully Protected
SSC – State Species of Special Concern
WL – Watch List

Source: SR-86/Avenue 50 New Interchange Project NES, Appendix E (Potentially Occurring Special Status Biological Resources).

Burrowing Owl (Athene cunicularia) (USFWS/Federal status: none; CDFW/California status: Species of Special Concern [SSC])

Based on the NES, two individual burrowing owls occupying two separate burrows were observed within the northern portion of the BSA along the east bank of the CVSC during the field survey. No additional burrowing owls or occupied burrows were observed within the BSA during the habitat assessment. This species is a California Species of Special Concern and a grassland specialist where it occupies open areas with short vegetation and bare ground within shrub, desert, and grassland environments. The saltbush scrub plant community, agriculture, and disturbed land within the BSA is primarily comprised of open habitat with low-growing open vegetation that allows for line-of-sight observation and foraging habitat favored by burrowing owl. Burrowing owls rarely dig their own burrows and are instead dependent upon the presence of burrowing mammals whose burrows are used for roosting and nesting. Where mammal burrows are scarce, burrowing owls have been found occupying man-made cavities, such as buried and non-functioning drain pipes, dry culverts, and concrete demolition piles. The breeding season for burrowing owl generally extends from February 1st through August 31st, but can vary slightly from year to year based upon seasonal weather conditions. Several burrows capable of providing suitable roosting/nesting opportunities for burrowing owls occur along the banks of the CVSC.

Summer Tanager (Piranga rubra) (USFWS/Federal status: none; CDFW/California status: SSC)

According to the NES, no summer tanagers, nests, or nesting behaviors were detected within the BSA during the field survey. This species is a California Species of Special Concern and uncommon summer resident that inhabits riparian woodlands and, at higher elevations, woodlands dominated by mesquite and tamarisk. The summer tanager winters from central Mexico south through Central America to Bolivia and Brazil. Habitats utilized during migration including desert dry wash woodland, mesquite bosque, mesquite hummocks, and desert saltbush scrub. The breeding season for summer tanager generally extends from May 1st through August 31st, but can vary slightly from year to year based upon seasonal weather conditions. The arrowweed scrub and saltbush scrub plant communities within the BSA provide suitable foraging and nesting habitat for summer tanager. However, no nests or nesting behaviors were detected during the field survey and there is no suitable nesting habitat within the BSA. As a result, summer tanager was determined to have a low potential to occur within the BSA.

Black-Tailed Gnatcatcher (Polioptila melanura) (USFWS/Federal status: none; CDFW/California status: WL)

Based on the NES, multiple black-tailed gnatcatchers were observed foraging throughout the CVSC during the field survey. This species is a CDFW Watch List Species that prefers nesting and foraging in densely lined arroyos and washes dominated by creosote bush and saltbush with scattered bursage, burrowed, ocotillo, saguaro, barrel cactus, prickly pear cactus and cholla. The species is a fairly common resident below 300 feet above mean sea level in desert wash habitat from Palm Springs and Joshua Tree National Monument south, and common along the Colorado River. The breeding season for black-tailed gnatcatcher generally extends from March 1st through August 31st, but can vary slightly from year to year based upon seasonal weather conditions. The arrowweed scrub and saltbush scrub plant communities within the BSA provide suitable foraging and nesting habitat for black-tailed gnatcatcher. However, no nests or nesting behaviors were detected.

Vermillion Flycatcher (Pyrocephalus rubinus) (USFWS/Federal status: none; CDFW/California status: SSC)

According to the NES, no Vermillion flycatchers, nests, or nesting behaviors were detected within the BSA during the field survey. Vermillion flycatcher is a California Species of Special Concern that occurs in a variety of open habitats including desert riparian habitat adjacent to irrigated fields, irrigation ditches, pastures, and agricultural land. The species tends to stay near water, often occurring in riparian vegetation characterized by cottonwoods (*Populus fremontii*), mesquite, willows (*Salix* ssp.), and California sycamore (*Platanus racemosa*). The breeding season for Vermillion flycatcher generally extends from March 1st through August 31st, but can vary slightly from year to year based upon seasonal weather conditions. The agriculture, arrowweed scrub, and saltbush scrub plant communities within the BSA provides suitable foraging and nesting habitat for Vermillion flycatcher. However, no nests or nesting behaviors were detected. As a result, Vermillion flycatcher was determined to have a low potential to occur within the BSA.

American Badger (Taxidea taxus) (USFWS/Federal status: none; CDFW/California status: SSC)

According to the NES, no American badgers were observed within the BSA during the field survey. American badger is a California Species of Special Concern that occupies a wide variety of open habitats including grassland, farmland, desert scrub, and the edges of woodlands. The species requires dry, friable, often sandy soil to dig burrows that are used for shelter, food storage, and giving birth. The arrowweed scrub and saltbush scrub plant communities and agricultural land within the BSA provide suitable foraging habitat for American badger. In addition, there are several burrows along the banks of the CVSC that provide suitable denning habitat. An American badger burrow and sign (i.e., pawprint and bones) was also observed within the BSA in the CVSC by Caltrans during a site assessment conducted on September 5, 2017.

Crissal Thrasher (Toxostoma crissale) (USFWS/Federal status: none; CDFW/California status: SSC)

Based on the NES, no Crissal thrashers, nests, or nesting behaviors were detected within the BSA during the field survey. Crissal thrasher is a California Species of Special Concern and common yearlong resident in southern California. The species occupies arid habitats including desert washes, riparian brush, and mesquite thickets at lower elevations and dense scrub in arroyos at higher elevations. Occurs in areas dominated by mesquite hummocks and thickets with acacias, arrowweed, and in desert saltbush scrub. The breeding season for Crissal thrasher generally extends from January 15th through June 15th, but can vary slightly from year to year based upon seasonal weather conditions. The arrowweed scrub and saltbush scrub plant communities within the BSA provide suitable foraging and nesting habitat for Crissal thrashers. However, no nests or nesting behaviors were detected. As a result, Crissal thrasher was determined to have a low potential to occur within the BSA.

Le Conte's Thrasher (Toxostoma lecontei) (USFWS/Federal status: none; CDFW/California status: SSC)

Based on the NES, no Le Conte's thrashers, nests, or nesting behaviors were detected within the BSA during the field survey. Le Conte's thrasher is a California Species of Special Concern and common yearlong resident in southern California. The species typically occurs in habitats consisting of sparsely vegetated desert flats, dunes, alluvial fans, or gently rolling hills having a

high proportion of one or more species of saltbush (*Atriplex* spp.) and/or cylindrical cholla cactus (*Cylindropuntia* spp.). The ground is generally bare or with sparse patches of grasses and annuals forming low ground cover. Prefers thick, dense, and thorny shrubs or cholla cactus for nesting. The breeding season for Le Conte's thrasher generally extends from January 15th through June 15th, but can vary slightly from year to year based upon seasonal weather conditions. The arrowweed scrub and saltbush scrub plant communities within the BSA provide suitable foraging and nesting habitat for Le Conte's thrashers. However, no nests or nesting behaviors were detected. As a result, Le Conte's thrasher was determined to have a low potential to occur within the BSA.

Yellow-Headed Blackbird (Xanthocephalus xanthocephalus) (USFWS/Federal status: none; CDFW/California status: SSC)

According on the NES, no yellow-headed blackbirds, nests, or nesting behaviors were detected within the BSA during the field survey. Yellow-headed blackbird is a California Species of Special Concern and an uncommon yearlong resident of southern California where it occurs throughout freshwater emergent wetlands, and moist, open areas along agricultural areas, and mudflats of lacustrine habitats. The species prefers to nest in dense wetland vegetation characterized by cattails, tules, or other similar plant species along the border of lakes and ponds. The breeding season for yellow-headed blackbird generally extends from April 1st through July 31st, but can vary slightly from year to year based upon seasonal weather conditions. The agriculture and arrowweed scrub plant communities within the BSA provides suitable foraging and nesting habitat for summer tanager. However, no nests or nesting behaviors were detected. As a result, yellow-headed blackbird was determined to have a low potential to occur within the BSA.

2.3.4.3 Environmental Consequences

2.3.4.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not impact animal species.

Alternative 7 and 8 (Build Alternatives)

Cooper's Hawk (Accipiter cooperii)

Based on the NES, Build Alternative 7 would result in approximately 34.6 acres of temporary impacts to suitable foraging habitat for Cooper's hawk. Under Build Alternative 8, approximately 34.3 acres of temporary impacts to suitable foraging habitat would occur. One Cooper's hawk was observed foraging within the BSA during the field survey. Due to a lack of suitable nesting habitat within the BSA, no direct impacts to Cooper's hawks are anticipated to occur as a result of proposed project. Although no nests or nesting behaviors were detected, construction-related activities during the Cooper's hawk breeding season (March 1st to August 31st) may result in temporary impacts. Nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (Sections 3503, 3503.3, 3511, and 3513). To minimize potential impacts to this migratory bird species, a pre-construction clearance survey would be performed if project activities occur during the nesting season (March 1st through August 31st) (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive

environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, construction effects on the Cooper's hawk would not be adverse.

Burrowing Owl (Athene cunicularia)

Based on the NES, Build Alternative 7 would result in approximately 80.6 acres of temporary impacts to suitable foraging/nesting habitat for burrowing owl. Under Build Alternative 8, approximately 72.8 acres of temporary impacts to suitable foraging/nesting habitat would occur. Two individual burrowing owls occupying two separate burrows were observed within the northern portion of the BSA along the east bank of the CVSC during the field survey and several suitable burrows occur along the banks of the CVSC and may become occupied by burrowing owls occurring in the immediate vicinity. Therefore, implementation of the proposed project has the potential to have both direct and indirect impacts to burrowing owl. In addition, construction-related disturbance may have an adverse impact on this species, especially during the burrowing owl breeding season (February 1st to August 31st). Per the CVMSHCP, Measures AS-4a through AS-4d would require pre-construction surveys, and if determined present, would require avoidance and/or relocation as necessary. Additionally, Measures AS-1a through AS-3c would further reduce potential adverse effects to burrowing owls.

Summer Tanager (Piranga rubra)

Based on the NES, Build Alternative 7 would result in approximately 4.0 acres of temporary impacts to foraging/nesting habitat for summer tanager. Under Build Alternative 8, approximately 3.7 acres of temporary impacts to suitable foraging/nesting habitat would occur. Although no summer tanagers, nests, or nesting behaviors were detected within the BSA during the field survey, project implementation has the potential to result in direct impacts to summer tanager nests that may be located within the BSA. In addition, construction-related activities during the summer tanager breeding season (May 1st to August 31st) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, construction effects on the summer tanager would not be adverse.

Black-Tailed Gnatcatcher (Polioptila melanura)

Based on the NES, Build Alternative 7 would result in approximately 4.0 acres of temporary impacts to suitable foraging/nesting habitat for black-tailed gnatcatcher. Under Build Alternative 8, approximately 3.7 acres of temporary impacts to suitable foraging/nesting habitat will occur. Multiple black-tailed gnatcatchers were observed foraging throughout the CVSC during the field survey. Although no nests or nesting behaviors were detected during the field survey, project implementation has the potential to result in direct impacts to black-tailed gnatcatcher nests that may be located within the BSA. In addition, construction-related activities during the black-tailed gnatcatcher breeding season (March 1st to August 31st) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, construction effects on the black-tailed gnatcatcher would not be adverse.

Vermillion flycatcher (Pyrocephalus rubinus)

Based on the NES, Build Alternative 7 would result in approximately 34.6 acres of temporary impacts to suitable foraging/nesting habitat for Vermillion flycatcher. Under Build Alternative 8, approximately 34.3 acres of temporary impacts to suitable foraging/nesting habitat will occur. Although no Vermillion flycatchers, nests, or nesting behaviors were detected within the BSA during the field survey, project implementation has the potential to result in direct impacts to Vermillion flycatcher nests that may be located within the BSA. In addition, construction-related activities during the Vermillion flycatcher breeding season (May 1st to August 31st) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, construction effects on the Vermillion flycatcher would not be adverse.

American Badger (Taxidea taxus)

Based on the NES, Build Alternative 7 would result in approximately 34.6 acres of temporary impacts to suitable foraging/denning habitat for American badger. Under Build Alternative 8, approximately 34.3 acres of temporary impacts to suitable foraging habitat will occur. No American badgers were observed within the BSA during the field survey. However, there are several burrows along the banks of the CVSC that provide suitable denning habitat. Additionally, an American badger burrow and sign (i.e., pawprint and bones) was observed within the BSA in the CVSC by Caltrans on September 5, 2017. Therefore, project implementation has the potential to result in direct impacts to American badgers that may be located within the BSA. In addition, construction-related activities may result in indirect impacts to individuals that may be attempting to raise young within close proximity to the BSA. Measures AS-5a through AS-5c would require pre-construction surveys, and if determined present, would require avoidance and/or relocation as necessary. Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, construction effects on the American badger would not be adverse.

Crissal Thrasher (Toxostoma crissale)

Based on the NES, Build Alternative 7 would result in approximately 4.0 acres of temporary impacts to suitable foraging/nesting habitat for Crissal thrasher. Under Build Alternative 8, approximately 3.7 acres of temporary impacts to suitable foraging/nesting habitat will occur. Although no Crissal thrashers, nests, or nesting behaviors were detected within the BSA during the field survey, project implementation has the potential to result in direct impacts to Crissal thrasher nests that may be located within the BSA. In addition, construction-related activities during the Crissal thrasher breeding season (January 15th to June 15th) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, construction effects on the Crissal thrasher would not be adverse.

Le Conte's Thrasher (Toxostoma lecontei)

Based on the NES, Build Alternative 7 would result in approximately 4.0 acres of temporary impacts to suitable foraging/nesting habitat for Le Conte's thrasher. Under Build Alternative 8, approximately 3.7 acres of temporary impacts to suitable foraging/nesting habitat will occur.

Although no Le Conte's thrashers, nests, or nesting behaviors were detected within the BSA during the field survey, project implementation has the potential to result in direct impacts to Le Conte's thrasher nests that may be located within the BSA. In addition, construction-related activities during the Le Conte's thrasher breeding season (January 15th to June 15th) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, construction effects on the Le Conte's thrasher would not be adverse.

Yellow-Headed Blackbird (Xanthocephalus xanthocephalus)

Based on the NES, Build Alternative 7 would result in approximately 31.1 acres of temporary impacts to suitable foraging/nesting habitat for yellow-headed blackbird. Under Build Alternative 8, approximately 31.1 acres of temporary impacts to suitable foraging/nesting habitat will occur. Although no yellow-headed blackbirds, nests, or nesting behaviors were detected within the BSA during the field survey, project implementation has the potential to result in direct impacts to yellow-headed blackbird nests that may be located within the BSA. In addition, construction-related activities during the yellow-headed blackbird breeding season (April 1st to July 31st) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, construction effects on the yellow-headed blackbird would not be adverse.

2.3.4.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not impact animal species.

Alternative 7 and 8 (Build Alternatives)

Cooper's Hawk (Accipiter cooperii)

Based on the NES, Build Alternative 7 would result in approximately 8.9 acres of permanent impacts to suitable foraging habitat for Cooper's hawk. Under Build Alternative 8, approximately 9.2 acres of permanent impacts to suitable foraging habitat would occur. However, no impacts to Cooper's hawk breeding behaviors are anticipated due to a lack of suitable nesting habitat within the BSA. As such, no direct impacts to Cooper's hawks are anticipated to occur as a result of the proposed project. However, construction-related activities during the Cooper's hawk breeding season (March 1st to August 31st) may result in indirect impacts. A pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, long-term effects on the Cooper's hawk would not be adverse.

Burrowing Owl (Athene cunicularia)

Based on the NES, Build Alternative 7 would result in approximately 20.2 acres of permanent impacts to suitable foraging/nesting habitat for burrowing owl. Under Build Alternative 8,

approximately 20.3 acres of permanent impacts to suitable foraging/nesting habitat would occur. Two individual burrowing owls occupying two separate burrows were observed within the northern portion of the BSA along the east bank of the CVSC during the field survey and several suitable burrows occur along the banks of the CVSC and may become occupied by burrowing owls occurring in the immediate vicinity. Therefore, implementation of the proposed project has the potential to have both direct and indirect impacts to burrowing owl. In addition, construction-related disturbance may have an adverse impact on this species, especially during the burrowing owl breeding season (February 1st to August 31st). Per the CVMSHCP, Measures AS-4a through AS-4d would require pre-construction surveys, and if determined present, would require avoidance and/or relocation as necessary. Additionally, Measures AS-1a through AS-3c would further reduce potential adverse effects to burrowing owls.

Summer Tanager (Piranga rubra)

Based on the NES, Build Alternative 7 would result in approximately 0.2-acre of permanent impacts to foraging/nesting habitat for summer tanager. Under Build Alternative 8, approximately 0.5-acre of permanent impacts to suitable foraging/nesting habitat would occur. Although no summer tanagers, nests, or nesting behaviors were detected within the BSA during the field survey, project implementation has the potential to result in direct impacts to summer tanager nests that may be located within the BSA. In addition, construction-related activities during the summer tanager breeding season (May 1st to August 31st) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, long-term effects on the summer tanager would not be adverse.

Black-Tailed Gnatcatcher (Polioptila melanura)

Based on the NES, Build Alternative 7 would result in approximately 0.2-acre of permanent impacts to suitable foraging/nesting habitat for black-tailed gnatcatcher. Under Build Alternative 8, approximately 0.5-acre of permanent impacts to suitable foraging/nesting habitat would occur. Multiple black-tailed gnatcatchers were observed foraging throughout the CVSC during the field survey. Although no nests or nesting behaviors were detected, implementation of the proposed project has the potential to result in direct impacts to black-tailed gnatcatcher nests that may be located within the BSA. In addition, construction-related activities during the black-tailed gnatcatcher breeding season (March 1st to August 31st) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a though AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, long-term effects on the black-tailed gnatcatcher would not be adverse.

Vermillion Flycatcher (Pyrocephalus rubinus)

Based on the NES, Build Alternative 7 would result in approximately 8.9 acres of permanent impacts to suitable foraging/nesting habitat for Vermillion flycatcher. Under Build Alternative 8, approximately 9.2 acres of permanent impacts to suitable foraging/nesting habitat would occur. Although no Vermillion flycatchers, nests, or nesting behaviors were detected within the BSA during the field survey, implementation of the proposed project has the potential to result in direct impacts to Vermillion flycatcher nests that may be located within the BSA. In addition, construction-related activities during the Vermillion flycatcher breeding season (March 1st to August 31st) may result in indirect impacts. However, a pre-construction clearance survey

would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, long-term effects on the Vermillion flycatcher would not be adverse.

American Badger (Taxidea taxus)

Based on the NES, Build Alternative 7 would result in approximately 8.9 acres of permanent impacts to suitable foraging/denning habitat for American badger. Under Build Alternative 8, approximately 9.2 acres of permanent impacts to suitable foraging habitat would occur. No American badgers were observed within the BSA during the field survey. However, there are several burrows along the banks of the CVSC that provide suitable denning habitat. Additionally, an American badger burrow and sign (i.e., pawprint and bones) was observed within the BSA in the CVSC by Caltrans on September 5, 2017. Therefore, implementation of the proposed project has the potential to result in direct impacts to American badgers that may be located within the BSA. In addition, construction-related activities may result in indirect impacts. Measures AS-5a through AS-5c would require pre-construction surveys, and if determined present, would require avoidance and/or relocation as necessary. Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, long-term effects on the American badger would not be adverse.

Crissal Thrasher (Toxostoma crissale)

Based on the NES, Build Alternative 7 would result in approximately 0.2-acre of permanent impacts to suitable foraging/nesting habitat for Crissal thrasher. Under Build Alternative 8, approximately 0.5-acre of permanent impacts to suitable foraging/nesting habitat would occur. Although no Crissal thrashers, nests, or nesting behaviors were detected within the BSA during the field survey, implementation of the proposed project has the potential to result in direct impacts to Crissal thrasher nests that may be located within the BSA. In addition, construction-related activities during the Crissal thrasher breeding season (January 15th to June 15th) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, long-term effects on the Crissal thrasher would not be adverse.

Le Conte's Thrasher (Toxostoma lecontei)

Based on the NES, Build Alternative 7 would result in approximately 0.2-acre of permanent impacts to suitable foraging/nesting habitat for Le Conte's thrasher. Under Build Alternative 8, approximately 0.5-acre of permanent impacts to suitable foraging/nesting habitat would occur. Although no Le Conte's thrashers, nests, or nesting behaviors were detected within the BSA during the field survey, implementation of the proposed project has the potential to result in direct impacts to Le Conte's thrasher nests that may be located within the BSA. In addition, construction-related activities during the Le Conte's thrasher breeding season (January 15th to June 15th) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, long-term effects on the Le Conte's thrasher would not be adverse.

Yellow-Headed Blackbird (Xanthocephalus xanthocephalus)

Based on the NES, Build Alternative 7 would result in approximately 8.9 acres of permanent impacts to suitable foraging/nesting habitat for yellow-headed blackbird. Under Build Alternative 8, approximately 8.9 acres of permanent impacts to suitable foraging/nesting habitat would occur. Although no yellow-headed blackbirds, nests, or nesting behaviors were detected within the BSA during the field survey, implementation of the proposed project has the potential to result in direct impacts to yellow-headed blackbird nests that may be located within the BSA. In addition, construction-related activities during the yellow-headed blackbird breeding season (April 1st to July 31st) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, long-term effects on the yellow-headed blackbird would not be adverse.

2.3.4.4 Avoidance, Minimization, and/or Mitigation Measures

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 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.

AS-1c The contractor, resident engineer, and the Qualified Biologist shall be responsible for ensuring that employees are aware of the listed species.

AS-1d If additional employees are added to the project after initiation, they shall receive instruction prior to working on the project.

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.

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.

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.

AS-3c The Qualified Biologist shall monitor the nest to ensure that impacts to nesting birds do not occur.

AS-4a Prior to implementation of the proposed 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.

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.

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).

AS-4d Active relocation and eviction/passive relocation require the preservation and maintenance of suitable burrowing owl habitat determined through coordination with the CDFW.

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.

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.

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.

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2.3.5 Threatened and Endangered Species

2.3.5.1 Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (FHWA) (and the Department, as assigned), are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take statement or a Letter of Concurrence. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Wildlife (CDFW) is the agency responsible for implementing CESA. Section 2080 of the California Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the California Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by CDFW. For species listed under both FESA and CESA requiring a Biological Opinion under Section 7 of FESA, the CDFW may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

2.3.5.2 Affected Environment

This section is based on the Natural Environment Study (NES) prepared for the proposed project, dated November 2018.

On September 24, 2018, an official USFWS List of Proposed, Threatened, and Endangered Species, and Critical Habitats was obtained through the USFWS Information System. According to the USFWS List and Information for Planning and Conservation (IPaC) Species

List, a total of six federally listed threatened or endangered plant or animal species have the potential to occur within the vicinity of the Biological Study Area (BSA); no critical habitats occur within the BSA. There were no additional listed species identified by the California Natural Diversity Database (CNDDB) and California Native Plant Society (CNPS) records searches. The NES prepared for the project analyzes impacts to threatened and endangered species. Based on the NES, no federally listed plant or animal species were observed within the BSA during the habitat assessment. Additionally, there is no suitable nesting habitat within or adjacent to the BSA for the federally listed threatened or endangered plant or animal species found to potentially occur within the vicinity of the BSA, with the exception of the least Bell's vireo (Vireo bellii pusillus). As such, only the least Bell's vireo is discussed in detail below. The project has no effect on all species listed below in Table 2.3.5-1, Effects Determination for Federal Species Identified in the Official USFWS Species List.

Table 2.3.5-1: Effects Determination for Federal Species Identified in the Official USFWS Species List

Scientific Name **Common Name**	**Status**		**General Habitat Requirements**	**Effects Finding**	**Reason for Finding**
	USFWS	**CDFW**			
Birds					
Empidonax traillii extimus southwestern willow flycatcher	FE	SE	Uncommon summer resident of southern California. Occurs in riparian woodlands in southern California. Typically requires large areas of willow thickets in broad valleys, canyon bottoms, or around ponds and lakes. These areas typically have standing or running water, or are at least moist.	No Effect	There is no suitable nesting habitat within or adjacent to the BSA. The arrowweed scrub plant community within the low-flow channel of the CVSC is routinely maintained and lacks the preferred density and structure of plant species required for nesting. Further, there have been no recorded occurrences of this species within the Indio quadrangle by the CNDDB. Therefore, Caltrans determined that the project has "No Effect" on the southwestern willow flycatcher.
Rallus longirostris yumanensis Yuma clapper rail	FE	ST, FP	Rare yearlong resident of southern California. Restricted to the Salton Sea and immediate surrounding habitats. Generally found in freshwater and alkali marshes dominated by stands of emergent vegetation interspersed with areas of open water and drier upland benches. Prefers mature marsh stands along margins of shallow ponds with stable water levels.	No Effect	There is no suitable habitat within or adjacent to the BSA. The arrowweed scrub plant community within the CVSC is exposed to a high-level of routine maintenance and does not provide suitable nesting habitat. Further, the BSA is located outside of the current distribution and there have been no recorded occurrences of this species within the Indio quadrangle by the CNDDB. Therefore, Caltrans determined that the proposed project would have "No Effect" on the Yuma clapper rail.

Table 2.3.5-1: Effects Determination for Federal Species Identified in the Official USFWS Species List [continued]

Scientific Name **Common Name**	**Status**		**General Habitat Requirements**	**Effects Finding**	**Reason for Finding**
	USFWS	**CDFW**			
Vireo bellii pusillus least Bell's vireo	FE	SE	Uncommon summer resident of southern California. Bell's vireos begin to arrive at their breeding grounds in southern California riparian areas from mid-March to early April leave the breeding grounds and migrate south mid- to late September. Prefers riparian habitat in close proximity to waterbodies that typically feature a dense, stratified canopy. Species is typically associated with southern willow scrub, cottonwoodwillow forest, mulefat scrub, sycamore alluvial woodlands, coast live oak riparian forest, willow riparian forest, or mesquite in desert regions. Preferred nesting habitat typically consists of a well-developed over-story and understory, along with low densities of aquatic and herbaceous plant cover. The understory frequently contains dense sub-shrub or shrub thickets that are often dominated by plants such as willow, mulefat, and one or more herbaceous species.	No Effect	The arrowweed scrub plant community within the low-flow channel of the CVSC provides a minimal amount of low quality nesting habitat for least Bell's vireo. However, vegetation within the CVSC is routinely maintained by the Coachella Valley Water District and the arrowweed scrub plant community lacks the preferred density and structure of plant species which reduces the likelihood that the species would occur within the BSA. Further, there have been no recorded occurrences of this species within the Indio quadrangle by the CNDDB. Based on current design plans, the proposed Avenue 50 Bridge will span the low-flow channel of the CVSC thereby avoiding direct impacts to low-quality nesting habitat for least Bell's vireo. Construction-related disturbances associated with the proposed project, including noise, vibration, and dust may result in indirect impacts to least Bell's vireo during the breeding season (March 15th to September 15th) when individuals may be attempting to incubate eggs or raise young within close proximity to the BSA. Therefore, with implementation of the avoidance and minimization measures identified in the NES, Caltrans determined that the proposed project would have "No Effect" on the least Bell's vireo.

Table 2.3.5-1: Effects Determination for Federal Species Identified in the Official USFWS Species List [continued]

Scientific Name Common Name	Status		General Habitat Requirements	Effects Finding	Reason for Finding
	USFWS	CDFW			
Reptiles					
Gopherus agassizii desert tortoise	FT	ST	Occurs in desert scrub, desert wash, and Joshua tree habitats with friable, sandy, well-drained soils for nest and burrow construction. Highest densities occur in creosote bush scrub with extensive annual wildflower blooms and succulents with little to no non-native plant species.	No Effect	No suitable habitat occurs within or adjacent to the BSA. Therefore, Caltrans determined that the proposed project would have "No Effect" on the desert tortoise.
Uma inornata Coachella Valley fringe-toed lizard	FT	SE	Sparsely-vegetated arid areas with fine wind-blown sand, including dunes, washes, alkali scrub, and flats with sandy hummocks formed around the bases of vegetation. Requires fine, loose, wind-blown sand for burrowing.	No Effect	No suitable habitat occurs within or adjacent to the BSA. Therefore, Caltrans determined that the proposed project would have "No Effect" on the Coachella Valley fringe-toed lizard.
Flowering Plants					
Astragalus lentiginosus var. coachellae Coachella Valley milkvetch	FT	-	Occurs in dunes and sandy flats along disturbed margins of sandy washes and in sandy soils along roadsides adjacent to existing sand dunes. May also occur in sandy substrates in creosote bush scrub. Found at elevations ranging from 130 to 2,150 feet above msl. Blooming period is February to May.	No Effect	No suitable habitat occurs within or adjacent to the BSA. Therefore, Caltrans determined that the proposed project would have "No Effect" on the Coachella Valley milk-vetch.

Notes:

USFWS	CDFW
SE – Federally Endangered	SE – State Endangered
ST – Federally Threatened	ST – State Threatened
	FP – Fully Protected

Source: Natural Environment Study (NES), dated November 2018.

Least Bell's Vireo (Vireo bellii pusillus) (USFWS/Federal status: Federal Endangered [FE]; CDFW/California status: State Endangered [SE])

According to the NES, no least Bell's vireos, nests, or nesting behaviors were detected within the BSA during the field survey. Least Bell's vireo is a federally and State endangered species and an uncommon spring resident of southern California. Least Bell's vireos begin to arrive at their breeding grounds in southern California riparian areas from mid-March to early April and leave the breeding grounds and migrate south mid- to late September. Preferred nesting habitat typically consists of a well-developed over-story and understory, along with low densities of aquatic and herbaceous plant cover. The understory frequently contains dense sub-shrub or

shrub thickets that are often dominated by plants such as willow (*Salix* ssp.), mulefat (*Baccharis salicifolia*), and one or more herbaceous species. The breeding season for least Bell's vireo generally extends from March 15th through September 15th, but can vary slightly from year to year based upon seasonal weather conditions. The arrowweed scrub plant community within the low-flow channel of the Coachella Valley Stormwater Channel (CVSC) provides a minimal amount of low quality nesting habitat for least Bell's vireo. However, vegetation within the CVSC is routinely maintained by the Coachella Valley Water District and the arrowweed scrub plant community lacks the preferred density and structure of plant species which reduces the likelihood that the species would occur within the BSA. Further, there have been no recorded occurrences of least Bell's vireo within the Indio quadrangle by the CNDDB. Based on the results of the analysis, the potential for least Bell's vireo to be present within the BSA at any time during construction is considered to be low.

2.3.5.3 Environmental Consequences

2.3.5.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not impact threatened and endangered species.

Alternatives 7 and 8 (Build Alternatives)

Least Bell's Vireo (Vireo bellii pusillus)

The arrowweed scrub plant community within the low-flow channel of the CVSC provides a minimal amount of low quality nesting habitat for least Bell's vireo. However, vegetation within the CVSC is routinely maintained by the Coachella Valley Water District (CVWD) and the arrowweed scrub plant community lacks the preferred density and structure of plant species which reduces the likelihood that least Bell's vireo would occur within the BSA. Further, there have been no recorded occurrences of this species within the Indio quadrangle by the CNDDB. Construction-related disturbances associated with the proposed project, including noise, vibration, and dust may result in indirect impacts to least Bell's vireo during the breeding season (March 15th to September 15th) when individuals may be attempting to incubate eggs or raise young within close proximity to the BSA. Therefore, a pre-construction clearance survey will be performed if project activities occur during the nesting season (Measure AS-2). Additionally, workers will receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, Caltrans determined that the proposed project would have "no effect" on the least Bell's vireo.

2.3.5.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not impact threatened and endangered species.

Alternatives 7 and 8 (Build Alternatives)

Least Bell's Vireo (Vireo bellii pusillus)

As noted above, the arrowweed scrub plant community within the low-flow channel of the CVSC provides a minimal amount of low quality nesting habitat for least Bell's vireo. However, vegetation within the CVSC is routinely maintained by CVWD and the arrowweed scrub plant community lacks the preferred density and structure of plant species which reduces the likelihood that least Bell's vireo would occur within the BSA. Further, there have been no recorded occurrences of this species within the Indio quadrangle by the CNDDB. Based on the NES, the proposed Avenue 50 Bridge will span the low-flow channel of the CVSC and the arrowweed scrub plant community would not be impacted by the bridge or bridge columns thereby avoiding direct impacts to low-quality nesting habitat for least Bell's vireo. Therefore, it was determined by Caltrans that the proposed project would have "no effect" on the least Bell's vireo.

2.3.5.4 Avoidance, Minimization, and/or Mitigation Measures

Refer to Measures AS-1a through AS-3c in Section 2.3.4, Animal Species.

2.3.6 Invasive Species

2.3.6.1 Regulatory Setting

On February 3, 1999, President William J. Clinton signed Executive Order (EO) 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." Federal Highway Administration (FHWA) guidance issued August 10, 1999 directs the use of the State's invasive species list, maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the National Environmental Policy Act (NEPA) analysis for a proposed project.

2.3.6.2 Affected Environment

Noxious weed species include species designated as federal noxious weeds by the United States Department of Agriculture (USDA), species listed by the California Department of Food and Agriculture, and other exotic pest plants designated by the California Invasive Plant Council (Cal-IPC). Based on the Natural Environment Study (NES) prepared for the project dated November 2018, invasive plant species are abundant throughout much of the Biological Study Area (BSA). Some of the more commonly occurring exotic plants in the BSA include pigweed (*Amaranthus albus*), five hook bassia (*Bassia hyssopifolia*), Bermuda grass (*Cynodon dactylon*), tree tobacco (*Nicotiana glauca*), Russian thistle (*Salsola tragus*), London rocket (*Sisymbrium irio*), and tamarisk (*Tamarix ramosissima*).

2.3.6.3 Environmental Consequences

Noxious weeds can have a destructive impact on landscape by displacing native plant species, increasing soil erosion, and decreasing wildlife habitat. Thus, it is important to control or eradicate the invasive species.

2.3.6.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

The No-Build Alternative would not include the construction of any of the proposed project improvements. As a result, as described under permanent impacts, the No-Build Alternative would not result in new impacts related to invasive species. Locations within the BSA where invasive species currently occur would not be modified under the No-Build Alternative.

Alternatives 7 and 8 (Build Alternatives)

Potential impacts from invasive species associated with construction and operation of transportation projects are considered permanent. Refer to Section 2.3.6.3.2, Permanent Impacts, for discussion regarding invasive species.

2.3.6.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative. As such, the No-Build Alternative would not result in impacts related to invasive species.

Alternatives 7 and 8 (Build Alternatives)

As noted above, invasive plant species are present in the BSA. It should be noted that the Coachella Valley Stormwater Channel (CVSC), an earthen flood control channel, traverses the BSA in a northwesterly to southeasterly orientation that eventually flows to the Salton Sea. The project includes replacing the existing low water crossing with a new bridge spanning over CVSC, which could have a potential threat of invasive species downstream. However, the project would be in compliance with the Executive Order on Invasive Species, EO 13112, and guidance from the Federal Highway Administration (FHWA), the landscaping and erosion control included in the project will not use species listed as invasive. None of the species on the California list of invasive species is used by Caltrans for erosion control or landscaping. As noted in Measure INV-1, all construction equipment and materials would be inspected for the presence of invasive species and cleaned if necessary. In areas of particular sensitivity, extra precautions would be taken if invasive species are found in or next to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur. Additionally, operation and maintenance of both Build Alternatives 7 and 8 would not increase the threat of invasive species beyond the existing condition associated with vehicle and pedestrian use on State Route 86 (SR-86) and Avenue 50.

2.3.6.4 Avoidance, Minimization, and/or Mitigation Measures

INV-1 All construction equipment and materials shall be inspected for the presence of invasive species and cleaned as necessary.

2.4 Cumulative Impacts

2.4.1 Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of the proposed project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

The California Environmental Quality Act (CEQA) Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts under the National Environmental Policy Act (NEPA) can be found in 40 Code of Federal Regulations (CFR) Section 1508.7.

2.4.2 Methodology

Caltrans' Guidance for Preparers of Cumulative Impact Analysis was consulted in conjunction with preparation of the cumulative analysis for the proposed SR-86/Avenue 50 New Interchange Project. The potential for cumulative impacts was evaluated by considering those resources potentially impacted by the proposed project, either directly or indirectly. In accordance with Caltrans' Guidance for Preparers of Cumulative Impact Analysis, if a project will not cause direct or indirect impacts on a resource, it will not contribute to a cumulative impact on that resource and need not be further evaluated. Resource Study Areas (RSAs) for those resources warranting analysis were identified for each respective resource. Separate maps were prepared showing the RSAs identified for each resource that was evaluated. The RSA boundaries are shown in Figures 2.4-1 through 2.4-5. The reasonably foreseeable project list provided in Table 2.4-1 was developed based on information from City of Coachella staff. In addition, the projects relevant to each RSA are shown on Figures 2.4-1 through 2.4-5.

2.4.3 Resources Excluded from Cumulative Impacts Analysis

As stated in the guidelines provided above, if the proposed project would not result in a direct or indirect impact to a resource, it would not contribute to a cumulative impact on that resource and need not be evaluated with respect to potential cumulative impacts. Those resources for which cumulative effects are not anticipated are listed below.

- Natural Communities
- Cultural Resources
- Air Quality

- Noise
- Plant Species

2.4.4 Resources Evaluated for Cumulative Analysis

The following resources are evaluated in this section for cumulative impacts:

- Community (including Visual/Aesthetics)
- Farmlands
- Water Resources (including Hydraulics and Water Quality)
- Biological Resources (including Wetlands and Other Waters, Animal Species, and Threatened and Endangered Species)
- Paleontology

The discussion of potential cumulative impacts is presented by environmental resource area. Table 2.4-1, Reasonably Foreseeable Projects, includes the reasonably foreseeable projects within the City of Coachella considered in this analysis. In the context of the respective RSA, the project footprint for both Alternatives 7 and 8 are similar; therefore, the discussion of Alternatives 7 and 8 below is combined into a single discussion of Build Alternatives, since implementation of either Build Alternative would result in similar cumulative impacts.

2.4.4.1 Community (including Visual/Aesthetics)

Resource Study Area

The RSA for visual/aesthetic resources is shown on Figure 2.4-1. For purposes of the visual/aesthetic impact analysis, the RSA boundaries for cumulative visual/aesthetic resources include an approximately one-mile buffer area relative to the project site, generally considered to be within the viewshed of the proposed project.

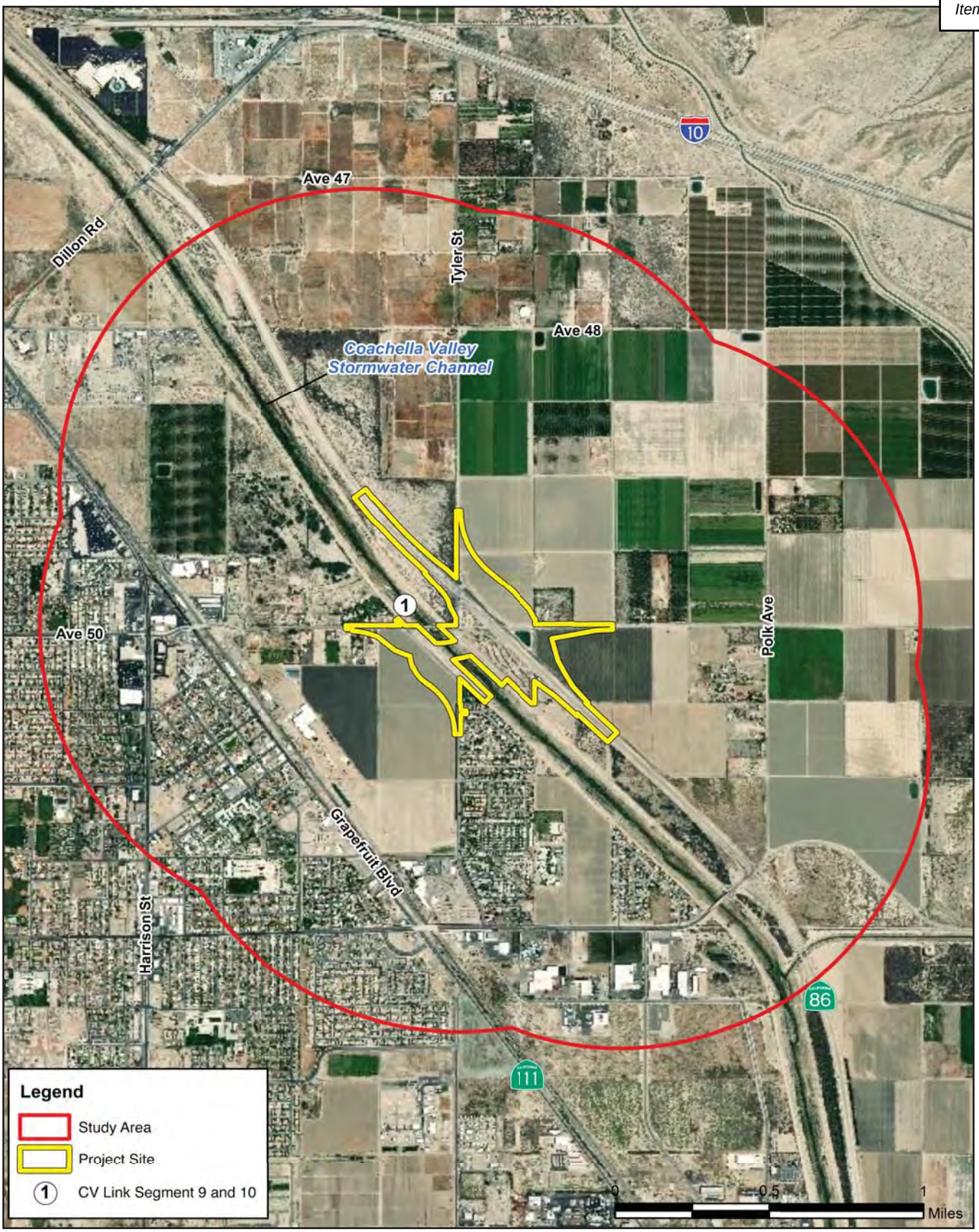
The RSA is defined by mainly developed and agricultural uses in the Coachella Valley, with surrounding views of the hillsides and ridgelines of Joshua Tree National Park to the north/east, eastern foothills of the San Bernardino National Forest to the northwest, Santa Rosa Mountains to the south, and San Jacinto Mountains to the west. The peaks, ridgelines, and hillsides associated with these topographic features are the most prominent visual resources in the RSA. These ridgelines are generally uniform in color and texture. Overall, the distant views toward these hills and ridgelines provide visual diversity in form, line, and color compared to the flat topography of the Coachella Valley.

Table 2.4-1: Reasonably Foreseeable Projects

Map ID[1]	Project Name	Project Description	Location	Status
1	CV Link Segments 9 and 10	3.5 miles of the total 50-mile CV Link alignment	Taylor Street to Airport Boulevard (Avenue 56)	First phase completed in Palm Springs, second phase commencing in La Quinta 2019.
1	Vista Escondida	282 single-family unit subdivision on 46.64 acres	Northwest corner of Shady Lane and Ave 54, Coachella, 92236	25 percent of homes built; park and off-site improvements complete. Future phases to begin construction in 2019.
2	AM/PM Expansion Project	Construct new carwash, drive-thru restaurant and retail buildings on 4.85 acres	Southwest corner of Ave 48 and Grapefruit Blvd, Coachella, 92236	Under construction. Phase 1 and 2 complete. Expected completion in 2020.
3	Baghdad Apartments/ Chelsea	General plan amendment from low-density residential; architectural review for 144-unit apts and parcel map modification	Southwest corner Calle Avila and Bagdad, Coachella, 92236	First phase complete (56 units); off-site improvements complete. Second phase to be completed on June 2018.
4	Prado	232 single-family unit subdivision	West of Frederick between Ave 50 and 51, Coachella, 92236	65 homes built; all off-site improvements complete. Next phase of construction expected in 2018.
5	Sundate II	169 single-family unit subdivision	Northwest corner Ave 53 and Frederick, Coachella, 92236	Tentative map revision approved. First phase of construction expected in 2020.
6	Nickel Creek	322 single-family unit subdivision on 64.64 acres	Ave 44, West of Dillon, Coachella, 92236	Tentative map approved. Construction expected in 2020 or later.
7	Brandenburg & Butters Specific Plan	Revised Plan includes 212 single-family unit subdivision	North of Ave 54, between Fillmore and Polk Street, Coachella, 92236	Tentative map approved. Construction expected in 2020 or later.
8	Eagle Falls Specific Plan	295 single-family unit subdivision on more than 90 acres	North of I-10 W of Harrison, Coachella, 92236	Tentative map approved. Construction expected in 2020.
9	Rancho Coachella Vineyards	272 single-family unit subdivision 80 acres	Northwest corner Ave 55 and Pierce, Coachella, 92236	Tentative map approved. Time extension granted. Construction expected in 2020 or later.
10	Shadow View Specific Plan	1,600 single-family unit subdivision on 368 acres	Southeast of Dillon Rd between I-10 and 86 Expressway, Coachella, 92236	Tentative maps expired. Construction expected in 2020 or later.
11	Villa Palmeras	111 single-family attached and detached residential units on 11.58 acres	South side of Ave 50 between Jackson and Calhoun St, Coachella, 92236	Tentative map approved. Construction expected in 2020 or later.
12	La Entrada Specific Plan	7,800 residential units; mixed uses including high-density residential, commercial, public facilities, and other non-residential uses; three elementary schools and one middle school; 345 acres of parks/ recreation uses, including multi- purpose trails; 112 acres of roadway uses; and 557 acres of open space	South of I-10 and east of All American Canal	Specific Plan, environmental document, and Development Agreement approved. First phase of construction expected by 2020.
13	I-10/Dillon Road Interchange (RTP ID: 3M0715)			PSR approved in 2010.
14	SR-86/Dillon Road Interchange (RTP ID: 3M0716)			PSR approved in 2010.
15	Avenue 50 Improvements (RTP ID: 3A04CV113)			Final design.
16	Avenue 50 Canal Crossing over All American Canal (RTP ID: 3A01CV002)			Final design.
17	Avenue 50 Extension (RTP ID: 3A01CV004)			Final design.
18	I-10/Avenue 50 New Interchange Project (RTP ID: RIV030901)			Final design.

Notes:
1. Mapping ID Nos. correspond to those identified in Figure 2.1.1-4, Planned Projects in the City of Coachella.

Source: *SR-86/Avenue 50 New Interchange Project Community Impact Assessment*, dated September 2018.



INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Cumulative Impacts Resource Study Area for Visual/Aesthetics

11/18 | JN 159814

Figure 2.4-1

Visual/Aesthetics

Current Health and Historical Context

The current health of the visual/aesthetic resources in the RSA is generally considered to be good. The surrounding views of hillsides and ridgelines as well as other agricultural uses and natural elements within the RSA have high visual quality. The built environment within the RSA includes manmade features such as residential, commercial, and institutional buildings, as well as infrastructure such as local roadways and utility lines. Manmade features interact with the natural environment to either enhance or reduce aesthetic qualities. The scale, diversity, and color of manmade elements can block views or cause visual clutter to degrade views. In general, the height and mass of structures and buildings within the RSA do not obstruct views of surrounding hillsides and ridgelines.

There are no Officially Designated State Scenic Highways within the RSA. Nonetheless, the RSA includes uninhibited views of surrounding hillsides and ridgelines, which are designated as visual resources by the City of Coachella. According to General Plan Policy 6.1, the City encourages preservation of these visual resources.

Direct and Indirect Impacts

Build Alternatives: Implementation of the project would introduce additional hardscape surfaces within the RSA and some nominal view blockage of the surrounding hillsides and ridgelines may occur; however, more expansive views of these visual resources would be provided along Avenue 50 and Tyler Street to the west of the proposed project. As detailed in Section 2.1.7 of this IS/EA, measures will be implemented to ensure the character and quality of the project area is maintained and is not degraded.

Potential Cumulative Impacts

Similar to the proposed SR-86/Avenue 50 New Interchange Project, each of the projects depicted on Figure 2.4-1 would be required to address any potential impacts to visual/aesthetic resources that these respective projects may generate. Planned projects would be required to comply with applicable federal and State regulatory requirements, including the applicable General Plan goals and policies intended to reduce and/or eliminate potential adverse effects to visual/aesthetic resources.

The proposed project would include a new bridge over the Coachella Valley Stormwater Channel (CVSC) and new Avenue 50 overcrossing over SR-86, within an area where roadway infrastructure currently exists and developed/urbanized portions of the City of Coachella exist within 0.5-mile to the west. It is not anticipated that the project would alter the visual character of the project area such that it would have the capacity to substantially interact with other identified planned projects in the area. Accordingly, the proposed project is not expected to substantially contribute to cumulative impacts related to visual/aesthetic considerations.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.4.4.2 Farmlands

Resource Study Area

The RSA for farmlands is shown on Figure 2.4-2. For purposes of the farmland impact analysis, the RSA boundaries for cumulative farmland resources include the city limit boundaries of the City of Coachella. The City limit boundaries were selected for the RSA since farmland represents a predominant land use within the City, and the range of reasonably foreseeable projects also occurs within the City.

Current Health and Historical Context

The current health of farmlands in the RSA is considered to be declining. According to the City's General Plan, agricultural land is one of the predominant land uses within Coachella, covering approximately 40 percent (21,840 acres) of the City's planning area. Approximately 17 percent (3,800 acres) of the total agricultural land within the planning area is located within the City's incorporated area. Most of the agricultural land is located in the unincorporated areas (18,040 acres). However, while preservation of agriculture is considered integral to the City's future, Coachella has experienced a significant loss in farmland that continues as urbanization spreads.[1]

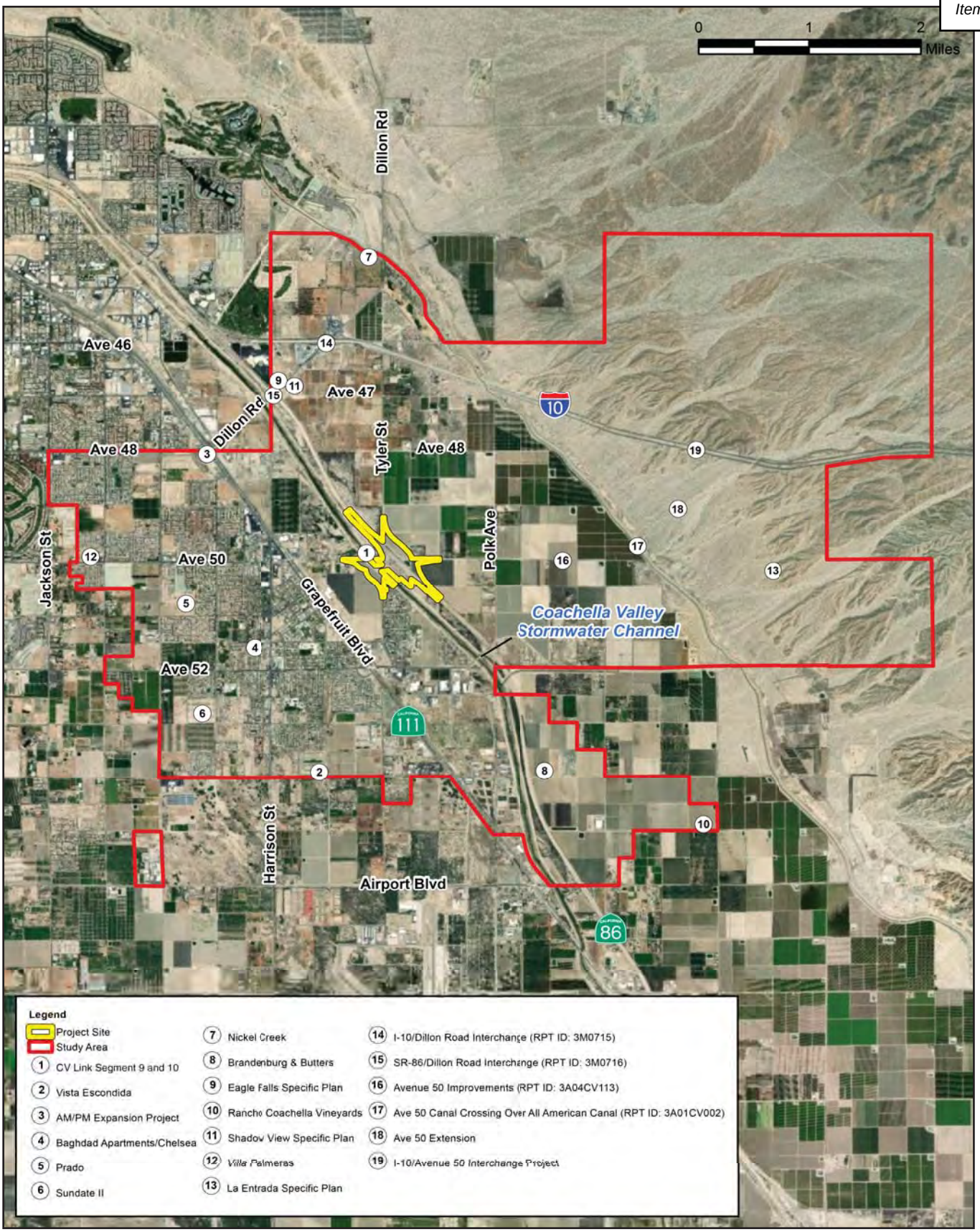
Direct and Indirect Impacts

Build Alternatives: Implementation of the project would result in the conversion of existing important farmlands to transportation uses within the RSA. However, as detailed in Section 2.1.2 of this IS/EA, measures will be implemented to ensure that all agricultural land that is converted to non-agricultural use will be addressed at a 1:1 ratio. Acquisition of farmlands will occur 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.

Potential Cumulative Impacts

Similar to the proposed SR-86/Avenue 50 New Interchange Project, each of the projects depicted on Figure 2.4-2 would be required to address any potential impacts to farmlands that these respective projects may generate. Planned projects would be required to comply with applicable federal requirements including the Farmland Protection Policy Act (FPPA), 7 USC 4201-4209; and its regulations, 7 CFR Part 658). The FPPA requires Federal agencies to "…coordinate with the Natural Resources Conservation Service (NRCS) to examine the effects of farmland conversion…" before they approve any activity that would convert farmland. Planned projects would be required to comply with applicable State requirements including the California Environmental Quality Act (CEQA), which requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. Planned projects would also be required to comply with the applicable General Plan goals and policies intended to preserve existing agricultural lands, specifically, policies 4.1 through 4.7 within the Land Use and Community Character Element.

[1] City of Coachella General Plan Update, April 22, 2015, Chapter 3 Existing Conditions, pp. 3-19, 3-20.



Cumulative Impacts Resource Study Area for Farmlands

Figure 2.4-2

It is not anticipated that the project would result in the conversion of a substantial amount of important farmlands within the project area such that it would have the capacity to substantially interact with other identified planned projects in the area. Accordingly, the proposed project is not expected to substantially contribute to cumulative impacts related to farmland considerations.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.4.4.3 Water Resources (including Hydraulics and Water Quality)

Resource Study Area

The RSA for water resources is depicted on Figure 2.4-3. For purposes of hydraulics and water quality analyses, cumulative impacts are considered for projects located within the same hydrologic sub-area of the Whitewater River watershed. The RSA boundaries were chosen in order to capture minor and major water features located within the RSA which may be impacted during construction of planned projects located within the RSA. It should be noted that although the Salton Sea itself is not included within the RSA boundaries (the Indio Hydrologic Sub-Area of the Whitewater River watershed), it is still considered to be a potentially affected water resource since water from the CVSC flows south into the Salton Sea.

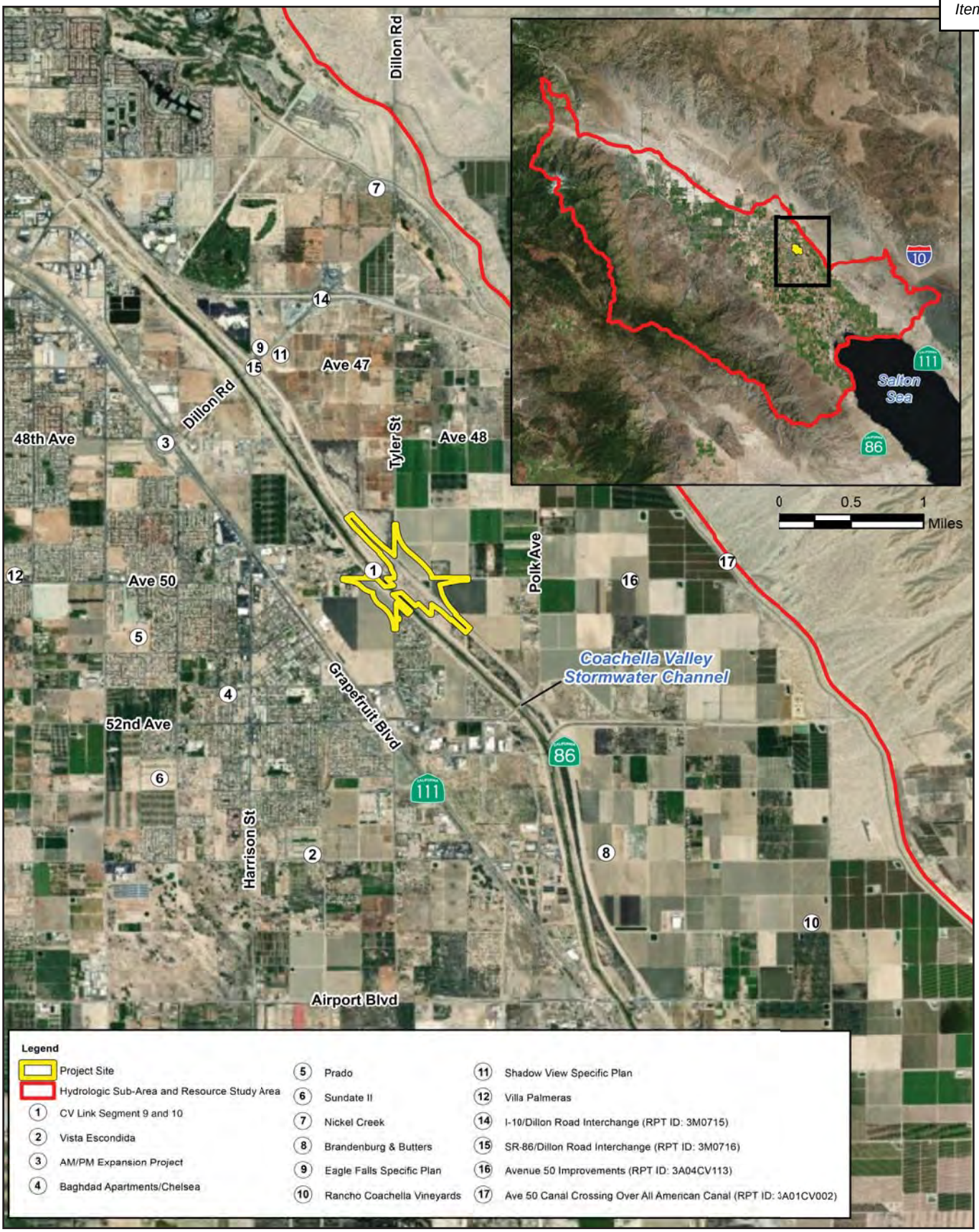
Specifically, the RSA includes the Indio Hydrologic Sub-Area of the Whitewater River watershed, which encompasses approximately 1,500 square miles and is bounded by the southeastern area of the San Bernardino Mountains (southeast of San Gorgonio Mountain), San Jacinto Mountains, the Santa Rosa Mountains, the Chocolate Mountains, the Mecca Hills, the Cottonwood Mountains, and the Orocopia Mountains. Runoff from these mountains drains through a network of surface streams and collects on the Coachella Valley floor and flows southeast via the CVSC toward the Salton Sea. The Salton Sea is a lake that has no outlet and does not discharge to the ocean.

Hydraulics

Current Health and Historical Context

The current health of water resources in the context of hydraulics relates to the frequency of flood hazards that occur in the RSA. According to the City's General Plan, Coachella receives on average about three inches of rain a year, although actual numbers can vary substantially from year to year. Runoff totals in the area are also controlled by topography. Coachella is located in the lower part of the Whitewater River basin, a regional watershed covering more than 1,000 square miles. The San Jacinto and San Bernardino Mountains capture a significant portion of the precipitation from strong Pacific storms that pass through, such that average rainfall in the San Jacinto Mountains is more than eight times that in the Coachella Valley (25 inches instead of the average three inches in Coachella). The steep mountain slopes and relatively impermeable bedrock means that most of this precipitation becomes runoff that eventually makes it way to the Whitewater River and its tributaries. Consequently, this drainage can convey substantial discharges even if little rain falls on the valley floors.[2]

[2] City of Coachella General Plan Update, April 22, 2015, Chapter 3 Existing Conditions, p. 3-29.



Cumulative Impacts Resource Study Area for Water Resources

There are two distinct flood sources in the Coachella Valley: 1) the Whitewater River and its tributaries upstream from the valley, and 2) the streams entering the valley from the mountain ranges flanking the northeast and southwest sides of the valley. The Whitewater River is the largest drainage course in the area. Collecting runoff from the slopes and canyons of the San Bernardino and San Jacinto Mountains, the river emerges from the mountains near the southern entrance to the San Gorgonio Pass, where it joins and captures the San Gorgonio River, and near Palm Springs, Tahquitz Creek.[3]

Flooding along the Whitewater River has occurred from both heavy single events and prolonged precipitation in the surrounding mountains. Additionally, intense summer monsoonal storms occur because of tropical cyclones in the Gulf of California.

According to the Water Quality Control Plan for the Colorado River Basin Region, floods along the Whitewater River have historically occurred at least once a decade since 1825. With channelization of the Whitewater River, regional flood damage to structures outside the channel has been minimal in recent years. However, there is currently not a permanent, interconnected flood control system in the City's General Plan area, nor does the City or county have a comprehensive master drainage plan. Most stormwater passes through Coachella as surface flow (there are very few underground structures such as storm drains) and existing local structures are not tied to the CVSC. Streets in the older part of the city have very slow drainage, causing water to pond for days after a storm.[4]

Direct and Indirect Impacts

Build Alternatives: The project's Location Hydraulic Study and Summary Floodplain Encroachment Report (LHS/SFER) (dated May 2018) determined that implementation of the project would minimally impact the existing floodplains or hydraulic performance of the CVSC. As discussed in Section 2.2.1 of this IS/EA, the proposed improvements would result in a localized rise in the water surface elevation at the CVSC. The allowable change in water surface elevation is a cumulative 1-foot rise over the base flood elevation for Zone A floodplains. As indicated in the LHS/SFER, the proposed project would not involve changes to the 100-year water surface elevation in CVSC which would exceed the allowable 1-foot rise prescribed by the FEMA regulations. As a result, the project would not be required to file a Conditional Letter of Map Revision (CLOMR) during Final Design. Project improvements occurring within the Zone A floodplain would be limited to the construction of a bridge over the floodplain. The existing Zone A floodplain is confined within an existing leveed channel. As a result, the combined Assessed Risk Level for the proposed project is "Low Risk."

Potential Cumulative Impacts

Similar to the proposed SR-86/Avenue 50 New Interchange Project, each of the planned projects depicted on Figure 2.4-3 has the potential to impact existing hydrology/floodplain through increases in impervious area, changes in topography, or impacts to existing drainage facilities. As noted above, the project would not substantially impact the hydraulic performance or capacity of the CVSC, and any improvements to the CVSC would be performed in accordance with Coachella Valley Water District (CVWD) standards and reviewed during the final design process. Thus, it is not anticipated that the project would have the capacity to interact with other identified planned projects in the area.

[3] Ibid.
[4] City of Coachella General Plan Update, April 22, 2015, Chapter 3 Existing Conditions, pp. 29-30.

All future development projects within the RSA would be subject to independent environmental review on a case-by-case basis and would be required to implement project-specific hydraulic design features and/or mitigation to reduce any identified impacts to hydrology/floodplain. Additionally, the City of Coachella minimizes the risk of flood hazard through Municipal Code Chapter 15.56, Floodplain Management, which is intended to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas by legally enforceable regulations applied uniformly throughout the community to all publicly and privately-owned land within flood prone areas. Thus, the proposed project, in combination with other planned projects, would not result in cumulative adverse water resource impacts related to hydraulics.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

Water Quality

Current Health and Historical Context

The current health of water quality within the RSA is considered to be declining. As indicated in Section 2.2.2 of this IS/EA, both the CVSC and Salton Sea are listed on the 2016 303(d)/305(b) Integrated List as impaired. The CVSC has a Total Maximum Daily Load (TMDL) for bacterial indicators that has been established. Table 2.4-2, Summary of 303(d) Listed Constituents and TMDL Constituents, shows the water bodies that could potentially be impacted by the development within the RSA. As noted above, the Salton Sea is considered to be a potentially affected water resource since water from the CVSC flows south into the Salton Sea.

Table 2.4-2: Summary of 303(d) Listed Constituents and TMDL Constituents

Water Body Name	303(d) List Constituent	TMDL Constituent
Coachella Valley Stormwater Channel	Dichlorodiphenyltrichloroethane (DDT) Dieldrin Indicator Bacteria Nitrogen, Ammonia (Total Ammonia) Polychlorinated biphenyls (PCB) Toxaphene Toxicity	Bacterial Indicators
Salton Sea	Arsenic Chloride Chlorpyrifos DDT Enterococcus Low Dissolved Oxygen Nitrogen, Ammonia (Total Ammonia) Nutrients Salinity Toxicity	None

Source: Water Quality Assessment Report, June 2018, Table 4 (p. 39).

Direct and Indirect Impacts

Build Alternatives: Project operations are not anticipated to result in substantive changes in the quantity or quality of runoff from the project site. The approximate acreage of net new impervious surface as a result of the proposed project would be 21.3 acres for Alternative 7 and 21.7 acres for Alternative 8. Alternative 7 would result in a total impervious area of 42 acres, and Alternative 8 would result in a total impervious area of 40 acres. When the total impervious area of Alternative 7 is compared to the size of the Whitewater River Watershed (over 960,000 acres), this equates to less than 0.00004 percent of the watershed. Thus, the amount of new impervious surface as a result of the proposed project would be negligible and would not result in a substantial increase in runoff leading to substantial water quality impacts to downstream receiving bodies.

Construction of either alternative could potentially result in water quality impacts associated with the contribution of pollutants to receiving water bodies during the temporary construction process. Pollutants during construction would include sediment, metals, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Best Management Practices (BMPs), including construction site BMPs (e.g., storm drain inlet protection, temporary fiber rolls, gravel bed berms, etc.) and job management BMPs (i.e., wind erosion control, spill prevention and control, etc.) would minimize these potential individual or cumulative combined impacts on water quality, including downstream waterbodies.

The project would not result in substantial permanent water quality impacts to downstream receiving bodies, the CVSC and the Salton Sea. Pursuant to Caltrans National Pollutant Discharge Elimination System (NPDES) permit requirements, the project would be required to implement a range of design pollution prevention and treatment and maintenance BMPs. Design pollution prevention BMPs are measures required under the Caltrans MS4 Permit that focus on reducing or eliminating runoff and controlling sources of pollutants during operation of the project (e.g., slope/surface protection systems, concentrated flow conveyance systems, preservation of existing vegetation, etc.). Upon adherence to the Caltrans MS4 Permit, which would require implementation of various BMPs to minimize operational water quality impacts, effects on downstream receiving bodies and aquatic life would not be adverse.

Potential Cumulative Impacts

Similar to the proposed SR-86/Avenue 50 New Interchange Project, each of the projects depicted on Figure 2.4-3 would be required to address any potential water quality impacts to water resources that these respective projects may generate. Planned projects would be required to comply with applicable federal and State regulatory requirements intended to reduce and/or eliminate potential adverse effects to water quality.

It is not anticipated that the project would degrade existing water quality such that it would have the capacity to substantially interact with other identified planned projects in the area. Accordingly, the proposed project is not expected to substantially contribute to cumulative impacts related to water quality considerations.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.4.4.4 Biological Resources (including Wetlands and Other Waters, Animal Species, and Threatened and Endangered Species)

Resource Study Area

The RSA for biological resources is shown on Figure 2.4-4. For purposes of wetlands/other waters, animal species, and threatened and endangered species, cumulative impacts are considered for projects located within the same 123.2-acre biological study area that was delineated for the proposed project as part of the biological resource assessment. The CVSC and SR-86 generally traverse the RSA in a northwesterly to southeasterly orientation. The RSA is bounded by agricultural land uses to the east; CVSC and agricultural land to the south; single-family residences to the west; and CVSC and single-family residences to the north. The RSA boundaries include the maximum area of potential direct effect along the entire length of the project footprint boundary and extends beyond the maximum area of potential direct effect where necessary to identify sensitive biological resources within and immediately adjacent to the RSA. Additionally, the RSA is located within the boundaries of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP).

Wetlands and Other Waters

Current Health and Historical Context

Existing conditions relative to the CVSC are characteristic of the arid west environment and typical of arrowweed scrub habitat, with existing emergent riparian vegetation located adjacent to CVSC. The active channel delineated throughout the CVSC is characterized by perennial flows, with surrounding areas comprised of earthen material and a combination of native and non-native vegetation. This area receives flows from connected subsurface evacuation channels throughout the valley. All waters are conveyed through the site south to the Salton Sea. Two existing culverts convey flows to the RSA. The active channel mapped during the RSA delineation exhibited clear evidence of hydrological processes such as sediment deposition and the destruction of terrestrial vegetation. The active channel also exhibited large accumulations of drift deposits on the upstream side of the channel. The active channel is comprised of a single channel form, ranging between 6-20 feet in width. Generally, the active channel exhibits a very flat bed topography. One large pond utilized for agricultural purposes can be seen immediately south of Avenue 50. This pond is wholly excavated in the uplands and does not exhibit a connection to the CVSC. The higher elevations along SR-86 contained no hydrological features.

The areas immediately west and east of the active channel, but within the limits of the CVSC, are routinely graded/maintained and do not support a native plant community. Further, conditions within the CVSC appear to be disturbed as a result of routine maintenance activities. Since the Whitewater River and several of its tributary channels have been modified for flood control purposes, the current health of the RSA is considered moderate.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
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Cumulative Impacts Resource Study Area for Biological Resources

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Figure 2.4-4

Direct and Indirect Impacts

Build Alternatives: As concluded in Section 2.3.1 of this IS/EA, implementation of the project is not anticipated to result in substantive adverse effects to wetlands and other waters. The project would result in temporary project impacts to 0.95-acre (0.08 of non-wetland waters and 0.87 of wetland) of United States Army Corps of Engineers (USACE)/Regional Water Quality Control Board (RWQCB) jurisdiction and 1.88-acre (0.87 of vegetated streambed and 1.01 of unvegetated streambed) of California Department of Fish and Wildlife (CDFW) jurisdiction. The project would result in permanent project impacts to approximately 0.02-acre of wetland associated with CVSC, which is under USACE and RWQCB jurisdiction. Additionally, the project would result in approximately 3.23 acres (0.02-acre of vegetated streambed and 3.21-acres or non-vegetated streambed) of permanent impacts to streambeds associated with CVSC, which is under CDFW jurisdiction. As detailed in Section 2.3.1 of this IS/EA, anticipated potential impacts to jurisdictional waters of the U.S. and State will be addressed at a minimum 1:1 ratio, which may involve purchase of land or land credits and/or a restoration plan. Impacts following completion of this project are not anticipated to be substantial.

Potential Cumulative Impacts

Similar to the proposed SR-86/Avenue 50 New Interchange Project, each of the projects depicted on Figure 2.4-4 would be required to address any potential impacts to wetlands and other waters that these respective projects may generate. Planned projects would be required to comply with applicable federal and State regulatory requirements and obtain applicable regulatory permits with respect to jurisdictional areas, wetlands, and other waters during construction and operation, in order to reduce and/or eliminate potential adverse effects to wetlands and other waters.

It is not anticipated that the project would affect wetlands and other waters such that it would have the capacity to substantially interact with other identified planned projects in the area. Accordingly, the proposed project is not expected to substantially contribute to cumulative impacts related to wetlands and other waters.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

Animal Species

Current Health and Historical Context

Natural communities in the RSA consist of arrowweed scrub (0.6 acre) and saltbrush scrub (3.5 acres). Disturbed areas encompass the largest portion (approximately 47.2 percent) of the RSA. Disturbed areas within the RSA generally consist of unpaved areas that no longer support vegetation or comprise a plant community, including unimproved access roads and land that has been routinely cleared or graded during maintenance and/or weed abatement activities. The areas immediately west and east of the active channel, but within the limits CVSC are routinely graded/maintained and no longer support a native plant community. In addition, the area south of Avenue 50, west of SR-86, and east of the CVSC has also been subject to grading/maintenance activities and no longer supports a native plant community.

A total of 23 special status animal species were identified by record searches as potentially occurring within the RSA. Four special status animal species were identified within the RSA

during the site investigation: Cooper's hawk, burrowing owl, black-tailed gnatcatcher, and American badger. Based on the results of the field survey, it was determined that the habitats within and adjacent to the RSA have a low potential to support summer tanager, vermillion flycatcher, Crissal thrasher, Le Conte's thrasher, least Bell's vireo, and yellow-headed blackbird. All other special status animal species are not expected to occur within the RSA and are presumed absent based on habitat requirements for specific species, availability and quality of habitats needed by special status animal species and known distributions. Given the predominately developed nature of the RSA, as well as the scope of continuing planned development anticipated to occur in the RSA, the current health of animal species is considered to be declining.

Direct and Indirect Impacts

Build Alternatives: As indicated in Section 2.3.3 of this IS/EA, a total of 23 special-status animal species were identified as potentially occurring within the Indio USGS 7.5-minute quadrangle. Four of the 23 special-status animal species identified were found to be present within the proposed project's RSA during the biological assessment, including Cooper's hawk, burrowing owl, black-tailed gnatcatcher, and American badger. As detailed in Section 2.2.3 of this IS/EA, measures will be implemented to ensure that the proposed project's construction and operational effects on nesting birds and special-status animal species would not be adverse. Therefore, the proposed project would not contribute to cumulative adverse effects related to special-status animal species.

Potential Cumulative Impacts

Similar to the proposed SR-86/Avenue 50 New Interchange Project, each of the projects depicted on Figure 2.4-4 would be required to address any potential impacts to special-status animal species that these respective projects may generate. Planned projects would be subject to compliance with the CVMSCHP. A significant component of the CVMSHCP is its recommendation of advanced planning to cover potential cumulative impacts to sensitive habitats and covered species. All future development projects within the RSA would be subject to independent environmental review on a case-by-case basis and would be required to implement project-specific measures to reduce any identified impacts to special-status animal species.

It is not anticipated that the project would affect animal species such that it would have the capacity to substantially interact with other identified planned projects in the area. Accordingly, the proposed project is not expected to substantially contribute to cumulative impacts related to special-status animal species considerations.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

Threatened and Endangered Species

Current Health and Historical Context

A total of six federally listed threatened or endangered plant or animal species were identified as potentially occurring within the RSA. However, no federally listed plant or animal species were observed within the RSA during the biological assessment. Based on the results of the habitat

assessment, all federally listed plant or animal species are presumed absent from the RSA. Additionally, the RSA is not located within federally designated Critical Habitat.

Direct and Indirect Impacts

Build Alternatives: As indicated in Section 2.3.4 of this IS/EA, no federal or State listed threatened or endangered plant and animal species were observed in the proposed project's BSA. The arrowweed scrub plant community within the low-flow channel of the CVSC provides minimal, low-quality nesting habitat for least Bell's vireo; however, this area is routinely maintained by the CVWD and the habitat lacks the preferred density and structure of plant species. Following completion a measure that includes a pre-construction clearance survey and construction worker environmental awareness training, the proposed project would result in a "no effect" determination to least Bell's vireo. Therefore, the proposed project would not contribute to cumulative adverse effects related to threatened or endangered plant or animal species.

Potential Cumulative Impacts

Similar to the proposed SR-86/Avenue 50 New Interchange Project, each of the projects depicted on Figure 2.4-4 would be required to address any potential impacts to threatened and endangered species that these respective projects may generate. All reasonably foreseeable planned projects would be subject to compliance with the CVMSCHP. A substantial component of the CVMSHCP is its recommendation of advanced planning to cover potential cumulative impacts to sensitive habitats and covered species, including the least Bell's vireo. All future development projects within the RSA would be subject to independent environmental review on a case-by-case basis and would be required to implement project-specific measures to reduce any identified impacts to threatened and endangered species.

It is not anticipated that the project would affect threatened and endangered species such that it would have the capacity to substantially interact with other identified planned projects in the area. Accordingly, the proposed project is not expected to substantially contribute to cumulative impacts related to threatened and endangered species considerations.

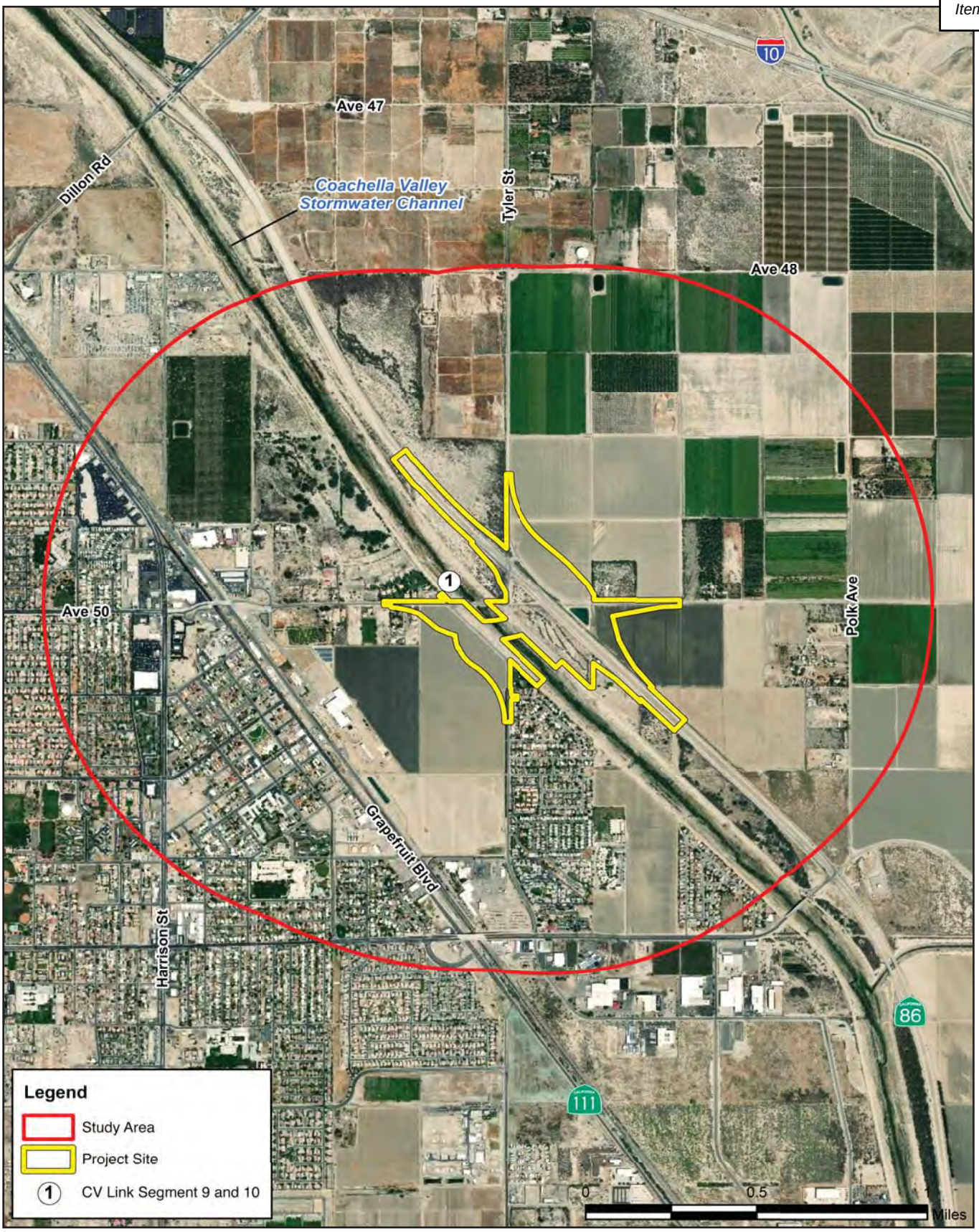
Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.4.4.5 Paleontological Resources

Resource Study Area

The RSA for paleontological resources is shown on Figure 2.4-5. For purposes of the paleontological resource impact analysis, the RSA boundaries for cumulative paleontological resources include an approximately one-mile buffer area from the project site, similar to the boundary used for the paleontological study records search area. The RSA boundaries were chosen in order to capture areas surrounding the project site that are underlain by a similar geologic unit as the project site (late Holocene to latest Pleistocene Quaternary surficial deposits) and may potentially result in the unearthing and discovery of paleontological resources during construction of planned projects located within the RSA.



INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Cumulative Impacts Resource Study Area for Paleontological Resources

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Figure 2.4-5

Current Health and Historical Context

The current health of paleontological resources in the RSA is considered to be stable. No paleontological resources were discovered on the surface during the course of fieldwork that was conducted for the proposed project, and the Quaternary surficial deposits have been previously disturbed at the surface or are obscured by soil and anthropogenic developments in the RSA. According to the paleontological studies conducted for the proposed project, there are areas of both low and high sensitivity for paleontological resources within the RSA. The Quaternary surficial deposits mapped within the RSA have a low to high potential, increasing with depth, to contain intact paleontological resources. At the surface, these deposits are typically too young to contain fossilized remains; however, Holocene to Late Pleistocene ancient Lake Cahuilla deposits may underlie the younger surficial deposits at moderate depth.

Direct and Indirect Impacts

Build Alternatives: As discussed in Section 2.2.4 of this IS/EA, while there are no known, recorded paleontological resources within the proposed project boundaries, the project site is underlain by geologic units determined to have a low to high potential for buried fossil resources (i.e., sensitivity increases with depth below ground surface). As a result, ground-disturbing activities associated with the construction of the project could result in the disturbance or loss of previously undiscovered paleontological resources. Any loss of paleontological resources would most likely occur in areas that are immediately underlain by geologic units with low to high paleontological sensitivity, well below the contact between Holocene lacustrine deposits and Pleistocene lacustrine deposits (20 feet below ground surface).

Measures have been included in the proposed project to ensure that potential construction-related impacts to previously undiscovered paleontological resources are not substantial. A worker's environmental awareness training and on-site construction monitoring through implementation of a Paleontological Mitigation Plan (PMP) would be required. If paleontological resources are discovered during ground-disturbing activities, fossil preparation, curation, and reporting would occur.

Potential Cumulative Impacts

Similar to the proposed SR-86/Avenue 50 New Interchange Project, each of the projects depicted on Figure 2.4-5 would be required to address any potential impacts to paleontological resources that these respective projects may generate. All reasonably foreseeable planned projects would be required to comply with applicable federal and State regulatory requirements, including the applicable General Plan goals and policies intended to reduce and/or eliminate potential adverse effects to paleontological resources. All future development projects within the RSA would be required to implement project-specific measures to reduce any identified impacts to paleontological resources.

It is not anticipated that the project would affect paleontological resources such that it would have the capacity to substantially interact with other identified planned projects in the area. Accordingly, the proposed project is not expected to substantially contribute to cumulative impacts related to paleontological resource considerations.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

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Chapter 3 California Environmental Quality Act (CEQA) Evaluation

3.1 Determining Significance Under CEQA

The proposed project is a joint project by the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). FHWA's responsibility for environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 United States Code Section 327 (23 USC 327) and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans. Caltrans is the lead agency under CEQA and NEPA.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an EIS, or a lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) *as a whole* has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require Caltrans to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an EIR must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of "mandatory findings of significance," which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

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3.2 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 will indicate that there are no impacts to a particular resource. A NO IMPACT answer in the last column reflects this determination. 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.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices (BMPs) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below; see Chapters 1 and 2 for a detailed discussion of these features. The annotations to this checklist are summaries of information contained in Chapter 2 in order to provide the reader with the rationale for significance determinations; for a more detailed discussion of the nature and extent of impacts, please see Chapter 2. This checklist incorporates by reference the information contained in Chapters 1 and 2.

AESTHETICS

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

The potential for the Build Alternatives to result in impacts related to aesthetics was assessed in the Visual Impact Assessment for State Route 86/Avenue 50 New Interchange Project (VIA) (May 2018) and the Visual/Aesthetics section in Chapter 2. The following discussions are based on those analyses.

a) Less Than Significant Impact.

As discussed in the Visual/Aesthetics section in Chapter 2, public views from roadways in the project area provide opportunities for public views toward visual resources, such as Joshua Tree National Park to the north/east, eastern foothills of the San Bernardino National Forest to the northwest, Santa Rosa Mountains to the south, and San Jacinto Mountains to the west. General Plan Policy 6.1 of the Land Use and Community Character Element requires the preservation of hillside and mountain views from view corridors throughout the City that afford these views. VIA Key Views 1 through 5 depict typical views from eastbound Avenue 50, northbound Tyler Street, northbound SR-86, and westbound Avenue 50 travelers with background views of the surrounding hillsides and ridgelines the City aims to preserve. As shown in Figures 2.1.7-1 and 2.1.7-2a through 2.1.7-6b, the proposed SR-86/Avenue 50 interchange project structure would not result in substantial view blockage of the hillsides and ridgelines in the surrounding area. As such, the overall visual impact in Key Views 1 through 5 would not be significant. Further, Measures VIS-2 through VIS-5 would ensure the character and quality of the project area is maintained and is not substantially degraded. Thus, impacts would be less that significant.

b) No Impact.

As discussed in the Visual/Aesthetics section in Chapter 2, the project site does not include any officially designated or eligible State scenic highways.[1]

[1] California Department of Transportation, *California Scenic Highway Mapping System*, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed on July 26, 2017.

c) and d) Less Than Significant Impact.

As discussed in the Visual/Aesthetics section in Chapter 2, motorists traveling along SR-86, Avenue 50 and Tyler Street in the project vicinity would be exposed to temporary visual changes associated with construction-related activities and additional lighting. The proposed project would require staging areas to allow for construction activities and the storage of equipment. Construction vehicle access and staging of construction materials would be visible from motorist traveling along the project site as well as residents located in the project vicinity. However, views of construction-related activities and equipment/vehicles would be temporary in nature. The project would be required to comply with Caltrans Standard Specifications for Construction, which would minimize visual impacts through the use of opaque temporary construction fencing that would be situated around the staging areas.

In regards to permanent impacts, although a new interchange and overcrossing structures would be introduced to the area, these transportation uses would be similar to the height, scale, mass, and character of the existing interchanges/overcrossing structures in the project vicinity (e.g., the Avenue 52/SR-86 overcrossing structure to the northwest of the project site). After project implementation, the visual character of the area would be moderately affected by the proposed project. However, implementation of recommended Measures VIS-2 through VIS-5 would ensure the character and quality of the project area is maintained and is not substantially degraded. Therefore, the project as designed would not substantially degrade the visual character and quality of the site and would have less than significant impacts to visual character with implementation of Measures VIS-2 through VIS-5.

Lighting from nighttime construction could potentially cause a nuisance to motorists travelling along SR-86 and Avenue 50, in addition to surrounding residential uses. Lighting effects to surrounding residential uses would primarily be of concern during construction of Phase 1 of the Build Alternatives, which would occur in close proximity to single-family residences along Avenue 50 and Tyler Street, west of CVSC. Nighttime construction lighting would be required for tie-in work in high traffic areas (e.g., ramp tie-ins along SR-86, tie-in of the new Avenue 50 re-alignment) and bridge falsework along SR-86. In accordance with Caltrans regulations, nighttime construction would be limited to the hours of 10:00 p.m. to 6:00 a.m. Necessary lighting for safety and construction purposes would be directed away from land uses outside of the project area, and contained and directed toward the specific area of construction. With implementation of Measure VIS-1, construction lighting types, plans, and placement would be designed to minimize light and glare impacts on surrounding sensitive uses. Additionally, implementation of the proposed project would introduce additional sources of light to the project area from traffic signals along Avenue 50 (i.e., at the northbound and southbound SR-86 on/off-ramps, and the Avenue 50/Tyler Street intersection). Motorists traveling along SR-86, Avenue 50, and Tyler Street would be nominally impacted by the traffic signals due to their short duration of exposure. The residential uses in the project vicinity could be sensitive to increased lighting from the proposed project. However, the project area currently contains lighting features, particularly along Avenue 50 and Tyler Street. Measures VIS-1 and VIS-6 (use of lighting design techniques) would reduce temporary and operational lighting impacts by requiring new lighting to be designed and installed to avoid light spillage at adjacent properties. Impacts related to light and glare would be less than significant.

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:	Significant and Unavoidable 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))?	☐	☐	☐	☒
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?	☐	☐	☐	☒

The potential for the Build Alternatives to result in impacts to agriculture and forest resources was assessed in the Community Impact Assessment (August 2018) and the Farmlands section in Chapter 2. The following discussion is based on those analyses.

a) <u>Less Than Significant Impact</u>.

Based on Section 2.1.2, Farmlands, of this IS/EA, the proposed project would bisect two agricultural parcels, resulting in 13.35 acres of remnant portions of the parcels following construction of the project, considered to be an indirect conversion of farmland acreage. Either Build Alternative would directly convert 44.47 acres of farmland. The total acreage of permanently impacted farmland is 57.82 acres.

A measure has been incorporated to minimize the effects related to the loss of farmland due to the project. All agricultural land that is converted to non-agricultural use will be addressed at a 1:1 ratio. Therefore, a less than significant impact would occur.

b) Less Than Significant Impact.

The eastern portion of the project site (east of the CVSC) contains areas that are zoned as "agricultural reserve," and "agricultural transition." However, as a roadway project, the project would not result in the creation of a new land use or development that would result in a zoning conflict resulting in the need for a zone change. In addition, there are no Williamson Act lands within the project area. Therefore, the project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. A less than significant impact would occur and no measures are required.

c) and d) No Impact.

There are no forest lands or timberlands located within or adjacent to the project area. Therefore, the project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, nor would the project result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

e) No Impact.

The project does not 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. No impact would occur.

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:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

The potential for the Build Alternatives to result in impacts to air quality was assessed in the Air Quality Assessment (August 2017) and the Air Quality section in Chapter 2. The following discussion is based on those analyses.

a) and b) <u>No Impact</u>.

The proposed project is located in the Salton Sea Air Basin (SSAB) and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). As discussed in the Air Quality section of Chapter 2, the Basin is an attainment area for CO, NO_2, SO_2, and $PM_{2.5}$ for both state and federal standards. The Basin is a nonattainment area for O_3 and PM_{10} under both state and federal standards.

Temporary Construction Impacts

The proposed project would construct a new bridge spanning over the CVSC and realign Avenue 50 and Tyler Street on the west side of SR-86 (Phase 1); and construct a new SR-86/Avenue 50 interchange and will also include realignment of Tyler Street on the east side of SR-86 (Phase 2). With adherence to local, state, and federal rules and regulations, including Caltrans Standard Specifications for Construction (Sections 14-11.04 [Dust Control]) and 14-9.02 [Air Pollution Control]), the project would not violate any air quality standards. No impact would occur in this regard and no measures are required.

Operational Impacts

Based on Section 2.2.6, Air Quality, the proposed roadway widening and new interchange improvements would attract traffic to the area, nominally increasing average daily traffic; although a higher proportion of trucks would not occur.

The proposed project is included in the SCAG 2016 RTP/SCS and 2017 FTIP, both of which were found to be conforming (see Section 2.2.6, Air Quality, of this IS/EA). The project will also be included in the 2019 FTIP. Therefore, the proposed project would not conflict with the AQMP, violate any air quality standard, result in a net increase of any criteria pollutant. Thus, no impact would occur in this regard and no measures are required.

c) Less Than Significant Impact.

Cumulative Construction Impacts

As noted above, with adherence to local, state, and federal rules and regulations, including Caltrans Standard Specifications for Construction (Sections 14-11.04 [Dust Control]) and 14-9.02 [Air Pollution Control]), the project would generate a less than significant amount of pollutants during construction due to the short duration of project construction. These same requirements would also be imposed on construction projects throughout the Basin, which would include related projects. Thus, it can be reasonably inferred that the project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. Thus, a less than significant impact would occur in this regard and no measures are required.

Cumulative Operational Impacts

As discussed previously, project implementation would create a slight increase in average daily traffic. In addition, the proposed project would improve vehicular traffic and circulation and would not add substantial new vehicular capacity to the expressway mainline. Adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. As a result, the proposed project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, cumulative operational impacts associated with implementation of the proposed project would be less than significant and no measures are required.

d) Less Than Significant Impact.

Temporary Construction Impacts

The closest sensitive receptors to the proposed project include residential uses that are along the north and south of the existing Avenue 50 and residents along Tyler Street. Temporary impacts to sensitive receptors regarding fugitive dust resulting from construction activities would occur during demolition, grading/trenching, new pavement construction, and the restriping phase. However, adherence to local, state, and federal rules and regulations, including Caltrans Standard Specifications for Construction (Sections 14-11.04 [Dust Control]) and 14-9.02 [Air Pollution Control]) would minimize temporary air quality impacts to sensitive receptors, and sensitive receptors would not be exposed to substantial pollutant concentrations. No measures are required.

Operational Impacts

As discussed in Section 2.2.6, Air Quality, the CO screening analysis concluded that project implementation would reduce congestion and overall travel time due to overall improvements in LOS and vehicle hours traveled (VHT) during build conditions. Additionally, the proposed project does not involve parking lots, and therefore would not increase the number of vehicles operating in cold start mode. Accordingly, impacts would be less than significant and no measures are required.

e) Less Than Significant Impact.

As stated, the closest sensitive receptors to the proposed project include residential uses that are along the north and south of the existing Avenue 50 and residents along Tyler Street. Accordingly, the proposed project would not create objectionable odors affecting a substantial number of people; however, minor sources of odors would be present during construction. Construction of the re-alignment of Avenue 50 is expected to be completed within three to four months. Construction of the re-alignment of Tyler Street is expected to be completed within one to three months. The predominant source of power for construction equipment is diesel engines and emissions associated with asphalt paving. Because odors would be temporary and would disperse rapidly with distance from the source, construction-generated odors would not be expected to result in the frequent exposure of receptors to objectionable odorous emissions. Impacts would be less than significant and no measures are required.

BIOLOGICAL RESOURCES

Would the project:	Significant and Unavoidable 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?	☐	☐	☐	☒

The potential for the Build Alternatives to result in impacts to biological resources was assessed in the Natural Environment Study (NES), (May 2018), the Jurisdictional Delineation (April 2018), and the following sections in Chapter 2: Wetlands and Other Waters; Plant Species; Animal Species; Threatened and Endangered Species, and Invasive Species. The following discussions are based on those analyses.

a) <u>Less Than Significant Impact</u>.

As discussed in Section 2.3.1, Natural Communities, two natural plant communities were observed in the Biological Study Area (BSA) during the site investigation on April 26, 2017: arrowweed scrub and saltbush scrub. As discussed in Section 2.3.3, Plant Species, 12 special status plant species were identified as having potential to occur on the BSA. However, none were observed during the assessment and none are expected to occur and

are presumed absent based on the habitat requirements for specific species, availability, and quality of habitats needed by special status plant species. However, development of the project has the potential to result in temporary indirect impacts to special status plant species that may occur within habitats surrounding the BSA such as fugitive dust or spread of non-native seeds. Adherence to Caltrans Standard Specifications Section 14-10.01, General (Solid Waste Disposal and Recycling), would ensure project materials are not cast from the project site into nearby habitats and project related debris, spoils, and trash are contained and removed to a proper disposal facility. Caltrans Standard Specifications Section 18-1.03A, General (Dust Palliatives), would ensure dust control during project construction. Measure INV-1 would minimize potential impacts regarding invasive plant species. With adherence to these standards and measure, potential impacts to plant species would be reduced to less than significant levels.

As discussed in Section 2.3.3, Animal Species, a total of 23 special status animal species were identified as potentially occurring within the BSA. Four special status animal species were identified within the BSA during the site investigation on April 26, 2017: Cooper's hawk, burrowing owl, black-tailed gnatcatcher, and American badger. Based on the results of the field survey, it was determined that the habitats within and adjacent to the BSA have a low potential to support summer tanager, vermillion flycatcher, Crissal thrasher, Le Conte's thrasher, least Bell's vireo, and yellow-headed blackbird. All other special status animal species are not expected to occur within the BSA and are presumed absent based on habitat requirements for specific species, availability and quality of habitats needed by special status animal species, and known distributions. However, to minimize potential impacts to special status animal species, Measures AS-1a through AS-1d would require workers to receive environmental awareness training prior to the initiation of work. Additionally, nesting birds are protected pursuant to the California Fish and Game Code (Sections 3503, 3503.3, 3511, and 3513). To minimize potential impacts to this migratory bird species, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c).

Implementation of the proposed project has the potential to have both direct and indirect impacts to burrowing owl and the American Badger. In addition, construction-related disturbance may have an adverse impact on both species. Measures AS-4a through AS-4d would require pre-construction surveys for burrowing owl and Measures AS-5a through AS-5c would require pre-construction surveys for American Badger. If either the burrowing owl or American Badger are determined present during the pre-construction surveys, Measures AS-4a through AS-4d and AS-5a through AS-5c would require avoidance and/or relocation as necessary. As such, with implementation of Measures AS-1a through AS-5c, potential impacts to special status species would be less than significant.

b) <u>Less Than Significant Impact</u>.

Two natural plant communities occur within the BSA: arrowweed scrub and saltbush scrub. Although these plant communities provide suitable nesting and foraging opportunities for avian and mammalian species, no natural communities of special concern were identified in the BSA. Therefore, no temporary or permanent impacts to natural communities of special concern would occur as a result of project implementation.

Refer to Response (c) below regarding riparian habitat. Measures WET-2a and WET-2b would require fencing barriers around riparian and riverine communities. Thus, with adherence to Measures WET-2 a and WET-2b, potential impacts to riparian habitat would be less than significant.

c) Less Than Significant With Mitigation Incorporated.

As detailed in the Wetlands and Other Waters section in Chapter 2, the proposed Avenue 50 bridge and related construction activities would span the active CVSC channel. The Build Alternatives would result in temporary project impacts to 0.95-acre (0.08 of non-wetland waters and 0.87 of wetland) of Regional Water Quality Control Board (RWQCB) jurisdiction and 1.86-acre (0.87 of vegetated streambed and 0.99 of unvegetated streambed) of California Department of Fish and Wildlife (CDFW) jurisdiction. The project would result in permanent project impacts to approximately 0.02-acre of wetland associated with CVSC, which is under RWQCB jurisdiction. Additionally, the project would result in approximately 3.25 acres (0.02-acre of vegetated streambed and 3.23-acres or non-vegetated streambed) of permanent impacts to CDFW jurisdiction through implementation of project features affecting CVSC. The project would not result in any permanent impacts to RWQCB wetlands or non-wetland waters.

As a "Covered Activity" under the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), the proposed project was determined to be consistent with the CVMSHCP biological goals and objectives and no further avoidance, minimization, and mitigation measures are required. Measures WET-1, WET-2a, and WET-2b would further reduce potential impacts. Measure WET-1 would require impacts to jurisdictional waters of the State 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, operational maintenance, and performance standards, in consultation with the resource agencies. Measures WET-2a and WET-2b would require fencing barriers around riparian and riverine communities. Thus, with adherence to Measures WET-1, WET-2a, and WET-2b and measures under the CVMSHCP, temporary and permanent impacts related to project implementation would be less than significant.

d), e) and f) No Impact.

Although channelized, the CVSC has the potential to provide movement opportunities for a limited variety of wildlife species such as coyotes. However, based on the NES, there are no known habitat linkages or migration corridors within the BSA. This project would not conflict with any local policies or ordinances protecting biological resources, nor would it conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. As discussed above, the project is identified as a "Covered Project," under the CVMSHCP and would be consistent with goals and policies provided in the CVMSHCP. No impacts would occur and no measures are required.

CULTURAL RESOURCES

Would the project:	Significant and Unavoidable 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 dedicated cemeteries?	☐	☐	☒	☐

The potential for the project to result in impacts related to cultural and paleontological resources was assessed in the Historic Property Survey Report (HPSR) (May 2018); Historical Resources Evaluation Report for the State Route 86 – Avenue 50 New Interchange and Bridge Project (HRER) (May 2018); Archaeological Survey Report for the State Route 86/Avenue 50 New Interchange Project (ASR) (May 2018); Combined Paleontological Identification Report and Paleontological Evaluation Report (PIR/PER) (March 2018); and within the Cultural Resources and Paleontological Resources sections in Chapter 2. The following discussions are based on those analyses.

a) and b) <u>Less Than Significant Impact</u>.

As detailed in Section 2.1.8, Cultural Resources, of the IS/EA, the project would result in a Finding of No Adverse Effect to Historic Properties. Additionally, Caltrans has notified the California State Historic Preservation Officer (SHPO) of its determination that one property within the area of potential effect (APE) is eligible for inclusion in the National Register of Historic Places (NRHP). The resource is eligible as a contributing element of the larger NRHP eligible site; however, the project related effects on it will not be adverse. Caltrans has requested concurrence in its determination of *Finding of No Historic Properties Affected.* Ground disturbance activities associated with construction of the Build Alternatives could result in the inadvertent discovery of cultural resources. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area be diverted until a qualified archaeologist can assess the nature and significance of the find. As such, no impacts to cultural resources would occur and no measures are required.

c) <u>Less Than Significant With Mitigation Incorporated</u>.

No fossils are known to exist within the proposed project boundaries. However, the project site is underlain by geologic units determined to have a low to high potential for buried fossil resources (i.e., sensitivity increases with depth below ground surface). As a result, ground-disturbing activities associated with the construction of the Build Alternatives could result in the disturbance or loss of previously undiscovered paleontological resources. Any loss of

paleontological resources would most likely occur in areas that are immediately underlain by geologic units with low to high paleontological sensitivity, well below the contact between Holocene lacustrine deposits and Pleistocene lacustrine deposits (20 feet below ground surface [bgs]).

Since the project's ground-disturbing activities could result in adverse impacts to paleontological resources, a worker's environmental awareness training would be required (Measure PAL-1). Additionally, a qualified professional paleontologist will prepare and implement a Paleontological Mitigation Plan (PMP) for the project and monitoring is recommended for grading and excavation activities at depths greater than or equal to 20 feet bgs (PAL-2). If paleontological resources are discovered during ground-disturbing activities, fossil preparation, curation, and reporting would occur in accordance with Measures PAL-3a and PAL-3b. With implementation of Measures PAL-1, PAL-2, PAL-3a, and PAL-3b, the Build Alternatives, impacts would be less than significant.

d) Less Than Significant Impact.

No human remains, including those of Native American decent, are known to exist within the APE. However, the possibility exists that unknown buried human remains could be unearthed during construction. If human remains are discovered during construction, California Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner be contacted. If the remains are thought by the coroner to be Native American, the coroner shall notify the NAHC, who, pursuant to PRC Section 5097.98, would then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains shall contact Gary Jones, Principal Investigator, Prehistoric Archaeology, so that he may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 shall be followed as applicable. As such, potential impacts to human remains would be less than significant and no measures are required.

GEOLOGY AND SOILS

Would the project:	Significant and Unavoidable 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:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
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?	☐	☐	☐	☒

The potential for the Build Alternatives to result in impacts to geology and soils was assessed in the District Preliminary Geotechnical Report (DPGR) (May 31, 2018), and the Geology/ Soils/Seismic/Topography section in Chapter 2. The following discussions are based on those analyses.

a, i) <u>No Impact</u>.

The project area is not in an Alquist-Priolo Earthquake Fault Zone, and there are no known active or potentially active faults mapped as crossing or in the immediate vicinity of the SR-86/Avenue 50 interchange. Therefore, the improvements proposed under the Build Alternatives are not expected to be exposed to effects associated with fault displacement and ground rupture. No measures are required.

a, ii) Less Than Significant Impact.

During project construction, the proposed project could expose construction workers and the traveling public to potential impacts associated with seismic ground shaking. The project would comply with the most current Caltrans' procedures and design criteria regarding seismic design to minimize any adverse effects related to seismic ground shaking. Earthwork would be performed in accordance with Caltrans Standard Specifications, Section 19, which require standardized measures related to compacted fill, overexcavation and recompaction, and retaining walls, among other requirements. Moreover, Caltrans Highway Design Manual (HDM) Topic 113, Geotechnical Design Report, would require that a site-specific, geotechnical field investigation is performed for the proposed project during the Plans, Specifications, and Estimates (PS&E) phase. Impacts in this regard would be less than significant, and no measures are required.

With regard to operational impacts, moderate-to-severe seismic shaking is likely to occur in the project area during the life of the improvements provided by the Build Alternatives. As a result, the Build Alternatives would be subject to effects associated with seismic shaking that could damage the interchange ramps, road surfaces, or other structures. The project will adhere to the earthwork recommendations provided in the District Preliminary Geotechnical Report. Refer to Section 2.2.3 for detailed discussion of geotechnical recommendations. Accordingly, less than significant impacts would occur regarding seismic ground shaking and no measures are required.

a, iii) and iv) No Impact.

There are no known active faults within the project limits. The risk of ground surface rupture and related hazards including liquefaction and landslides at the project site would not occur. No measures are required.

b) Less Than Significant Impact.

Temporary Construction Impacts

As a result of earthwork activities associated with the Build Alternatives, temporary impacts related to soil erosion and the loss of top soil may occur. As discussed in Section 2.2.3, surficial soils on existing slopes within the project limits are mostly sandy soils and are susceptible to erosion. The erosion potential of the existing slope faces was observed to be minimal to moderate. To reduce the potential for soil erosion and loss of top soil, the project contractor would design temporary excavation for local and global stability. Standard practices such as soil binders and rock slope protection will be implemented during construction (Caltrans Standard Specifications Sections 13-05 and 21), as are itemized in Chapter 1 of this document. Additionally, the project will adhere to the earthwork recommendations provided in the District Preliminary Geotechnical Report prepared for the project. Accordingly, impacts would be less than significant and no measures are required.

Operational Impacts

The majority of the slopes proposed as part of the Build Alternative would be sloped at 4H:1V or flatter. Fill embankments would be globally stable for a maximum slope gradient of 2H:1V or flatter and fill slopes with a gradient of 2H:1V would be surficially stable. These areas would be maintained with erosion protection and drainage control in accordance with Section 21 of Caltrans Standard Specifications (2015). The project will adhere to the

earthwork recommendations provided in the District Preliminary Geotechnical Report. Accordingly, impacts would be less than significant and no measures are required.

c) No Impact.

Preliminary liquefaction analysis within the DPGR determined that the project site is not subject to liquefaction hazards. Since the project site is not subject to liquefaction hazards, the DPGR determined that liquefaction-induced (seismic) settlement of onsite soils is expected to be negligible. Additionally, the potential for landslide, lateral spreading, subsidence, or collapse is not anticipated to be a design concern. Nonetheless, these conclusions would be confirmed using additional site-specific soil borings, cone penetration test (CPT) soundings, and groundwater data to be obtained during the PS&E phase. No impact would occur in this regard. No measures are required.

d) No Impact.

The sandy soils associated with the project site are primarily sand and silty sand which are not expected to be expansive. The expansion potential for silty and clayey soils is considered moderate. The project will adhere to the earthwork recommendations provided in the District Preliminary Geotechnical Report. Accordingly, no impact would occur in this regard. No measures are required.

e) No Impact.

The Build Alternatives would not use septic tanks or alternative methods for disposal of wastewater into subsurface soils, and would not connect to existing public wastewater infrastructure. No measures are required.

GREENHOUSE GAS EMISSIONS

<table>
<tr><th>Would the project:</th><th>Significant and Unavoidable Impact</th><th>Less Than Significant with Mitigation Incorporated</th><th>Less Than Significant Impact</th><th>No Impact</th></tr>
<tr><td>a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</td><td colspan="4" rowspan="2">Caltrans has used the best available information based to the extent possible on scientific and factual information, to describe, calculate, or estimate the amount of greenhouse gas emissions that may occur related to this project. The analysis included in the climate change section of this document provides the public and decision-makers as much information about the project as possible. It is Caltrans' determination that in the absence of statewide-adopted thresholds or GHG emissions limits, it is too speculative to make a significance determination regarding an individual project's direct and indirect impacts with respect to global climate change. Caltrans remains committed to implementing measures to reduce the potential effects of the project. These measures are outlined in the climate change section that follows the CEQA checklist and related discussions.</td></tr>
<tr><td>b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</td></tr>
</table>

HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Significant and Unavoidable 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?	☐	☐	☐	☒

The potential for the Build Alternatives to result in impacts regarding hazards and hazardous materials was assessed in the *State Route 86/Avenue 50 New Interchange Project Phase I Initial Site Assessment* (Phase I ISA) (October 2017), and the Hazardous Waste/Materials section in Chapter 2. The following discussions are based on those analyses.

a) <u>Less Than Significant Impact</u>.

The Build Alternatives would not create a substantial hazard to the public or the environment through any reasonably foreseeable hazard to the public through the routine transport, use, or disposal of hazardous materials. During operations, it is anticipated that any use of

hazardous materials on-site would consist of routine hazardous materials such as paint, solvents, and fuel for maintenance activities and landscaping. All such materials would be used, handled, stored, and disposed of in accordance with applicable local, State, and federal regulations. The routine transport, use, and disposal of hazardous materials under the Build Alternatives would be similar to what occurs under existing conditions. Potential hazardous material impacts in this regard are considered less than significant, and no measures are required.

b) Less Than Significant Impact.

As detailed in Section 2.2.5, Hazardous Waste/Materials, in this IS/EA, no regulatory properties have been reported on the project site, nor have any known corrective actions, restorations, or remediations been planned or completed. The project site had not been under investigation for violation of any environmental laws, regulations, or standards, as identified in the databases reported by EDR. However, potentially significant hazardous waste/materials impacts could occur during construction of the proposed project relative to the following: building material containing asbestos-containing materials (ACMs) and lead-based paints (LBPs); traffic striping materials; transformers located in the project area; septic tanks and leach fields; aerially deposited lead (ADL); and unknown waste. Each of these items are discussed below.

Asbestos-Containing Materials: Project implementation will result in the demolition of existing structures associated with the single-family residence located within the southeastern portion of the project site, immediately west of SR-86 and east of CVSC. Demolition of these structures could disturb potential ACMs associated with the building materials. Demolition activities would be required to comply with existing federal, state, and local laws and regulations involving disturbance of ACMs. ACM testing would be required to be conducted prior to demolition/modification of structures by a certified specialist (Measure HAZ-1). If present, the certified specialist would be required to monitor the disposal of the ACMs as they are uncovered. As such, potential impacts related to ACMs in building materials would be less than significant.

Lead-Based Paints: As stated above, the Build Alternatives would require demolition of existing structures associated with the single-family residence located immediately west of SR-86, east of the CVSC. These activities could disturb potential LBPs associated with building materials. LBP testing would be required to be conducted prior to demolition/modification of structures by a certified specialist (Measure HAZ-1). If present, the certified specialist would be required to monitor the disposal of the LBPs as they are uncovered. As such, potential impacts related to LBPs in building materials would be less than significant.

Traffic Striping Materials: Disturbance of traffic striping materials would occur with implementation of the Build Alternatives. Adherence to Caltrans Standard Special Provision's (SSP's), Section 14-11.12, Removal of Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue, Section 36-4, Residue Containing Lead from Paint and Thermoplastic, and Section 84-9.03C, Remove Traffic Stripes and Pavement Markings Containing Lead, would ensure proper removal, handling, and disposal of the generated traffic striping waste at a permitted disposal facility. As such, potential impacts related to LBPs in traffic striping materials would be less than significant.

Transformers: There are existing pole-mounted transformers on the project site. Construction activities associated with both Build Alternatives could involve the

relocation/removal of on-site transformers. As such, construction/demolition of on-site transformers would need to be conducted under the purview of the local purveyor to identify property-handling procedures regarding PCBs (Measure HAZ-2). As such, potential impacts related to PCBs would be less than significant.

ADL: The on-site roadways are rural in nature and have corresponding traffic volumes. Accordingly, the potential for ADL contamination to exist within soils along portions of State Highway associated with the project area is considered to be unlikely. With compliance with the ADL Agreement between Caltrans and DTSC, impacts would be less than significant.

Septic Systems: Measure HAZ-3 would require the location of septic tanks and leach fields be confirmed prior to site disturbance activities. Should septic systems be present on-site, the City of Coachella would be required to properly abandon the existing system(s) and relocate the system(s) appropriately (refer to Geology and Soils Response [e]). As such, impacts related to potential septic systems would be less than significant.

c) No Impact.

The nearest school to the project site is Valle Del Sol Elementary School (located at 51433 Education Way, approximately 0.3-mile southwest of the project site). No impact would occur in this regard.

d) No Impact.

The proposed project site is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impacts would occur.

e) No Impact.

The Jacqueline Cochran Regional Airport is located approximately 2.8 miles south of the project site at 56-850 Higgins Drive. Based on Exhibit JC-7, Compatibility Factors Map, in the Riverside County Airport Land Use Compatibility Plans, the project site is not located in the airport influence area boundary. Therefore, no impacts would occur.

f) No Impact.

There are no private airports or airstrips in the vicinity of the project site. As a result, the Build Alternatives would not affect or be affected by aviation activities associated with private airports or airstrips. No measures are required.

g) No Impact.

The City of Coachella is a participant member of the Riverside County Operational Area Multi-Jurisdictional Hazard Mitigation Plan (HMP) approved by the Federal Emergency Management Agency (FEMA) in March 2005 and ongoing updates to that document. However, the City does not have an emergency response plan or emergency evacuation plan. Accordingly, no impact would occur is this regard. No measures are required.

h) No Impact.

Wildland fires occur in geographic areas that contain the types and conditions of vegetation, topography, weather, and structure density susceptible to risks associated with uncontrolled fires that can be started by lightning, improperly managed camp fires, cigarettes, sparks from automobiles, and other ignition sources. The project site and surrounding areas are developed with urban and agricultural uses and do not include brush- and grass-covered areas typically found in areas susceptible to wildfires. As a result, the Build Alternatives would not expose people or structures to a significant risk of loss, injury, or death associated with wildland fires. No impact would occur and no measures are required.

HYDROLOGY AND WATER QUALITY

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No 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	☐	☐	☐	☒

The potential for the Build Alternatives to result in impacts regarding hydrology and water quality was assessed in the Location Hydraulic Study and Summary Floodplain Encroachment Report (LHS/SFER) (May 2018), the Water Quality Assessment Report (WQAR) (June 2018), and the Hydrology and Floodplain and Water Quality sections in Chapter 2. The following discussions are based on those analyses.

a) No Impact.

As discussed in the Water Quality section of Chapter 2, construction of either of the Build Alternatives would not violate any water quality standards or waste discharge requirements. The project would be subject to various SWRCB and RWQCB water quality requirements that would require implementation of BMPs during both construction and operation of the project. Upon adherence to these requirements and implementation of BMPs, no impacts would occur in this regard during construction. No measures are required.

The project would not result in substantial water quality impacts to downstream receiving bodies, the CVSC, Whitewater River, and the Salton Sea during operations. Both water bodies are listed on the 2016 303(d)/305(b) Integrated List as impaired. Pursuant to Caltrans MS4 Permit requirements, the project would be required to implement a range of design pollution prevention and treatment and maintenance BMPs. These BMPs would meet the objective of maximizing vegetated surfaces, preventing downstream erosion, and stabilizing soil areas. Upon adherence to the Caltrans MS4 Permit, impacts to water quality would be less than significant and no measures are required.

b) No Impact.

Per the California Department of Water Resources Water Data Library, the nearest groundwater well with current groundwater level and quality data is located approximately a mile northeast of the proposed project at the intersection of Tyler Street and Avenue 48. The depth to groundwater at this well in October 2017 was approximately 23 feet.

The Build Alternatives would not deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. No impacts would occur in this regard and no measures are required.

c) Less Than Significant Impact.

The proposed project would not substantially alter the drainage characteristics of the project area. As discussed in the Hydrology and Floodplain section of Chapter 2, the CVSC banks are stabilized by slope lining while the invert has engineered drop structures along the length of the channel. One of these drop structures is the existing Avenue 50 roadbed. This roadbed would be abandoned as part of the proposed project, but would not be removed.

Although the proposed bridge piers would have some local scour potential during project operations, impacts would be minimized by placing rock slope protection at the piers and through construction of concrete slope lining along the channel to prevent erosion and/or siltation. Additionally, as discussed above, operational BMPs will be implemented to minimize the potential impacts regarding erosion and siltation. Accordingly, potential impacts regarding erosion and siltation would be less that significant and no measures are required.

d) Less Than Significant Impact.

As noted previously, the proposed project would not substantially alter the drainage characteristics of the project area. Portions of the project site located within the CVSC are classified as Zone A. Zone A are areas that have a one percent probability of flooding every year (also known as the “100-year floodplain”), and where predicted flood water elevations

have not been established. Properties in Zone A are considered to be at high risk of flooding under the National Flood Insurance Program (NFIP). The Hydraulic Analysis determined that the proposed improvements would result in a localized rise in the water surface elevation at the CVSC. The allowable change in water surface elevation is a cumulative 1-foot rise over the base flood elevation for Zone A floodplains. As indicated in Section 3.2, Hydraulic Analysis, of the Location Hydraulic Study (LHS) prepared for the project, the proposed project would not involve changes to the 100-year water surface elevation in CVSC which would exceed the allowable 1-foot rise prescribed by the FEMA regulations. As a result, the project would not be required to file a Conditional Letter of Map Revision (CLOMR) during Final Design. As such, the potential risk of flooding would be less than significant. No measures are required.

e) Less Than Significant Impact.

As discussed in Section 2.2.2, Build Alternative 7 would result in a total impervious area of 21.3 acres, and Build Alternative 8 would result in a total impervious area of 21.7 acres. This increase to the impervious area on-site could create or contribute runoff water which could exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff. However, the project will implement Treatment BMPs that will capture and treat on-site runoff. Selection of BMPs will be determined during final design. Potential impacts regarding stormwater drainage capacity and increased polluted runoff would be less than significant. No measures are required.

f) Less Than Significant Impact.

Construction of either of the Build Alternatives could potentially result in water quality impacts associated with the contribution of pollutants to receiving water bodies during the temporary construction process. BMPs, including construction site BMPs (e.g., storm drain inlet protection, temporary fiber rolls, gravel bed berms, etc.) and job management BMPs (i.e., wind erosion control, spill prevention and control, etc.) would minimize these potential individual or cumulative combined impacts on water quality, including downstream waterbodies. The selection of BMPs will be determined during final design. Accordingly, impacts to water quality would be less than significant. No measures are required.

Operation of the Build Alternatives would result in an increase in impervious surface area, which would result in an increase in stormwater runoff. As discussed in Section 2.2.2, Build Alternative 7 would result in a total impervious area of 21.3 acres, and Build Alternative 8 would result in a total impervious area of 21.7 acres. When the total impervious area of Alternative 7 is compared to the size of the Whitewater River Watershed (over 960,000 acres), this equates to less than 0.00004 percent of the watershed. Thus, the increase in impervious surface area would not result in a substantial increase in runoff leading to a negative impact on water quality.

The project would not result in substantial water quality impacts to downstream receiving bodies, the CVSC and the Salton Sea. Both water bodies are listed on the 2016 303(d)/305(b) Integrated List as impaired. Design pollution prevention and treatment and maintenance BMPs would be implemented to meet the objective of maximizing vegetated surfaces, preventing downstream erosion, and stabilizing soil areas. Accordingly, potential water quality impacts would be less than significant and no measures are required.

g) and i) No Impact.

The proposed project would not include the construction of any housing. The potential risk to life and property would remain unchanged as a result of Build Alternatives 7 and 8. Because the project would raise the roadway out of the CVSC and construct a new bridge with freeboard over the Base Flood Event, there would be no substantial increase in the potential for impacts related to flooding. The Build Alternatives would result in minimal increases in water surface elevation and would continue to be contained in the channels. No impacts would occur in this regard and no measures are required.

h) Less Than Significant Impact.

The proposed project would include a new bridge structure for Avenue 50, crossing over the CVSC. This would require the placement of bridge columns within the CVSC. As discussed in the Hydrology and Floodplain section of Chapter 2, a "significant encroachment," of the floodplain, as defined in 23 CFR 650.105, would not occur under the Build Alternatives. Although the project site crosses a mapped Zone A floodplain, no floodplain development would occur as part of the project. In addition, there is no longitudinal encroachment associated with the Build Alternatives. As noted above, the proposed project would not involve changes to the 100-year water surface elevation in CVSC which would exceed the allowable 1-foot rise prescribed by the FEMA regulations. Impacts in this regard would be less than significant, and no measures are required.

j) No Impact.

The project area is located approximately 78 miles from the Pacific Ocean. Based on the distance from the project site to the Pacific Ocean, there is no anticipated risk of inundation from a tsunami under the Build Alternatives.

A seiche is a tsunami-like condition in an enclosed body of water like a lake or reservoir. The nearest enclosed body of water to the project site is the Salton Sea, located approximately 13 miles to the southeast. Based on the distance of the project site to the Salton Sea, there is no anticipated risk of inundation from a seiche under the Build Alternatives.

Mudflows occur when soil is saturated and flows downhill. There are no hills adjacent to or in the vicinity of the project site. Therefore, there is no anticipated risk to the Build Alternatives as a result of a mudflow. No impacts would occur in this regard, and no measures are required.

LAND USE AND PLANNING

Would the project:	Significant and Unavoidable 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?	☐	☐	☐	☒

The potential for the Build Alternatives to result in impacts regarding land use and planning was assessed in the Community Impact Assessment (August 2018) and the Land Use section in Chapter 2. The following discussion is based on those analyses.

a) No Impact.

The project involves roadway improvements along Avenue 50 and at the intersection of SR-86 and Avenue 50, which are existing linear infrastructure facilities. The proposed improvements would not have the potential to create a barrier between developed uses. Rather, the project would result in a beneficial impact since it would reduce flood hazards by replacing the existing low-water crossing with a new bridge, and would improve circulation by constructing a new interchange at SR-86 within the project limits. Therefore, the proposed improvements would not have the potential to divide an established community. No impacts would occur and no measures are required.

b) No Impact.

The proposed project would construct a new SR-86/Avenue 50 interchange, which would accommodate traffic for existing and planned development in the area. As discussed in the Community Impact Assessment prepared for the project, both Phase 1 and Phase 2 of the Build Alternatives would be consistent with all applicable State, regional, and local plans and programs. Thus, no impacts would occur and no measures are required.

c) No Impact.

The proposed project falls within the boundaries of the CVMSHCP. As discussed in the Community Impact Assessment prepared for the project, the proposed project is recognized as a Covered Activity under the CVMSHCP, as listed in Table 7-3, *CVAG Regional Road Projects*. The project site is located in the CVMSHCP Area, but is located outside of all associated Conservation Areas (CVAG 2007). No impacts would occur and no measures are required.

MINERAL RESOURCES

Would the project:	Significant and Unavoidable 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) and b) <u>No Impact</u>.

Based on the City of Coachella General Plan Updated Public Draft EIR, the project site is located on land in a Mineral Resource Zone (MRZ-1) area where available geological information indicates that little likelihood exists for presence of significant mineral resources. No mineral resources are known to exist either on the site or in the project area; therefore, project implementation would not result in any significant impacts to mineral resources or the loss of any locally important mineral resource site and no mitigation measures are required.

NOISE

Would the project result in:	Significant and Unavoidable 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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

The potential for the Build Alternatives to result in noise impacts was assessed in the Noise Study Report (August 2018) and the Noise section in Chapter 2. The following discussion is based on those analyses.

a) and b) <u>Less Than Significant Impact</u>.

As discussed in Section 2.2.7, Noise, in Chapter 2, the closest sensitive receptors to the project include residential uses located approximately 35 feet to the east of the project construction area along Tyler Street. Construction activities associated with the Build Alternatives could expose these uses to temporary noise levels between approximately 83 and 92 dBA L_{max}. Construction-related noise and groundborne vibration associated with the project would be temporary and would cease upon project completion. Additionally, construction would comply with Caltrans Standard Specifications Section 14-8.02, "Noise Control," and applicable local noise standards. These measures provide guidance on maximum noise levels resulting from work activities as well as allowable construction activities. Accordingly, temporary impacts related to noise and vibration under the Build Alternatives would not be significant and no measures are required.

Operational noise levels under the Build Alternatives would not approach or exceed the Noise Abatement Criteria (NAC) of 67 dBA $L_{eq}(h)$ for residential or park/recreational land uses or result in a substantial increase in operational noise. In fact, future traffic noise levels

at several modeled receptors would experience lower noise levels under design-year conditions with the project (compared to future conditions without the project) due to an increase in distance between the roadways (specifically, Tyler Street) and several of the receptors included in the Noise Study Report. Therefore, the project would not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Impacts would be less than significant and no measures are required.

c) Less Than Significant Impact.

As discussed in Section 2.2.7, Noise, in Chapter 2, the project would result in a traffic noise impact if either the traffic noise level at a sensitive receiver location is predicted to "approach or exceed" the NAC or if the predicted traffic noise level is 12 dBA or more over the corresponding modeled existing peak noise level at the sensitive receiver locations analyzed. When traffic noise impacts occur, noise abatement measures must be considered.

As discussed in the response to a) above, noise levels under the Build Alternatives would not approach or exceed the NAC of 67 dBA $L_{eq}(h)$ for residential or park/recreational land uses or result in a permanent substantial increase in noise. In fact, future traffic noise levels at several modeled receptors would experience lower noise levels under design-year conditions with the project. Therefore, the Build Alternatives would not involve permanent noise impacts which would require noise abatement. Impacts would be less than significant and no measures are required.

d) Less Than Significant Impact.

Construction noise would result from the transport of construction workers and equipment and materials to and from the project site, as well as from roadway and bridge construction activities. These activities could represent a nuisance to nearby residential uses and other sensitive receptors. Based on FTA data regarding noise levels produced by construction equipment that is commonly used on roadway construction projects, construction equipment noise would decrease with distance at a rate of approximately 6 dB per doubling of distance.

As discussed in Section 2.2.7, Noise, in Chapter 2, the closest sensitive receptors to the project include residential uses located approximately 35 feet to the east of the project construction area along Tyler Street. Construction activities associated with the Build Alternatives could expose these uses to temporary noise levels between approximately 83 and 92 dBA L_{max}. Construction-related noise associated with the project would be temporary and would cease upon project completion. Additionally, construction would comply with Caltrans Standard Specifications Section 14-8.02, "Noise Control," and applicable local noise standards. These measures provide guidance on maximum noise levels resulting from work activities as well as allowable construction activities. Accordingly, temporary impacts related to the Build Alternatives would not be significant and no measures are required.

e) No Impact.

The Jacqueline Cochran Regional Airport is located approximately 2.8 miles south of the project site at 56-850 Higgins Drive. Based on Map JC-3, Noise Compatibility Contours, in the Riverside County Airport Land Use Compatibility Plans, the project site is not located in any of the identified noise contour boundaries. Therefore, no impacts would occur.

f) No Impact.

There are no private airports or airstrips in the vicinity of the project site. As a result, the Build Alternatives would not expose people residing or working in the project area to excessive noise levels. No impacts would occur.

POPULATION AND HOUSING

Would the project:	Significant and Unavoidable 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?	☐	☐	☒	☐

The potential for the Build Alternatives to result in impacts related to population and housing was assessed in the Growth section in Chapter 2. The following discussion is based on that analysis.

a) <u>No Impact</u>.

The project improvements include construction of a new interchange at an existing facility (SR-86) and new bridge on an existing facility (Avenue 50), spanning over the CVSC and replacing the existing low water crossing to eliminate flood-related hazards. Capacity associated with the existing SR-86 mainline would remain the same. The improvements would improve mobility, access to SR-86, and traffic operations as it relates to the existing low water crossing. However, no new roadways, and thus, no new access would result with project implementation. No impacts to growth would occur in this regard and no measures are required.

b) and c) <u>Less Than Significant Impact</u>.

The proposed project would result in both temporary acquisition of real property for temporary construction easement (TCE) areas, and permanent acquisition of real property including a residential relocation. Build Alternative 7 would require permanent partial acquisition of approximately 35.77 acres and permanent full acquisition of 19.12 acres, for a total of 54.89 acres, and would require relocation of two of the three existing structures associated with a single-family residence onsite. Build Alternative 8 would require permanent partial acquisition of approximately 42.62 acres and permanent full acquisition of 4.63 acres, for a total of 47.25 acres, and would require relocation of one of the three existing structures associated with a single-family residence onsite. As such, the project would not displace a substantial number of people, and any displaced residents would receive relocation assistance to minimize these impacts. These displaced residents could relocate within the City; however, the relocations would not necessitate the construction of replacement housing elsewhere. Impacts in this regard are less than significant. No measures are required.

PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☐	☒

The potential for the Build Alternatives to result in impacts related to public services was assessed in the Utilities and Emergency Services section in Chapter 2. The following discussion is based on that analysis.

a, i) and ii) <u>Less Than Significant Impact</u>.

Fire protection services and emergency medical/paramedic services in the City of Coachella are provided by the Coachella Fire Department through a contract with the County of Riverside Fire Department. Police protection services are provided through a contract with the City of Coachella and the Riverside County Sheriff's Department. Access to developed areas in proximity to the project may potentially be constrained intermittently during construction. As noted in Chapter 1.0 of the IS/EA, a Transportation Management Plan (TMP) has been included as a project feature to minimize potential traffic-related impacts during construction of the project. Travel through the project area will be maintained for emergency service vehicles during project construction. The Caltrans TMP Guidelines require consideration and notification of emergency service providers to provide for adequate emergency access during the temporary construction process. With preparation of the TMP during the PS&E phase, temporary impacts related to temporary construction activities and effects on the provision of emergency services would be reduced to a less than significant level. No measures are required.

a, iii) and v) <u>No Impact</u>.

As discussed in Section 2.1.3, Growth, project improvements would not induce growth. As such, the project would not result in the generation of new residents or populations capable of requiring additional services for schools or other public facilities. Thus, no impacts would occur in this regard.

a, iv) Less Than Significant.

There are four existing parks located within the vicinity of the project site: De Oro Park, Bagdouma Park, Veterans Memorial Park, and Sierra Vista Park; however, only Sierra Vista Park is located within one-half mile of the project. The Build Alternatives propose the removal of four power poles within Sierra Vista Park during Phase 1 of the project. Construction activities associated with the power pole relocation would be of short duration (approximately one week). During this brief period, the park may require closure for safety purposes. Upon completion of the power pole removal, full use of Sierra Vista Park would be restored and users of the park would continue to utilize the park facilities as they currently do. The removal of the power poles would represent a beneficial impact during operations, since these existing obstructions would be removed.

A temporary loss of parking for users of the park would also occur during Phase 1 of project construction. However, access will be maintained during the construction of roadway improvements adjacent to the park, and park users would be able to park along the streets located in the neighborhood immediately south of the park during construction. Roadside parking within walking distance of the park would be available specifically on Calle Mendoza, Calle Pizano, Corte Olivia, and Las Flores Avenue, all of which are located less than 0.25-mile from the park. Accordingly, potential impacts to the Sierra Vista Park are less than significant. No measures are required.

RECREATION

	Significant and Unavoidable 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?	☐	☐	☒	☐

The potential for the Build Alternatives to result in impacts to recreation was assessed in the Community Impact Assessment (August 2018) and the Land Use section in Chapter 2. The following discussion is based on those analyses.

a) Less Than Significant Impact.

The project involves roadway improvements that would generally not be expected to increase the use of existing neighborhood and regional parks or other recreational facilities. However, the project would implement improvements within an existing park (Sierra Vista Park) that may result in a potential increase in the use of the park due to enhanced access, additional parking, and removal of power poles in the park. While these beneficial impacts may result in a slight increase in use at the park, Sierra Vista Park is primarily a neighborhood park serving the local single-family residential neighborhood adjacent to the park's location, and does not typically attract regional users. No new recreational facilities (e.g., new/expanded sports courts, fields, etc.) within the park would be provided as part of the project. Accordingly, any slight increase in usage is not anticipated to result in substantial physical deterioration of the facility, and a less than significant impact would occur. No measures are required.

b) Less Than Significant Impact.

Refer to the response for a), above. Although the project would implement improvements relative to the existing Sierra Vista Park and the planned CV Link trail, the project would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Any potential increase in the use of these recreational facilities would not be substantial. Impacts would be less than significant and no measures are required.

TRANSPORTATION/TRAFFIC

Would the project:	Significant and Unavoidable 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?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

The potential for the Build Alternatives to result in transportation/traffic impacts was assessed in the State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report (Traffic Report), dated November 2017, and the Traffic and Transportation/ Pedestrian and Bicycle Facilities section in Chapter 2. The following discussion is based on those analyses.

a) <u>No Impact</u>.

As discussed in Section 2.1.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, construction of the project would result in temporary traffic effects related to the circulation of vehicles, bicyclists, and pedestrians in the project area. However, the project would include preparation and implementation of a TMP during the PS&E phase. The Caltrans Transportation Management Plan Guidelines (TMP Guidelines) identifies the processes, roles, and responsibilities for preparing and implementing TMPs, as well as useful strategies for reducing congestion and managing work zone traffic impacts. The primary objective of the TMP is to maintain safe movement for vehicles, pedestrians, and bicyclists through the

construction zone, as well as minimize traffic delays during the construction period. With implementation of the TMP for the proposed project, temporary impacts related to traffic, pedestrian, and bicyclists would be less than significant.

As discussed in the Traffic and Transportation/Pedestrian and Bicycle Facilities section in Chapter 2, the SR-86 mainline and ramps would operate at a level of service (LOS) D or better under both Build Alternatives by 2045. In addition, the proposed project would also substantially improve the Avenue 50/Tyler Street and SR-86/Avenue 50 intersections from LOS F without the project to acceptable LOS C or better conditions. As such, no impacts would occur in this regard and no measures are required.

b) No Impact.

Based on the Traffic and Transportation/Pedestrian and Bicycle Facilities section in Chapter 2 and the 2011 Riverside County Congestion Management Program, there are no CMP facilities affected by the project. Accordingly, no impacts would occur in this regard and no measures are required.

c) No Impact.

The Jacqueline Cochran Regional Airport is located approximately 2.8 miles south of the project site at 56-850 Higgins Drive. Based on Exhibit JC-7, Compatibility Factors Map, in the Riverside County Airport Land Use Compatibility Plans, the project site is not located in the airport influence area boundary. Therefore, no impacts would occur and no measures are required.

d) No Impact.

The project will not substantially increase hazards due to a design feature; it will eliminate a sharp turn on SR-50, thus improving the operational and geometric characteristics of the roadway. It will not result in a dangerous intersection; in fact, it will improve the SR-86/ Avenue 50 intersection with a new grade separated overcrossing structure, and the Avenue 50/Tyler intersection with traffic signals. No impact would occur and no measures are required.

e) Less Than Significant Impact.

Refer to responses “a) i” and “a) ii” in the Public Services section of Chapter 3, above, for a description of potential impacts during the temporary construction process. Impacts in this regard would be reduced to a less than significant level with implementation of a TMP as described in Section 2.1.6.

In the long term, the Build Alternatives would improve mobility by providing direct and dependable access over the SR-86 and CVSC, which would improve emergency vehicle response times during storm events. Therefore, the Build Alternatives would not result in significant impacts on the delivery of emergency services in the long term and no measures are required.

f) No Impact.

The Build Alternatives would not conflict with adopted policies, plans, or programs supporting alternative transportation modes. The design of the improvements in the Build

Alternatives would accommodate public and private buses, as well as transit vehicles, pedestrians, and bicyclists. The improvements would also include features consistent with Americans with Disabilities Act (ADA) requirements, and would result in beneficial impacts related to the provision of bicycle and pedestrian facilities in the project area. As a result, the Build Alternatives would not conflict with alternative transportation modes. No impact would occur and no measures are required.

TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project may affect or cause a substantial significant change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project." Section 21074 of AB 52 also defines a new category of resources under CEQA called "tribal cultural resources." Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the California Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

The potential for the project to result in significant impacts related to tribal cultural resources was assessed in the Historic Property Survey Report (HPSR) (May 2018), which includes the AB 52 correspondence documentation in Attachment D of the HPSR. In compliance with AB 52, a Sacred Lands File search was requested from the Native American Heritage Commission (NAHC) on November 9, 2015. The NAHC responded on January 25, 2016 that there are no known sacred lands within the Area of Potential Effect (APE). Caltrans sent initial consultation letters to six individuals via the U.S. Postal Service (USPS) on March 28, 2017. Four additional attempts to contact these individuals were made by email or phone call on September 18, 2017, October 24, 2017, November 30, 2017, and May 18, 2018. To date, five responses have been received. The following discussions are based on those analyses.

a) and b) <u>No Impact</u>.

In compliance with AB 52, Caltrans distributed letters to applicable Native American tribes informing them of the project on March 28, 2017. Five responses were received from the tribes. Refer to Chapter 4.0, Comments and Coordination, of this IS/EA, as well as Section

1.3, Consulting Parties/Public Participation, of the HPSR, for information regarding efforts undertaken by Caltrans to consult pertinent Native American tribes to identify tribal cultural resources in the APE.

As detailed in Section 2.1.8, Cultural Resources, of the IS/EA, the project would result in a finding of No Historic Properties Affected. Additionally, Caltrans has notified the California State Historic Preservation Officer (SHPO) of its determination that no properties within the area of potential effect (APE) are eligible for inclusion in the National Register of Historic Places (NRHP), and has requested concurrence in its determination of Finding of No Historic Properties Affected. Ground disturbance activities associated with construction of the Build Alternatives could result in the inadvertent discovery of cultural resources. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area be diverted until a qualified archaeologist can assess the nature and significance of the find. Therefore, the proposed project would not impact a historical resource, as defined in PRC Section 5020.1(k). Thus, project implementation would result in no impacts to a listed or eligible resource under the California Register of Historical Resources or a local register as defined under Public Resources Code section 5020.1(k). No measures are required.

UTILITIES AND SERVICE SYSTEMS

Would the project:	Significant and Unavoidable 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?	☐	☐	☐	☒

The potential for the Build Alternatives to result in utilities and service systems impacts was assessed in the Utilities/Emergency Services section in Chapter 2. The following discussion is based on those analyses.

a), b) and e) <u>No Impact</u>.

The project proposes relocation of existing sewer and waterlines; refer to Section 2.1.5 for detail regarding utility relocations. Because the Build Alternatives would not include new or an expansion or these utilities, the Build Alternatives would not exceed wastewater treatment requirements, require or result in the construction of new wastewater treatment facilities, or result in the need for a determination by a wastewater treatment provider that it has adequate capacity to serve the project. No impact would occur and no measures are required.

c) <u>Less Than Significant Impact</u>.

The proposed project would require the construction of storm water drainage facilities for conveyance of on-site surface flows to the CVSC. As noted in the Hydrology and Water

Quality section of this chapter, the project would not result in any significant impacts related to storm water drainage, and impacts would be less than significant in this regard. No measures are required.

d) No Impact.

The use of water during project construction would be limited to water trucked to the site for dust control. The amount of water used during construction would be minimal. Landscaping associated with the proposed project would be drought tolerant, and would be consistent with the existing desert environment in the project area. If landscape irrigation is required, it is not anticipated that the irrigation would result in a substantial increase in the water supply required for the project site. As a result, the Build Alternatives would not require the water districts serving the project area to provide new or expanded entitlements to meet the need for water during construction and operation of the Build Alternatives. No impact would occur and no measures are required.

f) No Impact.

During project construction, waste materials would be collected. The waste collected during construction would be properly disposed of at an existing landfill. The amount of waste that would be generated during the construction of the Build Alternatives would be limited and would occur only during the construction period. That amount of waste would be only a very small amount of the total waste disposed of at area landfills, on both a daily and annual basis. It is anticipated that any waste generated would be accommodated by existing landfill facilities in Riverside County. No impact would occur and no measures are required.

g) No Impact.

Any solid waste generated during construction of the Build Alternatives or collected during normal waste collection activities would be collected, handled, transported, and disposed of consistent with applicable federal, State, regional, and local regulations. No impact would occur and no measures are required.

MANDATORY FINDINGS OF SIGNIFICANCE

	Significant and Unavoidable 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.

The potential for the Build Alternatives to result in significant impacts to paleontological or wetlands and other waters, specifically, is discussed in Sections 2.2.4 and 2.3.2 in the IS/EA.

Ground-disturbing activities associated with the construction of the Build Alternatives could result in the disturbance or loss of previously undiscovered paleontological resources. Since the project's ground-disturbing activities could result in adverse impacts to paleontological resources, a worker's environmental awareness training would be required (Measure PAL-1). Additionally, a qualified professional paleontologist will prepare and implement a Paleontological Mitigation Plan (PMP) for the project and monitoring is recommended for grading and excavation activities at depths greater than or equal to 20 feet bgs (Measure PAL-2). If paleontological resources are discovered during ground-disturbing activities, fossil preparation, curation, and reporting would occur in accordance with Measures PAL-3a and PAL-3b. With implementation of Measures PAL-1, PAL-2, PAL-3a, and PAL-3b, the Build Alternatives, impacts would be less than significant.

The Build Alternatives would result in temporary project impacts to 0.95-acre (0.08 of non-wetland waters and 0.87 of wetland) of RWQCB jurisdiction and 1.86-acre (0.87 of vegetated streambed and 0.99 of non-vegetated streambed) of CDFW jurisdiction. Additionally, the project would result in approximately 3.25-acres (0.02-acre of vegetated

streambed and 3.23-acres of non-vegetated streambed) of permanent impacts to CDFW jurisdiction and 0.02-acre of permanent impacts to RWQCB wetlands through implementation of project features affecting CVSC.

To minimize potential construction-related water quality impacts, Treatment BMPs would be implemented during project operations. Measures WET-1, WET-2a, and WET-2b would further reduce potential impacts. Measure WET-1 would require impacts to jurisdictional waters of the State 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, operational maintenance, and performance standards, in consultation with the resource agencies. Measures WET-2a and WET-2b would require fencing around riparian and riverine communities. Thus, with adherence to Measures WET-1, WET-2a, and WET-2b, the potentially significant impacts to State-protected wetlands are less than significant.

b) Less Than Significant Impact.

As discussed in Section 2.4, Cumulative Impacts, several planned projects may be under construction and/or operation at the same time as the Build Alternatives. Cumulative impacts were analyzed for the following resources: visual/aesthetics, farmlands, hydraulics, water quality, wetlands and other waters, animal species, threatened and endangered species, and paleontological resources. However, the Build Alternatives would result in improved operational efficiency at the interchange and would not contribute to cumulatively considerable environmental effects. All future development projects within the project vicinity would be subject to independent environmental review on a case-by-case basis and would be required to implement project-specific design features and/or measures to reduce any identified impacts to these resources. Accordingly, the Build Alternatives, in combination with other planned projects, would not result in cumulative considerable impacts. Impacts would be less than significant and no measures are required.

c) Less Than Significant Impact.

As discussed in Sections 2.1.1 through 2.2.7, potential impacts to human beings would be minimal, and would result in a less than significant impact.

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3.3 Climate Change

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 gas (GHG) emissions, 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 in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), HFC-23 (fluoroform), HFC-134a (1,1,1,2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of GHG emissions is electricity generation, followed by transportation.[1] In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles) are the largest contributors of GHG emissions.[2] The dominant GHG emitted is CO_2, mostly from fossil fuel combustion.

Two terms are typically used when discussing how we address the impacts of climate change: "greenhouse gas mitigation" and "adaptation." Greenhouse gas mitigation covers the activities and policies aimed at reducing GHG emissions to limit or "mitigate" the impacts of climate change. Adaptation, on the other hand, is concerned with planning for and responding to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels).

3.3.1 Regulatory Setting

This section outlines federal and state efforts to comprehensively reduce GHG emissions from transportation sources.

3.3.1.1 Federal

To date, no national standards have been established for nationwide mobile-source GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices. This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—"the triple bottom line of sustainability."

[1] https://www.epa.gov/ghgemissions/us-greenhouse-gas-inventory-report-1990-2014.
[2] https://www.arb.ca.gov/cc/inventory/data/data.htm.

Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life. Addressing these factors up front in the planning process will assist in decision-making and improve efficiency at the program level and will inform the analysis and stewardship needs of project-level decision-making.

Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

The Energy Policy Act of 1992 (EPACT92, 102nd Congress H.R.776.ENR): With this act, Congress set goals, created mandates, and amended utility laws to increase clean energy use and improve overall energy efficiency in the United States. EPACT92 consists of 27 titles detailing various measures designed to lessen the nation's dependence on imported energy, provide incentives for clean and renewable energy, and promote energy conservation in buildings. Title III of EPACT92 addresses alternative fuels. It gave the U.S. Department of Energy administrative power to regulate the minimum number of light-duty alternative fuel vehicles required in certain federal fleets beginning in fiscal year 1993. The primary goal of the Program is to cut petroleum use in the United States by 2.5 billion gallons per year by 2020.

Energy Policy Act of 2005 (109th Congress H.R.6 (2005–2006): This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) Indian energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Standards: This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the Corporate Average Fuel Economy (CAFE) program on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States.

U.S. EPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in Massachusetts v. EPA (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and EPA's assessment of the scientific evidence that form the basis for EPA's regulatory actions.

U.S. EPA in conjunction with the National Highway Traffic Safety Administration (NHTSA) issued the first of a series of GHG emission standards for new cars and light-duty vehicles in April 2010[3] and significantly increased the fuel economy of all new passenger cars and light trucks sold in the United States. The standards required these vehicles to meet an average fuel economy of 34.1 miles per gallon by 2016. In August 2012, the federal government adopted the second rule that increases fuel economy for the fleet of passenger cars, light-duty trucks, and medium-duty passenger vehicles for model years 2017 and beyond to average fuel economy of 54.5 miles per gallon by 2025. Because NHTSA cannot set standards beyond model year 2021 due to statutory obligations and the rules' long timeframe, a mid-term evaluation is included in the rule. The Mid-Term Evaluation is the overarching process by which NHTSA, EPA, and ARB

[3] https://one.nhtsa.gov/Laws-&-Regulations/CAFE-%E2%80%93-Fuel-Economy.

will decide on CAFE and GHG emissions standard stringency for model years 2022–2025. NHTSA has not formally adopted standards for model years 2022 through 2025. However, the EPA finalized its mid-term review in January 2017, affirming that the target fleet average of at least 54.5 miles per gallon by 2025 was appropriate. In March 2017, President Trump ordered EPA to reopen the review and reconsider the mileage target.[4]

NHTSA and EPA issued a Final Rule for "Phase 2" for medium- and heavy-duty vehicles to improve fuel efficiency and cut carbon pollution in October 2016. The agencies estimate that the standards will save up to 2 billion barrels of oil and reduce CO2 emissions by up to 1.1 billion metric tons over the lifetimes of model year 2018–2027 vehicles.

3.3.1.2 State

With the passage of legislation including State Senate and Assembly bills and executive orders, California has been innovative and proactive in addressing GHG emissions and climate change.

Assembly Bill 1493, Pavley Vehicular Emissions: Greenhouse Gases, 2002: This bill requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

Executive Order S-3-05 (June 1, 2005): The goal of this executive order (EO) is to reduce California's GHG emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill 32 in 2006 and SB 32 in 2016.

Assembly Bill 32 (AB 32), Chapter 488, 2006: Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals as outlined in EO S-3-05, while further mandating that ARB create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

Executive Order S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the Governor's 2030 and 2050 GHG reduction goals.

Senate Bill 97 (SB 97), Chapter 185, 2007, Greenhouse Gas Emissions: This bill requires the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the California Environmental Quality Act (CEQA) Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

[4] http://www.nbcnews.com/business/autos/trump-rolls-back-obama-era-fuel-economy-standards-n734256 and https://www.federalregister.gov/documents/2017/03/22/2017-05316/notice-of-intention-to-reconsider-the-final-determination-of-the-mid-term-evaluation-of-greenhouse.

Senate Bill 375 (SB 375), Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires ARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

Senate Bill 391 (SB 391), Chapter 585, 2009, California Transportation Plan: This bill requires the State's long-range transportation plan to meet California's climate change goals under AB 32.

Executive Order B-16-12 (March 2012): Orders State entities under the direction of the Governor, including ARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

Executive Order B-30-15 (April 2015): Establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent (MMTCO2e). Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, Safeguarding California, every 3 years, and to ensure that its provisions are fully implemented.

Senate Bill 32, (SB 32) Chapter 249, 2016: Codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

3.3.2 Environmental Setting

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 (AB 32), which created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020. The Scoping Plan was first approved by ARB in 2008 and must be updated every 5 years. The second updated plan, California's 2017 Climate Change Scoping Plan, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32.

The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the updated Scoping Plan, ARB released the GHG inventory for California.[5] ARB is responsible for maintaining and updating California's GHG Inventory per H&SC Section 39607.4. The associated forecast/projection is an estimate of the emissions anticipated to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented.

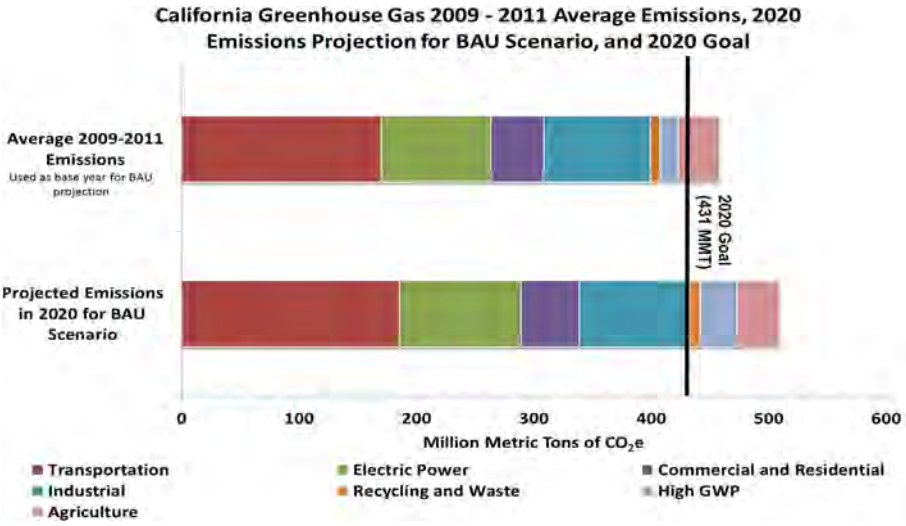
An emissions projection estimates future emissions based on current emissions, expected regulatory implementation, and other technological, social, economic, and behavioral patterns. The projected 2020 emissions provided in Figure 3.3-1, 2020 Business as Usual (BAU)

[5] 2017 Edition of the GHG Emission Inventory Released (June 2017): https://www.arb.ca.gov/cc/inventory/data/data.htm.

Emissions Projection 2014 Edition, represent a business-as-usual (BAU) scenario assuming none of the Scoping Plan measures are implemented. The 2020 BAU emissions estimate assists ARB in demonstrating progress toward meeting the 2020 goal of 431 $MMTCO_2e$.[6] The 2017 edition of the GHG emissions inventory (released June 2017) found total California emissions of 440.4 $MMTCO_2e$, showing progress towards meeting the AB 32 goals.

The 2020 BAU emissions projection was revisited in support of the First Update to the Scoping Plan (2014). This projection accounts for updates to the economic forecasts of fuel and energy demand as well as other factors. It also accounts for the effects of the 2008 economic recession and the projected recovery. The total emissions expected in the 2020 BAU scenario include reductions anticipated from Pavley I and the Renewable Electricity Standard (30 $MMTCO_2e$ total). With these reductions in the baseline, estimated 2020 statewide BAU emissions are 509 $MMTCO_2e$.

Figure 3.3-1: 2020 Business as Usual (BAU) Emissions Projection 2014 Edition



https://www.arb.ca.gov/cc/inventory/data/bau.htm

3.3.3 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 contribute to a potential impact through its incremental change in emissions when combined with the contributions of all other sources of GHG.[7] In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental

[6] The revised target using Global Warming Potentials (GWP) from the IPCC Fourth Assessment Report (AR4).

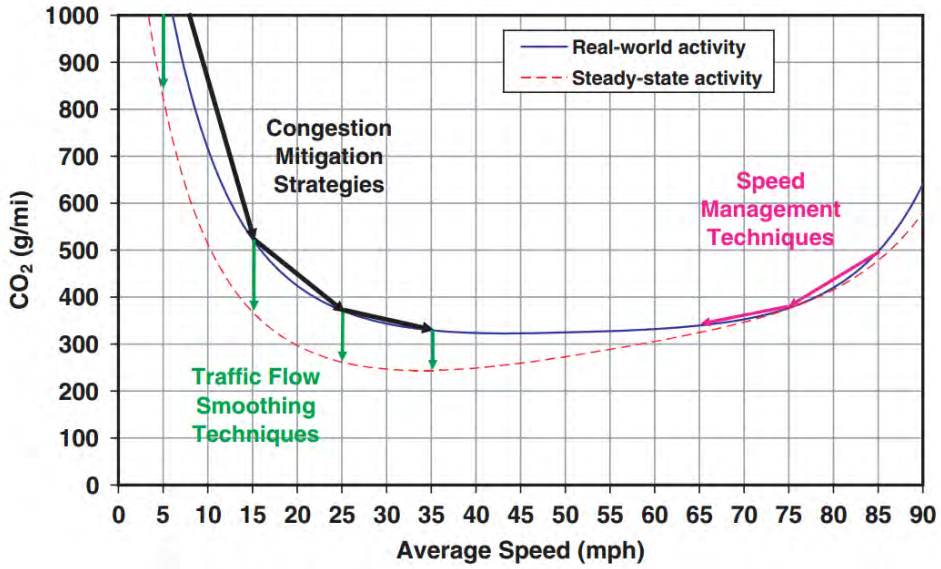
[7] This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011)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

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 to make this determination is a difficult, if not impossible, task.

GHG emissions for transportation projects can be divided into those produced during operations and those produced during construction. The following represents a best faith effort to describe the potential GHG emissions related to the proposed project.

3.3.3.1 Operational Emissions

Figure 3.3-2: Possible Use of Traffic Operation Strategies In Reducing On-Road CO_2 Emissions



Source: Matthew Barth and Kanok Boriboonsomsin, University of California, Riverside, May 2010 (http://uctc.berkeley.edu/research/papers/846.pdf).

Four primary strategies can reduce GHG emissions from transportation sources: (1) improving the transportation system and operational efficiencies, (2) reducing travel activity, (3) transitioning to lower GHG-emitting fuels, and (4) improving vehicle technologies/efficiency. To be most effective, all four strategies should be pursued concurrently.

FHWA supports these strategies to lessen climate change impacts, which correlate with efforts that the State of California is undertaking to reduce GHG emissions from the transportation sector.

The highest levels of CO_2 from mobile sources such as automobiles occur at stop-and-go speeds (0–25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from 0–25 miles per hour (see Figure 3.3-2, Possible Use of Traffic Operation Strategies in Reducing On-Road CO_2 Emissions, above). To the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, GHG emissions, particularly CO_2, may be reduced.

The project is included in Southern California Association of Governments' (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Coachella Valley Association of Governments' (CVAG) Transportation Project Prioritization Study (TPPS). The RTP/SCS includes proposed transportation improvements to be integrated and coordinated with proposed land use changes that would lead to reduced congestion, reduced vehicle miles traveled (VMT), and increased transit, walking, and biking options. The TPPS identifies and prioritizes transportation projects in the Coachella Valley region. Projects identified within the TPPS are incorporated into SCAG's larger regional planning effort, and most projects identified within the TPPS are included in the 2016 RTP/SCS (including the SR-86/Avenue 50 Interchange Project).

The SR-86/Avenue 50 Interchange Project would improve mobility and expressway access, reduce congestion, and enhance operations and would not induce additional growth in the project area. There are currently no sidewalks or bicycle lanes on the roadway within the project limits. As indicated in Chapter 1, Section 1.3, Project Description, various bicycle and pedestrian facilities would be incorporated along Avenue 50. Although the project would nominally increase daily VMT, vehicle hours traveled (VHT) would decrease in the project area under both Build alternatives; refer to the discussion below. As such, the project would assist the region with these goals, and is consistent with the RTP/SCS.

The 2016 RTP/SCS includes proposed transportation improvements to be integrated and coordinated with proposed land use changes that would lead to reduced regional congestion, reduced VMT, and increased transit, walking, and biking options. The RTP/SCS includes integrated transportation and land use strategies to promote active transportation opportunities, compact development, car sharing and ride sourcing, and technology in zero-emission vehicles and neighborhood electric vehicles. The Program Environmental Impact Report for the 2016 RTP/SCS determined that across the six counties in the SCAG region, the 2016 RTP/SCS would result in an approximately 24 percent decrease in GHG emissions by 2040 as compared to the RTP/SCS 2012 Base Year conditions. The 2016 RTP/SCS also includes land use strategies that seek to balance the region's land use choices and transportation investments.

A number of alternatives and modal choices were evaluated as part of the of the project's early planning phase. To accomplish the purpose of the project (refer to Chapter 1, Section 1.2.1, Purpose), construction of a new interchange at SR-86 and Avenue 50, complete with new bicycle and pedestrian facilities, was determined necessary (Build Alternatives 7 and 8). Other alternatives were determined to be nonviable based on a combination of cost, safety, operational, and/or environmental constraints; refer to Chapter 1, Section 1.4.8, Alternatives Considered but Eliminated from Further Discussion.

It should be noted that the traffic volumes would be identical for both Build Alternatives (Alternatives 7 and 8). Therefore, Alternatives 7 and 8 would involve the same VMT, VHT, and CO_2 emissions for Opening Years and Horizon Year conditions. It should also be noted that widening of the Avenue 50 Bridge (Phase I) would increase traffic demand for the SR-86/ Avenue 50 intersection and would result in a change in LOS from LOS E to LOS F conditions in 2021. Although LOS conditions would temporarily deteriorate between Phase 1 (bridge) and Phase 2 (interchange), traffic volumes would not increase during this time period.

Based on the Air Quality Report, daily VMT would generally increase while VHT would decrease in the project area when compared to the No-Build conditions for the Phase 1 Opening Year (2021), Phase 2 Opening Year (2025), and Horizon Year (2045) conditions. Although project implementation would result in increased VMT, the project would improve travel time (VHT) by relieving congestion and improving traffic operations.

Table 3.3-1, Annual Greenhouse Gas Emissions, depicts the projected existing and future emissions from vehicles traveling within the project area. Existing, Opening Year, and Horizon Year emissions in the project area were calculated using emissions factors from EMFAC2014. Emissions factors are in grams per day, which were converted to metric tons per year (1,000,000 grams per metric ton).

Table 3.3-1: Annual Greenhouse Gas Emissions

Scenario	VMT	CO_2[1, 2,3]
		metric tons/year
Existing (2015) Conditions	907,332	485
Opening Year Phase 1 (2021)		
Opening Year 2021 No Build Conditions	1,071,679	518
Opening Year 2021 With Phase 1	1,076,080	520
Difference from No Build	*4,401*	*2*
Percent Change	*0.4%*	*0.4%*
Opening Year Phase 2 (2025)		
Opening Year 2025 No Build Conditions	1,242,261	531
Opening Year 2025 With Phase 2	1,245,948	532
Difference from No Build	*3,687*	*2*
Percent Change	*0.3%*	*0.3%*
Design Year (2045) (Phase 1 & Phase 2)		
Design Year 2045 No Build Conditions	1,893,418	689
Design Year 2045 With Phase 1 & Phase 2 Combined	1,915,011	697
Difference from No Build	*21,593*	*8*
Percent Change	*1.1%*	*1.1%*

VMT = Vehicle Miles Traveled; CO_2 = carbon dioxide

Notes:
1. Emissions calculated using EMFAC2014.
2. Based on traffic volumes from Fehr and Peers, August 15, 2017.
3. Build Alternatives 7 and 8 have different southbound on-ramp configurations, but the traffic volumes would be identical for both alternatives. Therefore, Alternatives 7 and 8 would involve the same VMT and CO_2 emissions for Opening Year and Design Year conditions.

Refer to Appendix C (Emissions Calculations) of the State Route 86/Avenue 50 New Interchange Project Air Quality Report (Michael Baker International, 2018) for CO_2 emissions modeling outputs.

As with the VMT data, CO_2 emissions would generally increase in the project area. However, the increase in the study area would be less than 1 percent in the Opening Years and 1.1 percent in the Design Year. The emissions increase in the project area conservatively assumes that the new interchange and proposed improvements would attract some traffic from other areas. As indicated above, despite the increase in VMT, both Build alternatives would reduce VHT due to the improvements in traffic operations. Project implementation would improve mobility and expressway access, reduce congestion, and enhance traffic operations. The project would accommodate future planned growth and would not induce additional growth in the area.

While EMFAC has a rigorous scientific foundation and has been vetted through multiple stakeholder reviews, its emission rates are based on tailpipe emission test data. The numbers are estimates of CO_2 emissions and not necessarily the actual CO_2 emissions. The model does not account for factors such as the rate of acceleration and the vehicles' aerodynamics, which would influence CO_2 emissions. To account for CO_2 emissions, ARB's GHG Inventory follows the IPCC guideline by assuming complete fuel combustion, while still using EMFAC data to

calculate CH_4 and N_2O emissions. Though EMFAC is currently the best available tool for use in calculating GHG emissions, it is important to note that the CO_2 numbers provided are only useful for a comparison of alternatives.

3.3.3.2 Construction Emissions

Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions would be produced at different levels throughout the construction phases; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

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 offset to some degree by longer intervals between maintenance and rehabilitation activities.

Based on the Roadway Construction Emissions Model (RCEM) (Version 8.1.0) developed by the Sacramento Metropolitan Air Quality Management District (SMAQMD), GHG emissions associated with project construction would be 1,778 tons (1,613 metric tons) of CO_2eq for Alternative 7 and 1,705 tons (1,547 metric tons) of CO_2eq for Alternative 8. The modeled RCEM construction emissions represent a 43-month period (approximately 3.5 years) and includes both Phase I and Phase II construction activities. The 43-month period consists of the duration from when construction of Phase I begins, and when Phase II construction is completed. The calculation of GHG emissions is considered conservative, since there would be period of time between Phase I and Phase II when no construction is occurring.

The proposed project would comply with all state, federal, and/or local air quality rules and regulations. Certain project features under Caltrans Standard Specifications Section 14-9.02, Air Pollution Control, such as properly tuning and maintaining construction vehicles, would also help reduce construction GHG emissions. A traffic management plan, as described in Section 2.1.6.3.1, and limiting idling time for lane closures during construction to 10 minutes in each direction will help reduce delays and emissions from idling traffic.

3.3.3.3 CEQA Conclusion

As discussed above, both future With Project and future No Build conditions show increases in CO_2 emissions over the existing levels. Emissions in the opening year and design year scenarios would only slightly increase when compared to the No Build scenarios. Additionally, the project would improve congestion and mobility in the area and decrease VHT. While construction activities would result in a slight increase in GHG emissions during construction, operational emissions under the “With Project” scenario would increase slightly (less than one percent) as compared to the No Build scenario. Additionally, as described above, the proposed project would maximize overall performance and generally reduce congestion within the project limits. As discussed above, there are also limitations with EMFAC and with assessing what a given CO_2 emissions increase means for climate change. Therefore, it is Caltrans’ determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a determination regarding significance of the project’s direct impact and its contribution on the cumulative scale to climate change. However, Caltrans is firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the following section.

3.3.3.4 Greenhouse Gas Reduction Strategies

3.3.3.4.1 Statewide Efforts

In an effort to further the vision of California's GHG reduction targets outlined an AB 32 and SB 32, Governor Brown identified key climate change strategy pillars (concepts). These pillars highlight the idea that several major areas of the California economy will need to reduce emissions to meet the 2030 GHG emissions target. These pillars are (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farm and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, Safeguarding California.

Figure 3.3-3: The Governor's Climate Change Pillars: 2030 Greenhouse Gas Reduction Goals

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that we build on our past successes in reducing criteria and toxic air pollutants from transportation and goods movement activities. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled. One of Governor Brown's key pillars sets the ambitious goal of reducing today's petroleum use in cars and trucks by up to 50 percent by 2030.

Governor Brown called for support to manage natural and working lands, including forests, rangelands, farms, wetlands, and soils, so they can store carbon. These lands have the ability to remove carbon dioxide from the atmosphere through biological processes, and to then sequester carbon in above- and below-ground matter.

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set a new interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

California Transportation Plan (CTP 2040)

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California's future statewide, integrated, multimodal transportation system. It serves as an umbrella document for all of the other statewide transportation planning documents.

SB 391 (Liu 2009) requires the CTP to meet California's climate change goals under AB 32. Accordingly, the CTP 2040 identifies the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the state's transportation needs. While MPOs have primary responsibility for identifying land use patterns to help reduce GHG emissions, CTP 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

Caltrans Strategic Management Plan

The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce GHG emissions, among other goals. Specific performance targets in the plan that will help to reduce GHG emissions include:

- Increasing percentage of non-auto mode share
- Reducing VMT per capita
- Reducing Caltrans' internal operational (buildings, facilities, and fuel) GHG emissions

Funding and Technical Assistance Programs

In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several funding and technical assistance programs that have GHG reduction benefits. These include the Bicycle Transportation Program, Safe Routes to School, Transportation Enhancement Funds, and Transit Planning Grants. A more extensive description of these programs can be found in Caltrans Activities to Address Climate Change (2013).

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) is intended to establish a department policy that will ensure coordinated efforts to incorporate climate change into departmental decisions and activities.

Caltrans Activities to Address Climate Change (April 2013) provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce GHG emissions resulting from agency operations.

3.3.3.4.2 Project-Level GHG Reduction Strategies

The project includes improvements to bicycle and pedestrian facilities within the interchange area, improving connectivity to encourage use of these alternative modes of transportation. The following measures will also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

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).

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.

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.

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.

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:

- 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.
- 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.

3.3.3.4.3 Adaptation Strategies

"Adaptation strategies" refer to how Caltrans and others can plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage—or, put another way, planning and design for resilience. Climate change is expected

to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. These types of impacts to the transportation infrastructure may also have economic and strategic ramifications.

Federal Efforts

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the CEQ, the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency task force progress report on October 28, 2011[8], outlining the federal government's progress in expanding and strengthening the nation's capacity to better understand, prepare for, and respond to extreme events and other climate change impacts. The report provided an update on actions in key areas of federal adaptation, including: building resilience in local communities, safeguarding critical natural resources such as fresh water, and providing accessible climate information and tools to help decision-makers manage climate risks.

The federal Department of Transportation issued U.S. DOT Policy Statement on Climate Adaptation in June 2011, committing to "integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely and that transportation infrastructure, services and operations remain effective in current and future climate conditions."[9]

To further the DOT Policy Statement, on December 15, 2014, FHWA issued order 5520 (Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events).[10] This directive established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. The FHWA would work to integrate consideration of these risks into its planning, operations, policies, and programs in order to promote preparedness and resilience; safeguard federal investments; and ensure the safety, reliability, and sustainability of the nation's transportation systems.

FHWA has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, state, and local levels.[11]

State Efforts

On November 14, 2008, then-Governor Arnold Schwarzenegger signed EO S-13-08, which directed a number of state agencies to address California's vulnerability to sea-level rise caused by climate change. This EO set in motion several agencies and actions to address the concern of sea-level rise and directed all state agencies planning to construct projects in areas vulnerable to future sea-level rise to consider a range of sea-level rise scenarios for the years 2050 and 2100, assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea-level rise. Sea-level rise estimates should also be used in conjunction with information on local uplift and subsidence, coastal erosion rates, predicted higher high water levels, and storm surge and storm wave data.

[8] https://obamawhitehouse.archives.gov/administration/eop/ceq/initiatives/resilience.
[9] https://www.fhwa.dot.gov/environment/sustainability/resilience/policy_and_guidance/usdot.cfm.
[10] https://www.fhwa.dot.gov/legsregs/directives/orders/5520.cfm.
[11] https://www.fhwa.dot.gov/environment/sustainability/resilience/.

Governor Schwarzenegger also requested the National Academy of Sciences to prepare an assessment report to recommend how California should plan for future sea-level rise. The final report, *Sea-Level Rise for the Coasts of California, Oregon, and Washington* (Sea-Level Rise Assessment Report)[12] was released in June 2012 and included relative sea-level rise projections for the three states, taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge, and land subsidence rates; and the range of uncertainty in selected sea-level rise projections. It provided a synthesis of existing information on projected sea-level rise impacts to state infrastructure (such as roads, public facilities, and beaches), natural areas, and coastal and marine ecosystems; and a discussion of future research needs regarding sea-level rise.

In response to EO S-13-08, the California Natural Resources Agency (Resources Agency), in coordination with local, regional, state, federal, and public and private entities, developed *The California Climate Adaptation Strategy* (Dec 2009),[13] which summarized the best available science on climate change impacts to California, assessed California's vulnerability to the identified impacts, and outlined solutions that can be implemented within and across state agencies to promote resiliency. The adaptation strategy was updated and rebranded in 2014 as Safeguarding California: Reducing Climate Risk (Safeguarding California Plan).

Governor Jerry Brown enhanced the overall adaptation planning effort by signing EO B-30-15 in April 2015, requiring state agencies to factor climate change into all planning and investment decisions. In March 2016, sector-specific Implementation Action Plans that demonstrate how state agencies are implementing EO B-30-15 were added to the Safeguarding California Plan. This effort represents a multi-agency, cross-sector approach to addressing adaptation to climate change-related events statewide.

EO S-13-08 also gave rise to the *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance), produced by the Coastal and Ocean Working Group of the California Climate Action Team (CO-CAT), of which Caltrans is a member. First published in 2010, the document provided "guidance for incorporating sea-level rise (SLR) projections into planning and decision making for projects in California," specifically, "information and recommendations to enhance consistency across agencies in their development of approaches to SLR."[14]

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation, and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is actively engaged in in working towards identifying these risks throughout the state and will work to incorporate this information into all planning and investment decisions as directed in EO B-30-15.

The proposed project is outside the coastal zone and not in an area subject to sea-level rise. Accordingly, direct impacts to transportation facilities due to projected sea-level rise are not expected; however future flood considerations have been considered in relation to the proposed bridge structure as discussed below.

Phase 1 of the proposed project includes mobility to and from eastern parts of the City of Coachella by providing direct and dependable access over the CVSC. The proposed project is located in the Whitewater River Watershed. Runoff from the surrounding mountains drains

[12] Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future (2012) is available at: http://www.nap.edu/catalog.php?record_id=13389.

[13] http://www.climatechange.ca.gov/adaptation/strategy/index.html.

[14] http://www.opc.ca.gov/2013/04/update-to-the-sea-level-rise-guidance-document/.

through a network of surface streams that collect on the Coachella Valley floor and flows southeast via the CVSC/Whitewater River. Within the Caltrans right of way, Caltrans standard drains and culverts convey the runoff from roadside ditches; stormwater that falls within the proposed project boundary will ultimately discharge into the CVSC/Whitewater River, which is used for flood control (Caltrans 2018:16).

The Federal Emergency Management Agency has classified most of the proposed project area as Zone X, an area of moderate flood hazard, usually between the limits of the 100-year and 500-year floods, protected by levees from 100-year flood, or shallow flooding areas with average depths of less than 1 foot or drainage areas less than 1 square mile. However, the area within the CVSC/Whitewater River is classified as Zone A, meaning that no base flood elevations have been established (Caltrans 2018:16–17).

The average annual precipitation near the proposed project is about 3.7 inches, as measured at a station located approximately 16 miles north of the proposed project. Most rainfall occurs in the region during winter and early spring. Caltrans Hydraulics analysts found that rainfall in the area is expected to decrease under future climate change scenarios, indicating that the proposed bridge as designed would continue to function effectively throughout its 75-year design life.

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Chapter 4 Comments and Coordination

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

Consultation and Coordination with Public Agencies and Tribal Governments

4.1 Cultural Resources

As part of the cultural investigation, a record search was conducted with the Eastern Information Center (EIC) of the California Historical Resources Information System (CHRIS) located at University of California, Riverside. In addition, additional specialized listings for cultural resources were consulted. The Native American Heritage Commission (NAHC) was contacted in November 2015 and letters were sent to Native American tribes consistent with Assembly Bill 52 (AB52) on March 28, 2017. Additional follow-up correspondence occurred on September 18, 2017, October 24, 2017, November 30, 2017, and May 18, 2018. Five tribal responses were received by Caltrans. The consultation with the NAHC and Native American representatives is summarized in Table 4-1, Summary of Native American Consultation.

Table 4-1: Summary of Native American Consultation

Agency and Agency Representative	Date of First Contact (Formal Letter)	Date of Reply	Date of Follow-up Contact (Phone Call/ Email)	Consultation Topic
Native American Heritage Commission	November 9, 2015	January 25, 2016		**November 9, 2015:** A sacred lands file search was requested by Applied Earth Works. **January 25, 2016:** NAHC responded that there are no known sacred lands within the Area of Potential Effects (APE).
Agua Caliente Band of Cahuilla Mission Indians THPO Patricia Garcia-Plotkin, Director	March 28, 2017	April 20, 2017		**March 28, 2017:** A letter that provided a project description and location and discussed upcoming cultural resources studies of the project area was sent via certified mail. **April 20, 2017:** Patricia Garcia-Plotkin of the Agua Caliente Band of Cahuilla Indians (ACBCI) sent a response letter that stated the project area is not located within the boundaries of the ACBCI Reservation, but is within the Tribe's Traditional Use Area. The letter noted that at this time, the ACBCI THPO is deferring to the Cabazon Band of Mission Indians and that consultation efforts with the ACBCI are concluded.

Table 4-1: Summary of Native American Consultation [continued]

Agency and Agency Representative	Date of First Contact (Formal Letter)	Date of Reply	Date of Follow-up Contact (Phone Call)	Consultation Topic
Augustine Band of Mission Indians Mary Ann Green, Chairperson, Karen Kupcha, and Heather Haines, Tribal Operations Manager	March 28, 2017	November 30, 2017	September 18, 2017 October 24, 2017 November 30, 2017	**March 28, 2017:** A letter that provided a project description and location and discussed upcoming cultural resources studies of the project area was sent via certified mail. **September 18, 2017:** A follow up phone call was conducted. **October 24, 2017:** A second follow up phone call was conducted. **November 30, 2017:** A third follow up phone call was conducted. Ms. Haines requested that the March 28, 2017 initiation letter be sent to her via email. Ms. Haines emailed a response letter stating that the tribe is unaware of specific cultural resources that may be affected by the project and encouraged Caltrans to contact other Native American Tribes and Individuals within the immediate vicinity of the project site. The tribe also stated that a monitor who is qualified in Native American cultural resources identification be present during the pre-construction and construction phases of the project and the Augustine Band of Mission Indians should be notified if any cultural resources were identified during the development of the project.
Cabazon Band of Mission Indians Doug Welmas, Chairperson, and Judy Stapp, Director of Cultural Affairs	March 28, 2017	September 19, 2017	September 18, 2017	**March 28, 2017:** A letter that provided a project description and location and discussed upcoming cultural resources studies of the project area was sent via certified mail. **September 18, 2017:** A follow up phone call was conducted. **September 19, 2017:** In a response letter, the Cabazon Band of Mission Indians stated that the tribe has no specific archival information on the site indicating that it may be a sacred/religious site or other site of Native American traditional cultural value. However, they requested that Caltrans initiate Section 106 consultation with the Tribe. Consultation is currently ongoing.

Table 4-1: Summary of Native American Consultation [continued]

Agency and Agency Representative	Date of First Contact (Formal Letter)	Date of Reply	Date of Follow-up Contact (Phone Call)	Consultation Topic
Santa Rosa Band of Mission Indians John Marcus, Chairman, and Gabriella Rubalcava, Tribal Council Member	March 28, 2017	No Response	September 18, 2017 October 24, 2017 November 30, 2017 May 18, 2018	**March 28, 2017:** A letter that provided a project description and location and discussed upcoming cultural resources studies of the project area was sent via certified mail. **September 18, 2017:** A follow up phone call was conducted. **October 24, 2017:** A second follow up phone call was conducted. **November 30, 2017:** A third follow up phone call was conducted. Ms. Rubalcava requested that the March 28, 2017 initiation letter be sent to her via email. **May 18, 2018:** A final follow up email was sent. No response has been received to date.
Torres-Martinez Desert Cahuilla Indians Mary Resvaloso, Chairperson, and Michael Mirelez, Cultural Resource Coordinator	March 28, 2017	October 25, 2017	September 18, 2017 October 24, 2017 October 25, 2017	**March 28, 2017:** A letter that provided a project description and location and discussed upcoming cultural resources studies of the project area was sent via certified mail. **September 18, 2017:** A follow up phone call was conducted. **October 24, 2017:** A second follow up phone call was conducted. Mr. Mirelez stated that the tribe would like to be consulted as part of the Section 106 process. Mr. Mirelez requested a copy of the initial letter that was sent to the tribe on March 28, 2017. **October 25, 2017:** In a response email, Mr. Mirelez stated that the project is located within an area with known village sites. Mr. Mirelez further requested formal consultations with the project proponents and the lead agency, a Native American monitor from the Tribe be present during any ground-disturbing activities, and copies of all existing cultural studies and related records.

Table 4-1: Summary of Native American Consultation [continued]

Agency and Agency Representative	Date of First Contact (Formal Letter)	Date of Reply	Date of Follow-up Contact (Phone Call)	Consultation Topic
29 Palms Band of Mission Indians Darrell Mike, Chairman	March 28, 2017	April 3, 2017		**March 28, 2017:** A letter that provided a project description and location and discussed upcoming cultural resources studies of the project area was sent via certified mail. **April 3, 2017:** Anthony Madrigal, Tribal Historic Preservation Officer of the Tribe sent a letter in response that stated the Tribal Historic Preservation Office is aware of multiple prehistoric sites and isolates within 1-mile of the project area, which pertains to the Tribe. Mr. Madrigal notes that the project area is located less than 1-mile from a culturally sensitive area and is within the Chemehuevi Traditional Use Area. The Tribe requested all available cultural reports that are related to the project.

Caltrans consulted with the California Office of Historic Preservation (OHP) and State Historic Preservation Officer (SHPO) for concurrence regarding the Historic Property Survey Report (HPSR) prepared for the proposed project. On November 6, 2018, the HPSR was provided to SHPO for review and on November 8, 2018, SHPO provided concurrence. See Section 4.7, below, for copies of these letters.

4.3 Biological and Water Resources

4.3.1 U.S. Fish and Wildlife Service

On April 24, 2017, an official U.S. Fish and Wildlife Service (USFWS) List of Proposed, Threatened, and Endangered Species, and Critical Habitats was obtained through the USFWS Information System. Since then, an updated USFWS List was obtained on April 6, 2018, and again on September 24, 2018. See Section 4.7, below, for a copy of the species list.

4.3.2 U.S. Army Corps of Engineers

On July 9, 2018, the Preliminary Jurisdictional Delineation (PJD) prepared for the project was provided to the U.S. Army Corps of Engineers (USACE) for review and concurrence. A field review involving USACE, Caltrans, and consultant staff was conducted on September 20, 2018. Based on this field review, revisions to the impact analysis supporting the PJD were conducted. On November 2, 2018, a revised PJD was emailed to USACE for their review. On November 6, 2018 USACE emailed preliminary results of their review, highlighting that if the wetlands cannot be avoided that the proposed project would be anticipated to need a Standard Individual Permit. Written concurrence from the USACE on the results and findings of the PJD will be received prior to finalization of the IS/EA.

4.4 Air Quality

The project-level particulate matter hot-spot analysis was presented to the Southern California Association of Governments (SCAG) Transportation Conformity Working Group (TCWG) twice for discussion and review on June 28, 2016 [Project ID RIV110825] and March 27, 2018 [Project ID RIV061159 and RIV110825], pursuant to the interagency consultation requirement of 40 CFR 93.105 (c)(1)(i). The TCWG determined that the proposed project is not a POAQC. The U.S. EPA was unable to participate in the March 27, 2018 meeting; their concurrence was received via email after the meeting. See Section 4.7, below, for a copy of the TCWG determinations.

4.5 Agricultural Resources

As part of the analysis for potential impacts related to agricultural resources and per the Farmland Protection Policy Act (FPPA), a Farmland Conversion Impact Rating Form (Form AD-1006) was prepared and submitted to Tomas Aguilar Campos of the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) for review on June 12, 2018 and NRCS responded with input on the AD-1006 Form on June 14, 2018. The finalized AD-1006 Form was sent from Caltrans to NRCS later that same day on June 14, 2018. Refer to Appendix H, Farmland Conversion Impact Rating Form.

4.6 CV Link Coordination

On April 25, 2018, the City sent a letter to Coachella Valley Association of Governments (CVAG) with preliminary project design plans regarding the City's proposed SR-86/Avenue 50 New Interchange Project and CVAG's planned CV Link project. On May 22, 2018, CVAG responded, confirming the City's project was not in conflict and would accommodate future implementation of CV Link. See Section 4.7, below, for copies of these letters.

4.7 Correspondence

The following correspondence is provided within this section:

- State Historic Preservation Officer Correspondence
- U.S. Fish and Wildlife Service Species List
- Transportation Conformity Working Group Determinations
- Coachella Valley Association of Governments Correspondence

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State Historic Preservation Officer Correspondence

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DEPARTMENT OF TRANSPORTATION
DISTRICT 8
464 WEST 4TH STREET
San Bernardino, CA 92401
PHONE (909) 383-4631

Making Conservation, a California Way of Life

November 6, 2018

Julianne Polanco

State Historic Preservation Office
1725 23rd Street, Suite 100
Sacramento, CA 95816

08-RIV-86-PM 19.3/21.4 EA 0C970
State Route 86/Avenue 50
New Interchange Project

Attention: Lucinda Woodward

Re: Historic Property Survey Report for State Route 86/Avenue 50 New Interchange Project in the City of Coachella, Riverside County, California

Dear Ms. Polanco:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), is initiating consultation with the State Historic Preservation Officer (SHPO) and the Cabazon Band of Mission Indians THPO regarding the proposed State Route 86/Avenue 50 New Interchange Project, in the City of Coachella, in Riverside County. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.

As the project is partially located on the Cabazon Band of Mission Indians land, the Caltrans First Amended Section 106 Programmatic Agreement (January 2014) does not apply and consultation will occur under NHPA implementing regulations at 36 CFR § 800.

In conjunction with Caltrans and FHWA, the City of Coachella is proposing construction of a new interchange at State Route 86 (SR86) and Avenue 50 in the City of Coachella, Riverside County, California. The proposed project consists of converting a portion of SR-86 from an existing expressway to a freeway with a new overcrossing structure and access ramps. In addition, the proposed project includes the realignment and widening of Avenue 50 and the realignment of portions of Tyler Street on both the east and west sides of SR-86. Finally, the project would construct a new bridge over the Coachella Valley Stormwater Channel (CVSC) to replace the existing low-water crossing. The proposed project would require the right-of-way acquisition of four (4) full-take parcels and thirteen (13) partial-take parcels, three (3) of which are located within the boundaries of the Cabazon Indian Reservation.

Enclosed you will find a Historic Property Survey Report (HPSR) approved for the project by Caltrans in August 2018. The HPSR documents the Area of Potential Effects (APE), consultation efforts, and efforts to identify and evaluate historic properties. Consultation and identification efforts for the proposed undertaking resulted in the identification of one Historic Property within the APE:

1. CVWD Irrigation Lateral 105.7-1.9 (33-028174) MR 4: The Coachella Valley Irrigation Distribution System was previously determined NRHP eligible by consensus determination between the Bureau of Reclamation and SHPO in 2015 under Criterion A as a contributing element of the Coachella Canal. That determination remains valid.

Consultation and identification efforts for the proposed undertaking also resulted in the identification of seven (7) built environment resources, and two (2) prehistoric archaeological sites within the APE that required NRHP evaluation. Caltrans proposes that the following cultural resources are not NRPH eligible:

1. Avenue 50 (33-028173 MR 1
2. Tyler Street (33-028170) MR 2
3. A segment of CVSC (33-017259) MR 3
4. APN 603-330-003: Commercial radio Building (33-028169) MR 5
5. CA-RIV-12707/H (33-028166) MR 6
6. CA-RIV-12708H (33-028175) MR 7
7. APN 763-030-010: two residential buildings (33-028168) MR 8
8. Tract 2597 (33-028171) MR 9
9. Devers-Coachella Valley 220kV Transmission Line (33-028167) MR 10

Caltrans is requesting SHPO concurrence with the following pursuant to 36 CFR § 800.4(a-c):

1) The adequacy of the delineation of the APE;
2) The adequacy of the identification effort;
3) Caltrans determinations of eligibility; and
4) The adequacy of Caltrans' proposed finding of No Adverse Effect for the Undertaking

Caltrans, as assigned by FHWA, intends to make a de minimis finding for Section 4(f) use of a historic property based on your concurrence in the Section 106 effect finding, pursuant to Section 6009(a) of SAFETEA-LU. Please note that if no response is received from the SHPO within 30 days of receipt of this submittal, Caltrans will still make a de minimis impact finding for purposes of Section 4(f) as described in our August 11, 2006 letter agreement.

We look forward to receiving your response within thirty (30) days of receipt of this submittal. Please contact Gary Jones, District 08 Principal investigator, Prehistoric Archaeology at (909) 383-7505 if you have any questions regarding this document.

Regards,

JODY BROWN
Chief
Cultural Studies Office/Division of Environmental Analysis

Enclosure: *Historic Property Survey Report for the State Route 86/Avenue 50 New Interchange Project, City of Coachella, Riverside County, California (2018)*

cc: Ronn Knox, Environmental Generalist
Alexandra Bevk Neeb, Caltrans HQ

DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION
Lisa Ann L. Mangat, *Director*
Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

November 8, 2018

VIA EMAIL

In reply refer to: FHWA_2018_0910_001

Ms. Jody Brown, Chief
Cultural Studies Office
Division of Environmental Analysis
Caltrans
PO Box 942873, MS-27
Sacramento, CA 94273-0001

Subject: Determinations/Finding of Eligibility and Effect for the Proposed State Route 86/Avenue 50 New Interchange Project, Coachella, Riverside County, CA

Dear Ms. Brown:

You have provided me with the results of your efforts to determine whether the project described above may involve or affect historic properties. You have done this, and are consulting with me, in order to comply with Section 106 of the National Historic Preservation Act and implementing regulations codified at 36 CFR Part 800. As part of your documentation, Caltrans submitted a Historic Property Survey Report (HPSR), Historical Resources Evaluation Report, an Archaeological Survey Report, and a Finding of No Adverse Effect Memo Report for the proposed project.

In conjunction with Caltrans and FHWA, the City of Coachella is proposing construction of a new interchange at State Route 86 and Avenue 50 in the City of Coachella, Riverside County, California. The proposed project consists of converting a portion of SR-86 from an existing expressway to a freeway with a new overcrossing structure and access ramps. In addition, the proposed project includes the realignment and widening of Avenue 50 and the realignment of portions of Tyler Street on both the east and west sides of SR-86. Finally, the project would construct a new bridge over the Coachella Valley Stormwater Channel (CVSC) to replace the existing low-water crossing. The proposed project would require the right-of-way acquisition of four full-take parcels and thirteen partial-take parcels, three of which are located within the boundaries of the Cabazon Indian Reservation.

The Coachella Valley Water District (CVWD) Irrigation Lateral was previously determined eligible for the National Register of Historic Places (NRHP) by consensus determination between the Bureau of Reclamation and the SHPO in 2015 under Criterion A as a contributing element of the Coachella Canal. This determination remains valid.

Consultation and identification efforts also resulted in the identification of seven built environment resources and two prehistoric archaeological sites within the area of potential effect (APE) that required evaluation. Caltrans determined that the following properties are not eligible for the NRHP:

- Avenue 50 (33-028173)
- Tyler Street (33-028170)
- A segment of the CVSC (33-017259)
- Commercial Radio Building (APN 603-330-003) (33-028169)
- CA-RIV-12707/H (33-028166)
- CA-RIV-12708H (33-028175)
- Two residential buildings (APN 763-030-010) (33-028168)
- Tract 2597 (33-028171)
- Devers-Coachella Valley 220kV Transmission Line (33-028167)

Caltrans has also found that the proposed project will have no adverse effect on historic properties. The portion of the CVWD Irrigation Lateral 105.7-1.9 located within the Project APE consists of a group of three concrete standpipes, a tall vent, and a below ground concrete pipeline. The project proposes a driveway at this location to provide access to the Cabazon Indian Reservation. Construction of the driveway will require removal of some of the concrete standpipes and vent and replacement and/or modification to the below ground pipeline. Maximum depth of ground-disturbance for driveway construction is not expected to exceed 5 feet below the surface for over-excavation and pavement construction.

The concrete underground pipeline and standpipes of CVWD Irrigation Lateral 105.7-1.9 of the Coachella Canal's distribution system that extend into the project APE were extensively altered in 1993 and again in 2001. While the project will effect this element, the effect will not be adverse as it is affecting less than 0.5 percent of the 485-mile long Coachella Canal distribution network.

Pursuant to 36 CFR 800.4(a-c), Caltrans is requesting SHPO and THPO concurrence on the following:

1) Adequacy of the delineation of the APE
2) Adequacy of the identification effort
3) Adequacy of the evaluation of potential historic properties for eligibility to the NRHP.
4) Adequacy of the Caltrans' finding of No Adverse Effect for the undertaking.

I have reviewed the documentation furnished and have the following comments:

1) The APE delineated for the proposed project appears adequate.
2) The steps taken to identify historic properties that may be affected by this undertaking are satisfactory.

3) Based on review of the submitted documentation, I concur with the foregoing determinations of eligibility
4) I have no objections to Caltrans' finding of No Adverse Effect for this undertaking.
5) Be advised that under certain circumstances, like unanticipated discovery, Caltrans may have additional responsibilities under 36 CFR Part 800.

If you have any questions, please contact Natalie Lindquist at (916) 445-7014 with e-mail at natalie.lindquist@parks.ca.gov or Alicia Perez at (916) 445-7020 with e-mail at alicia.perez@parks.ca.gov .

Sincerely,

Julianne Polanco

U.S. Fish and Wildlife Service Species List

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
Phone: (760) 431-9440 Fax: (760) 431-5901
http://www.fws.gov/carlsbad/

In Reply Refer To: September 24, 2018
Consultation Code: 08ECAR00-2018-SLI-1700
Event Code: 08ECAR00-2018-E-03871
Project Name: State Route 86/Avenue 50 New Interchange Project

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
(760) 431-9440

Project Summary

Consultation Code: 08ECAR00-2018-SLI-1700

Event Code: 08ECAR00-2018-E-03871

Project Name: State Route 86/Avenue 50 New Interchange Project

Project Type: TRANSPORTATION

Project Description: The proposed improvements include realignment and widening of Avenue 50 from the existing two-lane roadway to a six-lane major arterial, and realignment of Tyler Street on both the east and west side of SR-86. The project would also improve mobility by constructing another new bridge spanning over CVSC, replacing the existing low water crossing, and eliminating flood-related hazards during inclement weather events.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/33.68639453010968N116.16209612875602W

Counties: Riverside, CA

Endangered Species Act Species

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Birds

NAME	STATUS
Least Bell's Vireo *Vireo bellii pusillus* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5945	Endangered
Southwestern Willow Flycatcher *Empidonax traillii extimus* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6749	Endangered
Yuma Clapper Rail *Rallus longirostris yumanensis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3505	Endangered

Reptiles

NAME	STATUS
Coachella Valley Fringe-toed Lizard *Uma inornata* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2069	Threatened
Desert Tortoise *Gopherus agassizii* Population: Wherever found, except AZ south and east of Colorado R., and Mexico There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4481	Threatened

Flowering Plants

NAME	STATUS
Coachella Valley Milk-vetch *Astragalus lentiginosus var. coachellae* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7426	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Transportation Conformity Working Group Determinations

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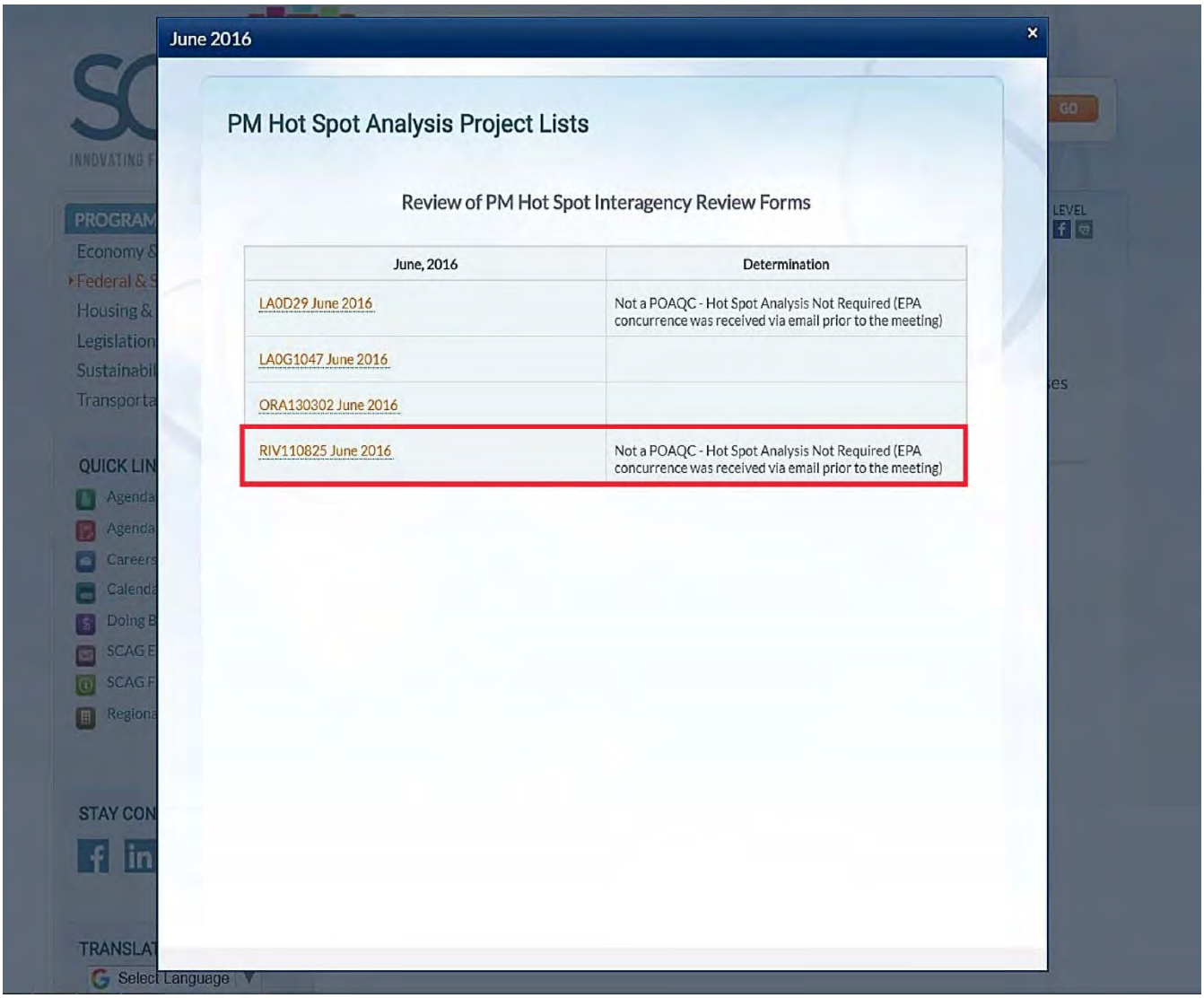
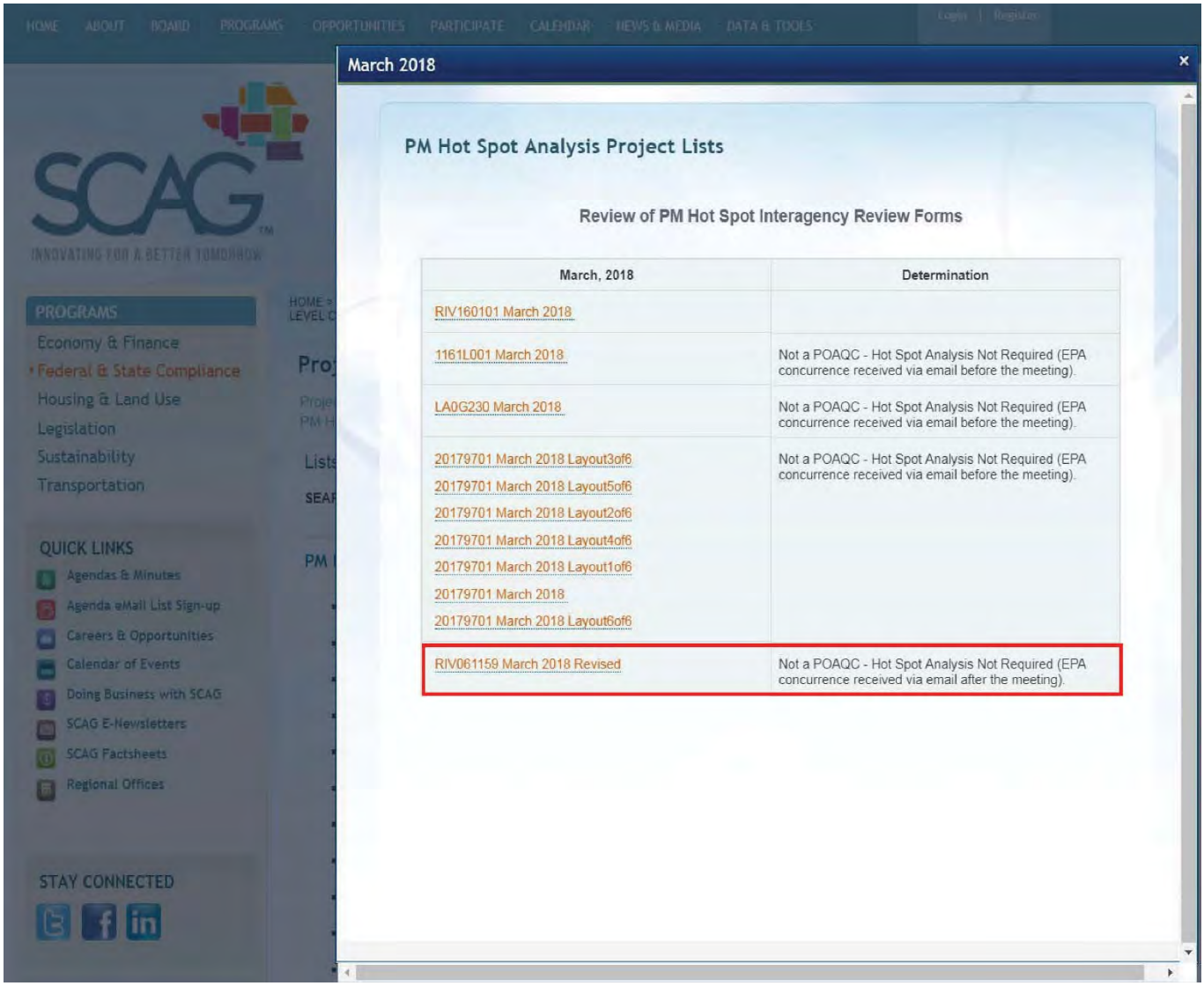

June 2016
PM Hot Spot Analysis Project Lists
Review of PM Hot Spot Interagency Review Forms
June, 2016
Determination
LA0D29 June 2016
Not a POAQC - Hot Spot Analysis Not Required (EPA concurrence was received via email prior to the meeting)
LA0G1047 June 2016
ORA130302 June 2016
RIV110825 June 2016
Not a POAQC - Hot Spot Analysis Not Required (EPA concurrence was received via email prior to the meeting)


HOME
ABOUT
BOARD
PROGRAMS
OPPORTUNITIES
PARTICIPATE
CALENDAR
NEWS & MEDIA
DATA & TOOLS
SCAG
INNOVATING FOR A BETTER TOMORROW
PROGRAMS
Economy & Finance
Federal & State Compliance
Housing & Land Use
Legislation
Sustainability
Transportation
QUICK LINKS
Agendas & Minutes
Agenda eMail List Sign-up
Careers & Opportunities
Calendar of Events
Doing Business with SCAG
SCAG E-Newsletters
SCAG Factsheets
Regional Offices
STAY CONNECTED
March 2018
PM Hot Spot Analysis Project Lists
Review of PM Hot Spot Interagency Review Forms
March, 2018
Determination
RIV160101 March 2018
1161L001 March 2018
Not a POAQC - Hot Spot Analysis Not Required (EPA concurrence received via email before the meeting).
LA0G230 March 2018
Not a POAQC - Hot Spot Analysis Not Required (EPA concurrence received via email before the meeting).
20179701 March 2018 Layout3of6
20179701 March 2018 Layout5of6
20179701 March 2018 Layout2of6
20179701 March 2018 Layout4of6
20179701 March 2018 Layout1of6
20179701 March 2018
20179701 March 2018 Layout6of6
Not a POAQC - Hot Spot Analysis Not Required (EPA concurrence received via email before the meeting).
RIV061159 March 2018 Revised
Not a POAQC - Hot Spot Analysis Not Required (EPA concurrence received via email after the meeting).

Coachella Valley Association of Governments Correspondence

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CITY OF COACHELLA
1515 SIXTH STREET, COACHELLA, CALIFORNIA 92236
PHONE (760) 398-3502 • FAX (760) 398-8117 • WWW.COACHELLA.ORG

April 25, 2018

Mr. Martin Magana
Director of Transportation
Coachella Valley Association of Governments
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

Re: SR-86/Avenue 50 New Interchange & Avenue 50 Bridge over Whitewater River Project
City of Coachella Project No. ST-81 & 69
Fed Project No. HPLULN - 5294(011) & BR-NBIL (536)
Caltrans EA 08-0C970, Project Number: 0814000144

Dear Mr. Magana:

As part of our continued coordination efforts between the above referenced project and your CV Link multimodal pathway project, the City respectfully submits the final design concept plans of the CV Link access ramps within the Avenue 50 Bridge over Coachella Valley Stormwater Channel (CVSC) [as known as Whitewater River]. Please refer to the attached exhibits.

We understand these two projects have separate construction schedules. As mutually agreed, the City will construct the CV Link access ramps as part of the Avenue 50 CVSC Bridge project, which includes the CV Link access point at Sierra Vista Park, located at the southeast quadrant of Tyler Street and the CVSC within the proposed project limits. The design is consistent with your overall CV Link project will avoid throwaway. It will not cause any impacts, nor impair the activities, features, and/or attributes of the planned CV Link facility; rather, the interchange project would promote the future implementation of the CV Link project.

Should you have any questions, please contact me at (760) 398-5744 or via email jhoy@coachella.org .

Sincerely,

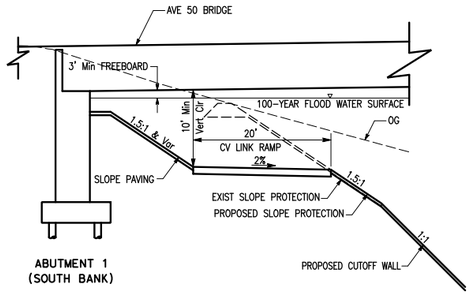
Jonathan Hoy, PE
Assistant City Manager/City Engineer

Attachments:
(1) Final Design Concept Plans

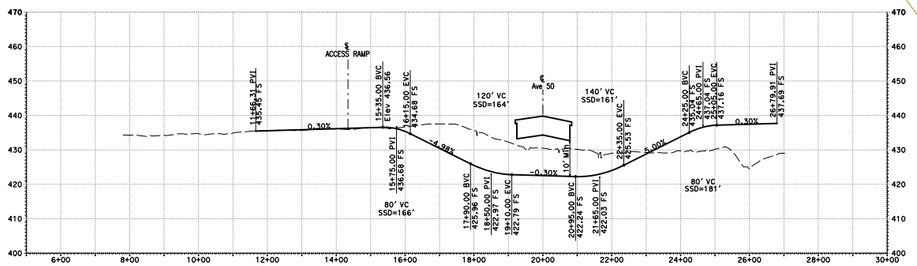
Copy: Andy Cheah – TranSystems
Deven Young – Alta Planning + Design
Meardey Tim, Caltrans PM

SR-86/AVENUE 50 NEW INTERCHA
ALTERNATIVE 7

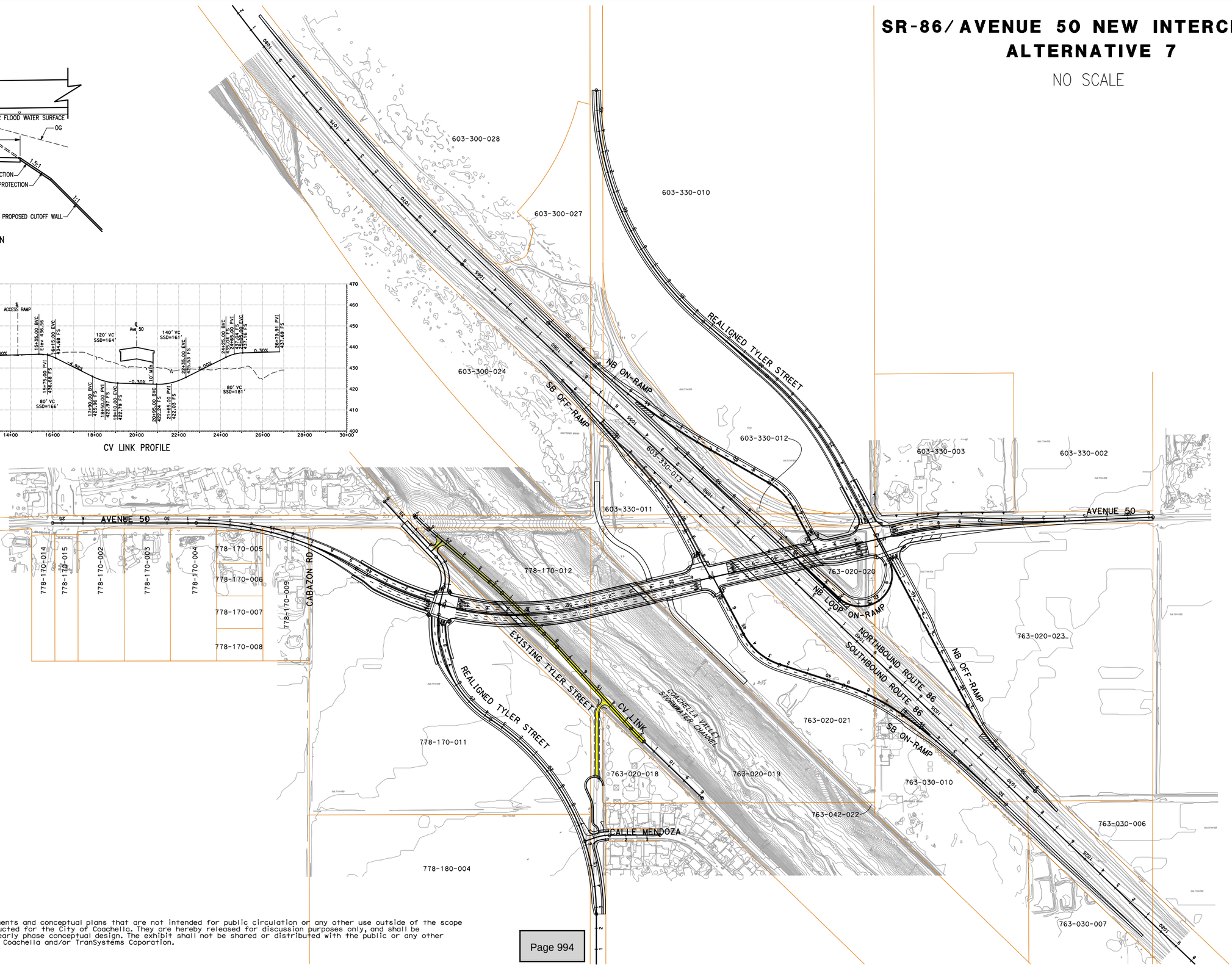
NO SCALE



CV LINK TYPICAL SECTION
NOT TO SCALE



CV LINK PROFILE



LEGEND:

CV LINK

DISCLAIMER:

The exhibit represents preliminary alignments and conceptual plans that are not intended for public circulation or any other use outside of the scope of the ongoing design studies being conducted for the City of Coachella. They are hereby released for discussion purposes only, and shall be considered as "PRELIMINARY", "unverified" early phase conceptual design. The exhibit shall not be shared or distributed with the public or any other entity without approval from the City of Coachella and/or TranSystems Coporation.

TRANSITION TO MATCH EXISTING CONDITION

EXISTING AVE 50 LOW WATER CROSSING

MODIFY OUTLET FOR EXISTING 72" RCP

SR-86 SB

SR-86 NB

PROPOSED AVE 50

20' LEVEE/ACCESS ROAD

APPROX. NEW SLOPE PROTECTION LIMITS

CV LINK RAMP

20' LEVEE

APPROX. NEW SLOPE PROTECTION LIMITS
(APPROX. 1340' EXISTING SLOPE PROTECTION TO BE REMOVED)

COACHELLA VALLEY STORMWATER CHANNEL

CV LINK

EXISTING TYLER ST

TRANSITION TO MATCH EXISTING EARTHEN CHANNEL

MATCH EXISTING CONCRETE SLOPE PROTECTION

CULTIVATED

SCATTERED BRUSH

LEGEND

PROPOSED CONCRETE SLOPE PROTECTION

CV LINK

0 30 60 120 180 240

SCALE: 1"=60'

811 Know what's **below.** **Call** before you dig.

REGISTERED PROFESSIONAL ENGINEER — EXP. _____ CIVIL — STATE OF CALIFORNIA

XXXXXXXXX
R.C.E. C-XXXXX EXP. DATE: XX-XX-XX

DATE

TranSystems
EXPERIENCE | Transportation

9360 SANTA ANITA AVE, STE 100
RANCHO CUCAMONGA, CA 91730

MARK	REVISIONS	BY	APPR.	DATE

XX-XX-XX

APPROVED BY: XXXXXXXXXX DATE:
R.C.E. C-XXXXX EXP. DATE: XX-XX-XX

DRAWN BY: XXX

CHECKED BY: XXX

RECOMMENDED BY: XXX

CITY OF COACHELLA

AVENUE 50 BRIDGE OVER
COACHELLA VALLEY STORMWATER CHANNEL

AVE 50/ CV LINK

CITY FILE NO
ST-69 (2015-01)

DRAWING NO
L-

SHEET _____ OF _____ SHEETS

PRELIMINARY
NOT FOR CONSTRUCTION

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
73-710 Fred Waring Dr., Suite 200, Palm Desert, CA 92260 · (760) 346-1127 · www.cvag.org

CVAG

May 22, 2018

Mr. Jonathan Hoy, PE
Assistant City Manager/City Engineer
City of Coachella, Engineering Department
1515 Sixth Street
Coachella, CA 92236

Re: SR-86/Avenue 50 New Interchange & Avenue 50 Bridge over Whitewater River Project
City of Coachella Project No. ST-81 & 69,
Fed Project No. HPLULN - 5294(011) & BR-NBIL (536)
Caltrans EA 08-0C970, Project Number: 0814000144

Dear Mr. Hoy:

In response to the City letter dated April 25, 2018, CVAG appreciates the ongoing coordination between the Coachella Valley Association of Governments (CVAG) and City of Coachella related to the above reference project (Interchange), which falls within Segment 10 of the planned the CVAG CV link project.

We have reviewed the City final conceptual plans, and found the proposed improvements are consistent the CV Link Master Plan, which identifies all proposed access points to the CV Link facility, including the access point at Sierra Vista Park at Tyler Street within the proposed interchange project limits.

The interchange project would result in beneficial impacts related to CVAG's future plans for CV Link, since it would accommodate future implementation of the CV Link facility within the project area, thus promoting regional mobility and active transportation. The project would not impair the activities, features, and/or attributes of the planned CV Link facility; rather, the interchange project would promote future implementation of CV Link.

If you have any questions regarding this matter, please contact me at (760) 346-1127, extension 116. We look forward to continued coordination with the City related to the proposed interchange. Thank you for your consideration in this matter.

Martin Magaña
Director of Transportation

Chapter 5 List of Preparers

The following persons were principally responsible for preparation of this Initial Study/ Environmental Assessment.

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Chapter 6 Distribution List

A compact disc copy of the Initial Study with Proposed Mitigated Negative Declaration/ Environmental Assessment (Draft IS/EA) and/or a Notice of Availability was distributed to the federal, state, regional, local agencies and elected officials, as well as interested groups, organizations and individuals, and utilities and service providers. In addition, all property owners and resident/occupants within a quarter-mile radius of the project limits were provided the Notice of Availability for the Draft IS/EA.

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Cuauhtemoc Baza 84160 Magnolia Street Coachella, CA 92236	Pablo Ayon 86101 Calle Pizano Coachella, CA 92236	Alvaro Bautista 86130 Calle Pizano Coachella, CA 92236
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Guadalupe Ponce 50550 Calle Mendoza Coachella, CA 92236	Veronica Palomino 50630 Tyler Street Coachella, CA 92236	Roberto Llamas 50681 Calle Mendoza Coachella, CA 92236
Miguel Herrera 50690 Calle Mendoza Coachella, CA 92236	Ruben Lazos 86051 Calle Pizano Coachella, CA 92236	Maria Garza 50880 Calle Mendoza Coachella, CA 92236
Ricardo Arebas 50680 Calle Mendoza Coachella, CA 92236	Ruben Martinez 54684 Harrison Street Thermal, CA 92274	Silvestre Herrera 86060 Corte Olivia Coachella, CA 92236
Sergio Llamas 50671 Calle Mendoza Coachella, CA 92236	Guadalupe Loera 86080 Corte Olivia Coachella, CA 92236	Jaime Avendano 50730 Tyler Street Coachella, CA 92236
Eduardo Montano 52910 Avenida Ramirez La Quinta, CA 92253	Teresa Villarreal 86110 Courte Stella Coachella, CA 92236	Rosalva Meza 86050 Calle Pizano Coachella, CA 92236
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Saturnino Garcia 50640 Calle Mendoza Coachella, CA 92236	Maria Corrales Ayon 50560 Calle Mendoza Coachella, CA 92236	Ismenia Zepeda 50630 Calle Mendoza Coachella, CA 92236
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Jose Garza 50550 Calle Quito La Quinta, CA 92253	Salvador Chavarria 50691 Calle Mendoza Coachella, CA 92236	Martin Quintero 86081 Corte Olivia Coachella, CA 92236
Raul Garcia 50580 Tyler Street Coachella, CA 92236	Magdaleno Lopez P.O. Box 517 Thermal, CA 92274	Norma Amador 86061 Corte Olivia Coachella, CA 92236
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Hermenejildo Torres 50720 Calle Mendoza Coachella, CA 92236	Mary Verdusco 50555 Calle Mendoza Coachella, CA 92236	Jose Barajas 50565 Calle Mendoza Coachella, CA 92236
Mario Banuelos 50575 Calle Mendoza Coachella, CA 92236	Magdalena Zavala 86050 Corte Olivia Coachella, CA 92236	Jack Prince 11011 Muirfield Drive Rancho Mirage, CA 92270
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Angelo Cabanyog 85711 Avenue 50 Coachella, CA 92236	Faustino Morales 86142 Calle Bouganvilia Coachella, CA 92236	Zosimo Ruiz 86102 Calle Bouganvilia Coachella, CA 92236
Gonzalo Quiroz 86122 Calle Bouganvilia Coachella, CA 92236	Francisco Aguilera 86052 Calle Bouganvilia Coachella, CA 92236	Joey Perez 86009 Calle Bouganvilia Coachella, CA 92236
Jorge Gomez 86012 Calle Bouganvilia Coachella, CA 92236	Jose Luna 86152 Calle Bouganvilia Coachella, CA 92236	Jesus Esqueda 86140 Las Flores Avenue Coachella, CA 92236
Frank Acuna 86160 Las Flores Avenue Coachella, CA 92236	Armando Garcia 86050 Las Flores Avenue Coachella, CA 92236	Juan Alvarez 86040 Las Flores Avenue Coachella, CA 92236
Frances Castro 86161 Las Flores Avenue Coachella, CA 92236	Jesus Alvarado 86151 Las Flores Avenue Coachella, CA 92236	Eva Mijarez 86171 Las Flores Avenue Coachella, CA 92236
Jose Espinoza 86181 Las Flores Avenue Coachella, CA 92236	Daniel Acosta 86032 Calle Bouganvilia Coachella, CA 92236	Claudia Ortiz 86110 Las Flores Avenue Coachella, CA 92236
Maria Delgado 86162 Calle Bouganvilia Coachella, CA 92236	Francisco Perez 86100 Las Flores Avenue Coachella, CA 92236	Jose Rodriguez 86141 Las Flores Avenue Coachella, CA 92236
Francisco Cardenas 86191 Las Flores Avenue Coachella, CA 92236	Luis Rodriquez 86120 Las Flores Avenue Coachella, CA 92236	Carlos Rubio 86130 Las Flores Avenue Coachella, CA 92236

Abel Calderon 86071 Las Flores Avenue Coachella, CA 92236	Juan Mendiola 86091 Las Flores Avenue Coachella, CA 92236	Armando Prieto 86131 Las Flores Avenue Coachella, CA 92236
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Gullermo Ramirez Perez 86030 Las Flores Avenue Coachella, CA 92236	Jesus Rodriguez 86070 Las Flores Avenue Coachella, CA 92236	Jesus Garcia 86051 Las Flores Avenue Coachella, CA 92236
Daniel Munoz 86090 Las Flores Avenue Coachella, CA 92236	Jorge Ceja 52371 Morgan Avenue Coachella, CA 92236	Guadalupe Ibarra 86139 Calle Bouganvilia Coachella, CA 92236
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Ramon Rodriguez 86120 Calle Violeta Coachella, CA 92236	Juan Gonzalez 86092 Calle Bouganvilia Coachella, CA 92236	Roberto Alvarado 86049 Calle Bouganvilia Coachella, CA 92236
Rafael Chaidez 86069 Calle Bouganvilia Coachella, CA 92236	Ninfa Zamora 86111 Calle Violeta Coachella, CA 92236	Gustavo Lopez 86062 Calle Bouganvilia Coachella, CA 92236
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Tony Sanchez 86011 Las Flores Avenue Coachella, CA 92236	Felipe Castaneda 86201 Las Flores Avenue Coachella, CA 92236	Bernardita Miranda P.O. Box 1235 Coachella, CA 92236
Luis Corral 86019 Calle Bouganvilia Coachella, CA 92236	Gloria Salinas 86101 Las Flores Avenue Coachella, CA 92236	Camilo Murillo 86121 Las Flores Avenue Coachella, CA 92236
Rogelio Torres 86081 Calle Violeta Coachella, CA 92236	Luis Garcia 86080 Calle Violeta Coachella, CA 92236	Ramon Aguirre 86132 Calle Bouganvilia Coachella, CA 92236

Rafael Borbolla 86129 Calle Bouganvilia Coachella, CA 92236	Consuelo Preciado 86080 Las Flores Avenue Coachella, CA 92236	Tomas Arellano 86060 Las Flores Avenue Coachella, CA 92236
Jose Gonzalez 86130 Calle Violeta Coachella, CA 92236	Daniel Torres 86110 Calle Violeta Coachella, CA 92236	Black Diamond Pools & Design Inc. C/O Francisco J Celedon 880351 Avenue 58th Ste 6 Thermal, CA 92274
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Resident 86300 Avenue 50 Coachella, CA 92236	Resident 86080 Courte Stella Coachella, CA 92236	Resident 86141 Calle Pizano Coachella, CA 92236
Resident 50585 Calle Mendoza Coachella, CA 92236	Resident 86071 Calle Pizano Coachella, CA 92236	Resident 86031 Calle Pizano Coachella, CA 92236
Resident 86070 Calle Pizano Coachella, CA 92236	Resident 50850 Calle Mendoza Coachella, CA 92236	Resident 50800 Calle Mendoza Coachella, CA 92236
Resident 86190 Las Flores Avenue Coachella, CA 92236	Resident 50780 Calle Mendoza Coachella, CA 92236	Resident 86120 Courte Stella Coachella, CA 92236
Resident 86111 Calle Pizano Coachella, CA 92236	Resident 86021 Calle Pizano Coachella, CA 92236	Resident 86091 Calle Pizano Coachella, CA 92236
Resident 86170 Las Flores Avenue Coachella, CA 92236	Resident 86275 Avenue 50 Coachella, CA 92236	Resident 50610 Calle Mendoza Coachella, CA 92236
Resident 86095 Corte Olivia Coachella, CA 92236	Resident 50640 Calle Mendoza Coachella, CA 92236	Resident 86071 Corte Olivia Coachella, CA 92236
Resident 86060 Calle Pizano Coachella, CA 92236	Resident 86100 Courte Stella Coachella, CA 92236	Resident 50670 Calle Mendoza Coachella, CA 92236
Resident 50650 Tyler Street Coachella, CA 92236	Resident 86101 Corte Olivia Coachella, CA 92236	Resident 85505 5th Street Coachella, CA 92236
Resident 86122 Calle Bouganvilia Coachella, CA 92236	Resident 86090 Las Flores Avenue Coachella, CA 92236	Resident 86061 Las Flores Avenue Coachella, CA 92236

Resident 86119 Calle Bouganvilia Coachella, CA 92236	Resident 86139 Calle Bouganvilia Coachella, CA 92236	Resident 86020 Las Flores Avenue Coachella, CA 92236
Resident 86082 Calle Bouganvilia Coachella, CA 92236	Resident 86079 Calle Bouganvilia Coachella, CA 92236	Resident 86072 Calle Bouganvilia Coachella, CA 92236
Resident 86062 Calle Bouganvilia Coachella, CA 92236	Resident 86091 Calle Violeta Coachella, CA 92236	Resident 86100 Calle Violeta Coachella, CA 92236
Resident 51354 Tyler Street Coachella, CA 92236	Resident 86039 Calle Bouganvilia Coachella, CA 92236	Resident 86112 Calle Bouganvilia Coachella, CA 92236
Resident 86010 Las Flores Avenue Coachella, CA 92236	Resident 86109 Calle Bouganvilia Coachella, CA 92236	Resident 86150 Las Flores Avenue Coachella, CA 92236
Resident 85490 Avenue 50 Coachella, CA 92236	Irma Vaquez 85701 Avenue 50 Coachella, CA 92236	Resident 85751 Avenue 50 Coachella, CA 92236
Resident 50820 Calle Mendoza Coachella, CA 92236	Resident 50590 Calle Mendoza Coachella, CA 92236	Resident 50530 Calle Mendoza Coachella, CA 92236
Resident 50740 Calle Mendoza Coachella, CA 92236	Resident 85501 Avenue 50 Coachella, CA 92236	Resident 85451 Avenue 50 Coachella, CA 92236
Resident 85601 Avenue 50 Coachella, CA 92236		
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Dr. Darryl S. Adams, Superintendent Coachella Valley Unified School District 87225 Church St Thermal, CA 92274		

Appendix A

Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determination

Appendix A Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determination

A.1 Introduction

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area that do not trigger Section 4(f) protection because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, or 4) the project does not permanently use the property and does not hinder the preservation of the property. Refer to Figure A-1, Resources Evaluated Relative to the Requirements of Section 4(f).

A.2 Resources Subject to the Provisions of Section 4(f) - No Use

Sierra Vista Park

Sierra Vista Park is a park that adjoins the southwest quadrant of the project site at 50-570 Calle Mendoza, in the City of Coachella. This 2.6-acre park includes one basketball court, a playground and picnic tables, and open areas available for recreational use. The facility is owned and operated by the City and is open to the public. Thus, it is considered a Section 4(f) property under the provisions of Section 4(f).

There are four existing electrical power poles located within Sierra Vista Park that would be removed as part of Phase 1 of the proposed project, in conjunction with construction of either Build Alternative (pole numbers T-17671; T-17672; T-17673; and T-17674). Figure A-2, Project Improvements Relative to Sierra Vista Park, shows the location of the affected power poles. Construction activities associated with the power pole relocation would be of short duration (approximately one week). During this brief period, the park may require closure for safety purposes. Measure PR-1 would ensure that closure information is received by the City 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.

Upon completion of the power pole removal, full use of Sierra Vista Park would be restored, and users of the park would continue to utilize the park facilities as they currently do. The removal of the power poles would represent a beneficial impact during long-term operations, since these existing obstructions would be removed.

Construction of the re-alignment of Tyler Street is expected to be completed within one to three months. Throughout the duration of construction of the re-alignment of Tyler Street, pedestrian access to Sierra Vista Park will be maintained (aside from the maximum of one week when power pole relocation in Sierra Vista Park occurs). Park users would be able to park along the streets located in the neighborhood immediately south of the park during the re-alignment of Tyler Street and construction of the cul-de-sac. Roadside parking within walking distance of the park would be available specifically on Calle Mendoza, Calle Pizano, Corte Olivia, and Las Flores Avenue, all of which are located less than 0.25-mile from the park. Additionally, a sidewalk is currently provided along the eastern side of Tyler Street. The sidewalk along Tyler Street would remain open throughout project construction.

Resources Evaluated Relative to the Requirements of Section 4(f)

Figure A-1

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Project Improvements Relative to Sierra Vista Park

11/18 | JN 159814

Figure A-2

A temporary loss of parking for users of the park would also occur during Phase 1 of project construction. There are currently 11 parallel parking stalls located on the east side of Tyler Street along the park's western border; no parking is permitted along the west side of Tyler Street. Following project completion, access to Sierra Vista Park would be provided via a new cul-de-sac extending immediately north of Calle Mendoza. The new cul-de-sac will be designed to provide angled parking for nine vehicles, plus angled parking for two dedicated (signed) handicap-access parking spaces, plus three parallel parking spaces on the west side of the street, and three parallel parking spaces on the east side of the street (see Figure A-2 above).

As summarized above, based on review of preliminary engineering efforts to-date for the project, Caltrans anticipates concluding that the proposed project will result in no use of Sierra Vista Park, and that regarding Sierra Vista Park, the project satisfies the criteria for a Temporary Occupancy exception as set forth in 23 CFR 774.13(d). An analysis of the project in the context of these conditions under 23 CFR 774.13(d) is provided below.

a) Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land

As noted above, the removal of power poles from Sierra Vista Park would take a maximum of one week, and the realignment of Tyler Street would last from one to three months. This duration would be shorter than construction of Phase 1 of the project (12 months). Additionally, there would be no change in ownership of any land associated with Sierra Vista Park.

b) Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal

The scope of work for the proposed project in relation to Sierra Vista Park would be minor. As noted above, removal of four power poles from the park is expected to be accomplished in one week and would result in beneficial impacts for park users after the poles are removed. Additionally, access to the park would be maintained continuously during the realignment of Tyler Street (one to three months), and an increased amount of parking would be provided adjacent to Sierra Vista Park, as compared to existing conditions.

c) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis

The project would not result in permanent adverse physical impacts to Sierra Vista Park, after completion of construction; as noted above, the project would result in beneficial impacts by removing existing obstructions within the park (four power poles) and by providing increased parking adjacent to the park as compared to existing conditions. Access to the park would be continuously maintained throughout the construction process. While the park may require closure to ensure public safety during removal of the power poles, this closure would be extremely brief (a maximum of one week). Moreover, Measure PR-1 would require that the City of Coachella 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. Accordingly, the project would not interfere with the protected activities, features, or attributes of the property.

d) The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project

The project would not result in permanent adverse physical impacts to Sierra Vista Park, after completion of construction; as noted above, the project would result in beneficial impacts by removing existing obstructions within the park (four power poles) and by providing increased parking adjacent to the park as compared to existing conditions.

e) There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions

Written correspondence took place with Ms. Maritza Martinez, Public Works Director at the City of Coachella, in this regard and the City provided their agreement with the temporary occupancy exception determination.

To minimize impacts to Sierra Vista Park, the following measure will be implemented:

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.

If the scope of work for the portion of the project directly associated with the Sierra Vista Park changes during the Final Design phase of the project, and if Caltrans determines during reviews of the associated Final Design documents that the project could potentially result in further impacts on Sierra Vista Park (temporarily or permanently), Caltrans will pursue follow-up coordination with the City of Coachella Public Works and Parks and Recreation Departments, in accordance with all applicable requirements pursuant to 23 CFR 774.

Section 4(f) *De Minimis* Determination(s)

This section of the document discusses *de minimis* impact determinations under Section 4(f). Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This amendment provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to the Department pursuant to 23 USC 326 and 327, including *de minimis* impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

For the proposed project, only a cultural resource required consideration in the context of a Section 4(f) *de minimis* determination. A summary follows.

Caltrans has analyzed all archaeological and historic sites within the Section 106 Area of Potential Effects (APE) to determine whether they are protected Section 4(f) properties. As the project is partially located on the Cabazon Band of Mission Indians land, the Caltrans First

Amended Section 106 Programmatic Agreement (January 2014) does not apply and consultation will occur under NHPA implementing regulations at 36 CFR § 800.

Consultation and identification efforts for the proposed undertaking resulted in the identification of one Historic Property within the APE; Coachella Valley Water District (CVWD) Irrigation Lateral 105.7-1.9 (33-028174), Map Reference No. 4 is part of the larger Coachella Valley irrigation distribution system, which previously was determined eligible for the listing on the National Register of Historic Places (NRHP) and California Register of Historic Resources. The resource is eligible as a contributing element of the larger National Register of Historic Places (NRHP) eligible site; however, the project related effects on it will not be adverse. The project would result in a *Finding of No Adverse Effects to Historic Properties*. No avoidance, minimization, or mitigation measures were required in conjunction with the completion of the Section 106 analysis, and no measures will be implemented. Caltrans has notified the California State Historic Preservation Officer (SHPO) of its determination that one property within the area of potential effect (APE) is eligible for inclusion in the NRHP, and requested concurrence in its determination of *Finding of No Adverse Effects to Historic Properties.*

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

In a letter dated November 6, 2018 to SHPO, Caltrans notified SHPO of its intent for the project to make a *de minimis* finding for Section 4(f) use of a historic property based on the concurrence in the Section 106 effect finding. On November 8, 2018, SHPO provided concurrence.

Caltrans fulfilled its responsibilities regarding compliance with Section 4(f) for this project consistent with 23 CFR 774.5 in conjunction with the finding of ‘‘*No Historic Properties Affected*’’ in accordance with 36 CFR part 800 and the related informing of SHPO of Caltrans’ intent to make a *de minimis* impact determination based on SHPO’s concurrence with the finding of ‘‘*No Historic Properties Affected.*’’ It should be noted that although Caltrans has requested concurrence from the SHPO on this finding, under Caltrans’ Programmatic Agreement for Section 106, a non-response from SHPO, for the purposes of a “no adverse effect” or a “no historic properties affected” 4(f) determination, will be treated as written concurrence for the *de minimis* finding. Caltrans (as assigned by the FHWA) makes the final determination on the *de minimis* finding.

Attachment A. Letters and Correspondence

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
DIVISION OF ENVIRONMENTAL PLANNING
ENVIRONMENTAL STUDIES "C"
464 WEST FOURTH STREET, MS 827
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Make Conservation
A California Way of Life.

October 1, 2018

Ms. Maritza Martinez
Public Works Director
City of Coachella
53462 Enterprise Way
Coachella, CA 92236

Dear Ms. Martinez,

The City of Coachella (City), in cooperation with the California Department of Transportation (Caltrans), proposes the construction of a new interchange at State Route 86 (SR-86) and Avenue 50, approximately 1.1 miles north of the existing SR-86 / Avenue 52 intersection and approximately 1.95 miles south of the existing SR-86 / Dillon Road interchange. The proposed project would convert a portion of SR-86 from an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing bridge and access ramps. This new overcrossing would be up to approximately 326 feet long and 122 feet wide. It would be a 2-span structure to accommodate 3 through lanes in each direction and two left-turn pockets for the eastbound and westbound directions of Avenue 50.

The project would also construct a new bridge structure over the Whitewater River/Coachella Valley Stormwater Channel (CVSC). The new bridge structure over the CVSC would be approximately 605 feet long and 120 feet wide, would be a 5-span structure to accommodate 3 through lanes in each direction and a 14-foot-wide median on Avenue 50, and would replace the existing at-grade paved low water crossing. The construction of the bridge for Avenue 50 over the CVSC would also include realignment and widening of a portion of Avenue 50 from the existing two-lane roadway to a six-lane major arterial, and realignment of portions of Tyler Street on both the west and east sides of SR-86, respectively, and, the existing 1-lane in each direction road that is located within the limits of the CVSC would become a CVSC maintenance road.

The proposed project will be constructed in two separate phases. The first phase will focus on construction of the new bridge structure over the CVSC and will include the associated realignment of Avenue 50 and Tyler Street west of SR-86.

The purpose of the proposed project is to improve mobility to and from eastern parts of the City of Coachella by providing direct and dependable access over the CVSC, improve operational efficiency by replacing the existing SR-86 / Avenue 50 intersection with a new interchange, improve freeway access for the City and the Coachella Valley Region, implement improvements consistent with the City's circulation plan, and improve traffic operations and accommodate planned growth by enhancing levels of service at local street intersections and adjacent interchanges.

Caltrans is the lead agency under the California Environmental Quality Act (CEQA), and Caltrans is also the lead agency under the National Environmental Policy Act (NEPA). Regarding NEPA, the Federal Highway Administration (FHWA) assigned, and Caltrans assumed effective July 1, 2007 under the NEPA

Pilot Program, all of the Secretary of the United States Department of Transportation responsibilities under NEPA for environmental coordination and consultation under federal environmental laws pertaining to the review or approval of projects, and since October 1, 2012 Caltrans has continued to assume these responsibilities under NEPA Assignment. This assignment includes projects on the State Highway System. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

Sierra Vista Park, designated in the City of Coachella's General Plan Update which was adopted on April 22, 2015 as a Neighborhood Park, is owned and operated by the City of Coachella. It is located just north of the corner of Calle Mendoza and Tyler Street at 50-570 Calle Mendoza. Pursuant to Section 4(f) of the Department of Transportation Act of 1966 (Title 49 USC Section 303) and 23 CFR 774.17, Sierra Vista Park is recognized as an existing Section 4(f) resource. Preliminary engineering efforts to-date for the proposed project have been reviewed and evaluated by Caltrans, to determine if and/or to what extent, the proposed SR-86 / Avenue 50 New Interchange Project might impact Sierra Vista Park.

The proposed SR-86/Avenue 50 New Interchange Project will not result in any part of Sierra Vista Park needing to be permanently acquired; however, in conjunction with addressing the required relocation of existing power poles approaching Sierra Vista Park from the southwest, the existing power poles located within the park will be removed during construction of the Phase 1 portion of this project. Based on preliminary engineering efforts to-date, it is expected that it will be necessary to close Sierra Vista Park for approximately one week while the power poles located within the park are removed. Upon completion of the removal of power poles within the park, all of existing Sierra Vista Park will again be possible to be fully utilized, however, as a result of the removal of the power poles, visitors to Sierra Vista Park will no longer need to be alert to the poles themselves or the associated guidewires, while utilizing the park.

Construction of the Phase 1 portion of the proposed SR-86/Avenue 50 New Interchange Project will also include re-alignment of the portion of existing Tyler Street from just south of the Calle Mendoza / Tyler Street intersection, north, to where existing Tyler Street turns toward Avenue 50. The re-alignment of this part of Tyler Street will result in the existing on-street parking available on Tyler Street, immediately adjacent to Sierra Vista Park, being replaced with a new cul-de-sac that will be accessed from Calle Mendoza (see Exhibit 3 and Exhibit 4, below). The new cul-de-sac will be designed to provide angled parking for nine vehicles, plus angled parking for two dedicated (signed) handicap-access parking spaces, plus parallel parking spaces for six more vehicles. The existing sidewalk adjacent to Sierra Vista Park will be maintained, however, from the top of the cul-de-sac a paved pedestrian/bicycle access ramp will be constructed to where a portion of the future CV Link will be constructed (on top of the embankment adjacent to the Coachella Valley Stormwater Channel, see Exhibit 7 and Exhibit 11, below).

Construction of the re-alignment of Tyler Street is expected to be completed within one to three months. Throughout the duration of construction of the re-alignment of Tyler Street, pedestrian access to Sierra Vista Park will be maintained. On-street parking will be possible on the local streets of the residential community just south of Sierra Vista Park throughout the duration of construction of the re-alignment of Tyler Street and construction of the cul-de-sac.

To avoid or minimize potential impacts to Sierra Vista Park during removal of the power poles and

construction of the re-alignment of Tyler Street and construction of the cul-de-sac that will be immediately adjacent to the park, the following will be incorporated into the construction contract:

- Throughout project construction, including removal of the power poles within Sierra Vista Park and construction of the new cul-de-sac adjacent to Sierra Vista Park, staging and storage of materials for the project will be at least 500 feet from the limits of Sierra Vista Park.
- Sierra Vista Park hours of operation will not be impacted by the project except during the anticipated 1-week period when the park will be completely closed, when the power poles are being removed from the park.

The City of Coachella Public Works Director would 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. Upon completion of the power pole removal, any incidental or unanticipated damage or disrepair to Sierra Vista Park that resulted during power pole removal activities would be restored to preconstruction conditions.

Caltrans anticipates concluding that the proposed project will result in no use of Sierra Vista Park, and that regarding Sierra Vista Park, the project satisfies the criteria for a Temporary Occupancy exception as set forth in 23 CFR 774.13(d). As detailed in the regulation, five conditions need to be satisfied in order to meet the temporary occupancy exception. Those conditions, and the basis for Caltrans' determination as to how each are satisfied with respect to Sierra Vista Park, are summarized as follows:

1. Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land.

- Duration of the time needed to remove power poles from Sierra Vista Park is estimated to be approximately one week.

- Duration of the time needed to complete construction of the re-alignment of Tyler Street from just south of the Calle Mendoza / Tyler Street intersection, north, to where existing Tyler Street turns toward Avenue 50 is estimated to be completed within approximately one to three months.

- Duration of the construction phase of the entire SR-86/Avenue 50 New Interchange Project, both Phase 1 and Phase 2, is estimated to be 27 months, with the duration of the respective phases being:

  12 months for Phase 1 of the project (the Avenue 50 bridge over the CVSC);

  15 months for Phase 2 of the project (the SR-86/Avenue 50 interchange)

- Duration of construction of the part of the project associated with the power pole removal from Sierra Vista Park and the re-alignment of Tyler Street from just south of the Calle Mendoza / Tyler Street intersection, north, to where existing Tyler Street turns toward Avenue 50 is expected to only be approximately three months), which will be less than the time needed for construction of the project overall (27 months), and also less time than needed for construction of Phase 1 of the project (12 months), when the power pole removal from

Sierra Vista Park and the re-alignment of Tyler Street from just south of the Calle Mendoza / Tyler Street intersection, north, to where existing Tyler Street turns toward Avenue 50, will occur.

- There will be no change in ownership of the land related to the Sierra Vista Park, the City of Coachella will still be the owner of the park following construction of the project.

2. Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal.

- Impacts to Sierra Vista Park would be limited to temporary impacts associated with the removal of power poles located inside the park, and some limitations to accessing the park during construction of the re-alignment of Tyler Street from just south of the Calle Mendoza / Tyler Street intersection, north, to where existing Tyler Street turns toward Avenue 50. 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 to the neighborhood from Calle Mendoza south to Avenue 52.

3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.

- There will be no permanent adverse physical impacts to Sierra Vista Park. The proposed project would require construction of a new bridge and interchange, and conversion of the existing Tyler Street adjacent to Sierra Vista Park into a cul-de-sac street, however no portion of Sierra Vista Park would be incorporated into the project. All construction would be outside the limits of Sierra Vista Park, with the exception of the power pole removal.

4. The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project.

- Upon completion of the SR-86/Avenue 50 New Interchange Project, any incidental or unanticipated damage or disrepair to Sierra Vista Park that may have resulted during construction activities will be restored to preconstruction conditions.

5. There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

- Review of this letter by the City of Coachella Public Works Department, and return with your signature (or authorized designee) in the signature block provided will satisfy this requirement.

If the scope of work for the proposed project changes during the Final Design phase of this Project, and if Caltrans determines during review(s) of the associated Final Design documents that the associated proposed change(s) could potentially impact Sierra Vista Park (temporarily or permanently), Caltrans will pursue follow-up coordination with the City of Coachella Public Works Department, in accordance with all applicable requirements pursuant to 23 CFR 774.

With this letter Caltrans is respectfully requesting your agreement with Caltrans' determination that the proposed project will result in no use of Sierra Vista Park, and that regarding Sierra Vista Park, the project satisfies the criteria for a Temporary Occupancy exception as set forth in 23 CFR 774.13(d), as detailed above. A reference summary and your signature block are provided following this letter for your convenience to provide your agreement.

The enclosed exhibits provide an overview of the proposed project footprint and a closer perspective of the portion of the proposed project that is located in the vicinity of Sierra Vista Park.

If there are any questions or concerns, I may be contacted directly by phone at (909) 383-6379 or via email: james.shankel@dot.ca.gov.

Sincerely,

JAMES SHANKEL
Senior Environmental Planner
Environmental Planning

Enclosures:
Exhibit 1: SR-86/Avenue 50 New Interchange Project Location Map
Exhibit 2a: SR-86/Avenue 50 New Interchange Project—Sierra Vista Park (Aerial View)
Exhibit 2b: SR-86/Avenue 50 New Interchange Project—Sierra Vista Park (Aerial View)
Exhibit 3: SR-86/Avenue 50 New Interchange Project—Tyler Street Realignment and new Cul-de-sac next to Sierra Vista Park (Plan Sheet—based on preliminary engineering)
Exhibit 4: SR-86/Avenue 50 New Interchange Project—Tyler Street Realignment and new Cul-de-sac next to Sierra Vista Park (Visual Simulation)
Exhibit 5: SR-86/Avenue 50 New Interchange Project—Alternative 7 (Key Map)
Exhibit 6: SR-86/Avenue 50 New Interchange Project—Alternative 7 (Sheet 1 of 3)
Exhibit 7: SR-86/Avenue 50 New Interchange Project—Alternative 7 (Sheet 2 of 3)
Exhibit 8: SR-86/Avenue 50 New Interchange Project—Alternative 7 (Sheet 3 of 3)
Exhibit 9: SR-86/Avenue 50 New Interchange Project—Alternative 8 (Key Map)
Exhibit 10: SR-86/Avenue 50 New Interchange Project—Alternative 8 (Sheet 1 of 3)
Exhibit 11: SR-86/Avenue 50 New Interchange Project—Alternative 8 (Sheet 2 of 3)
Exhibit 12: SR-86/Avenue 50 New Interchange Project—Alternative 8 (Sheet 3 of 3)
Exhibit 13: SR-86/Avenue 50 New Interchange Project—Phase 1 Detour Map (Based on Preliminary Engineering, Subject to Change

The City of Coachella Public Works Department acknowledges Caltrans' coordination and consultation regarding Section 4(f) considerations pertinent to the City's Sierra Vista Park. As summarized in Caltrans' letter to the City in this regard, it is understood that the construction of the City's proposed SR-86/Avenue 50 New Interchange Project would require removal of the existing power poles that are located within Sierra Vista Park. It is the City's understanding and expectation that construction of the proposed SR-86/Avenue 50 New Interchange Project would only impact the associated portion of Sierra Vista Park on a temporary basis as detailed, specific to the removal of existing power poles located within Sierra Vista Park, and would otherwise only potentially limit the proximity of parking, and the availability of pedestrian access, to the minimum extent possible and only during construction of the re-alignment of Tyler Street from just south of the Calle Mendoza / Tyler Street intersection, north, to where existing Tyler Street turns toward Avenue 50.

The City of Coachella Public Works Department expects that use of Sierra Vista Park will be disrupted to the least extent possible during construction, and expects the measures to avoid or minimize potential impacts will be implemented as detailed.

The signature below represents written agreement by the City of Coachella Public Works Department with Caltrans' determination that the Section 4(f) temporary occupancy exception applies to the construction of the proposed SR-86/Avenue 50 New Interchange Project improvements to Sierra Vista Park, which would require a temporary closure of a limited portion of Sierra Vista Park, as the following five conditions set forth in 23 CFR 774.13(d) are satisfied:

1. Duration of occupancy must be temporary (i.e., less than the time needed for construction of the project) and there should be no change in ownership of the land;
2. Scope of the work must be minor, i.e., both the nature and magnitude of the changes to the 4(f) resource must be minimal;
3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purposes of the resource, on either a temporary or permanent basis;
4. The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project, and
5. There must be documented agreement of the appropriate Federal, State, or local officials having jurisdiction over the resource regarding the above conditions.

Maritza Martinez
Public Works Director
City of Coachella

11/15/18
Date

NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project Location Map

Exhibit 1

	Number of Parking Stalls	
	Existing	Proposed
Parallel	11	6
Diagonal	0	9 + 2 ADA Accessible
Total	11	15 + 2 ADA Accessible

SR-86/Avenue 50 New Interchange Project—Sierra Vista Park (Aerial View)

09/18 | JN 159814

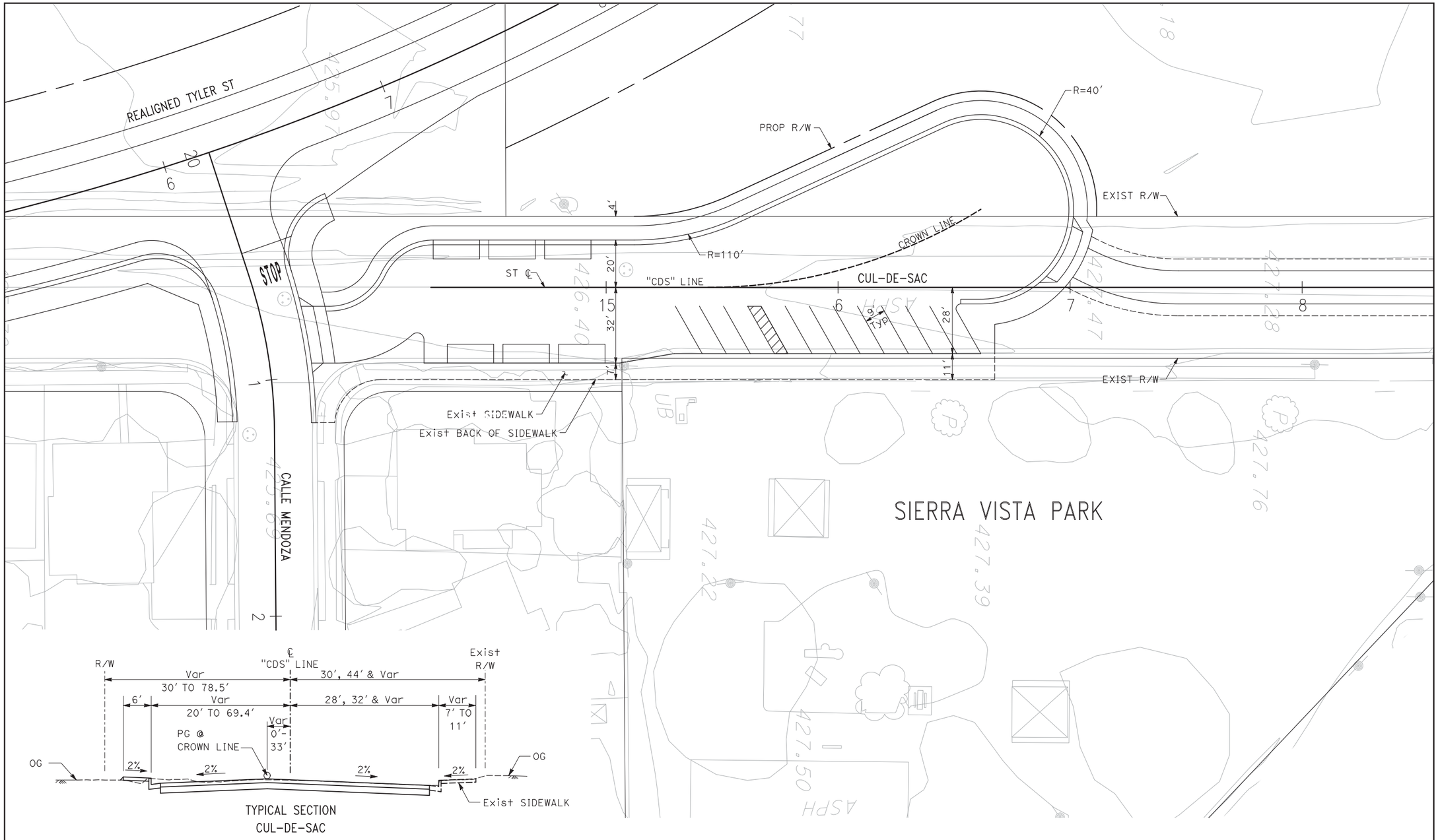
Exhibit 2a

NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—Sierra Vista Park (Aerial View)

Exhibit 2b



NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—Tyler Street Realignment and new Cul-de-sac next to Sierra Vista Park

Exhibit 3

NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—
Tyler Street Realignment and new Cul-de-sac next to Sierra Vista Park

Exhibit 4

NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—Alternative 7 (Key Map)

Exhibit 5

NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—Alternative 7 (Sheet 1 of 3)

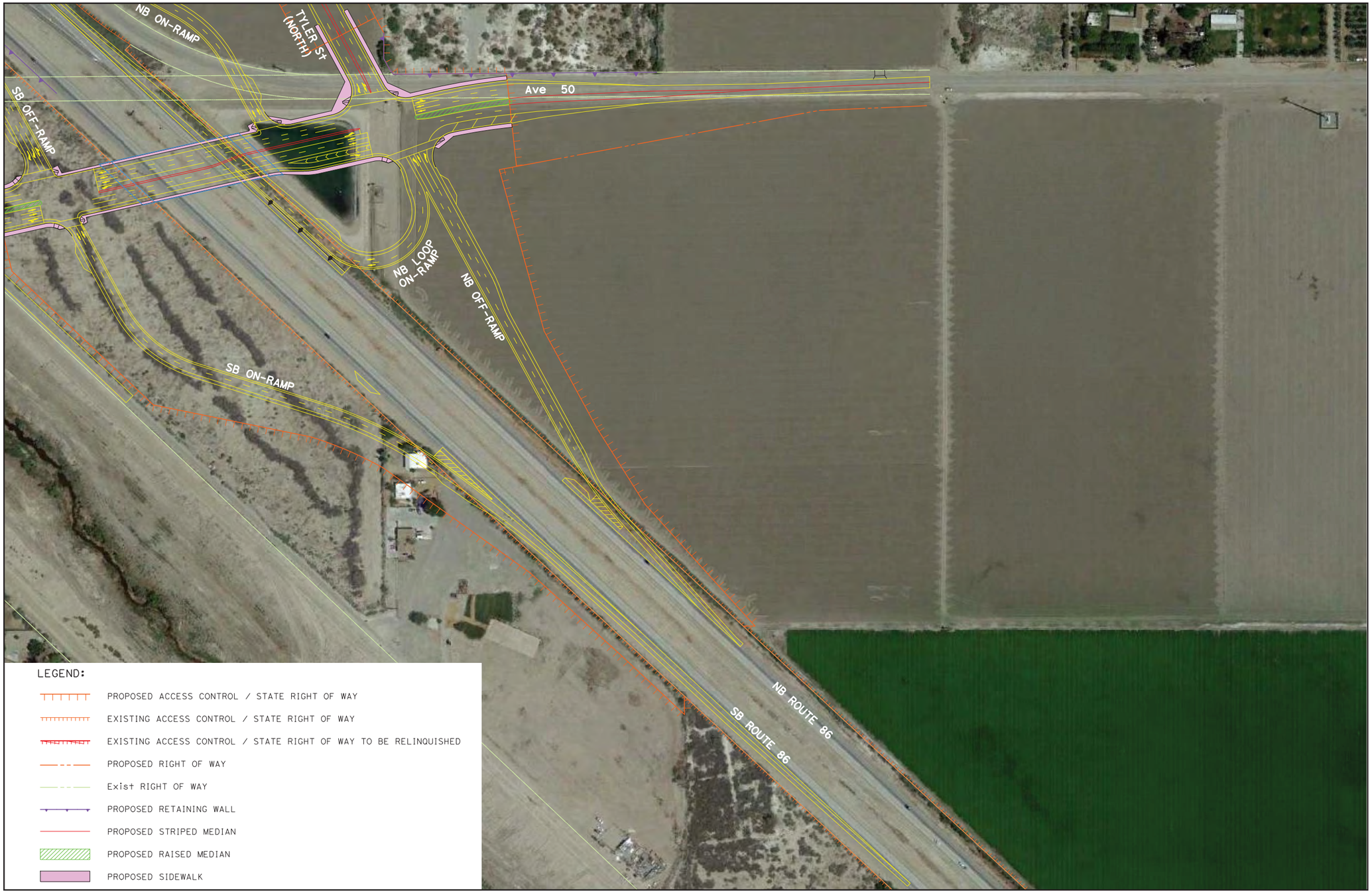
Exhibit 6

NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—Alternative 7 (Sheet 2 of 3)

Exhibit 7



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SR-86/Avenue 50 New Interchange Project—Alternative 7 (Sheet 3 of 3)

Exhibit 8

NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—Alternative 8 (Key Map)

Exhibit 9

NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—Alternative 8 (Sheet 1 of 3)

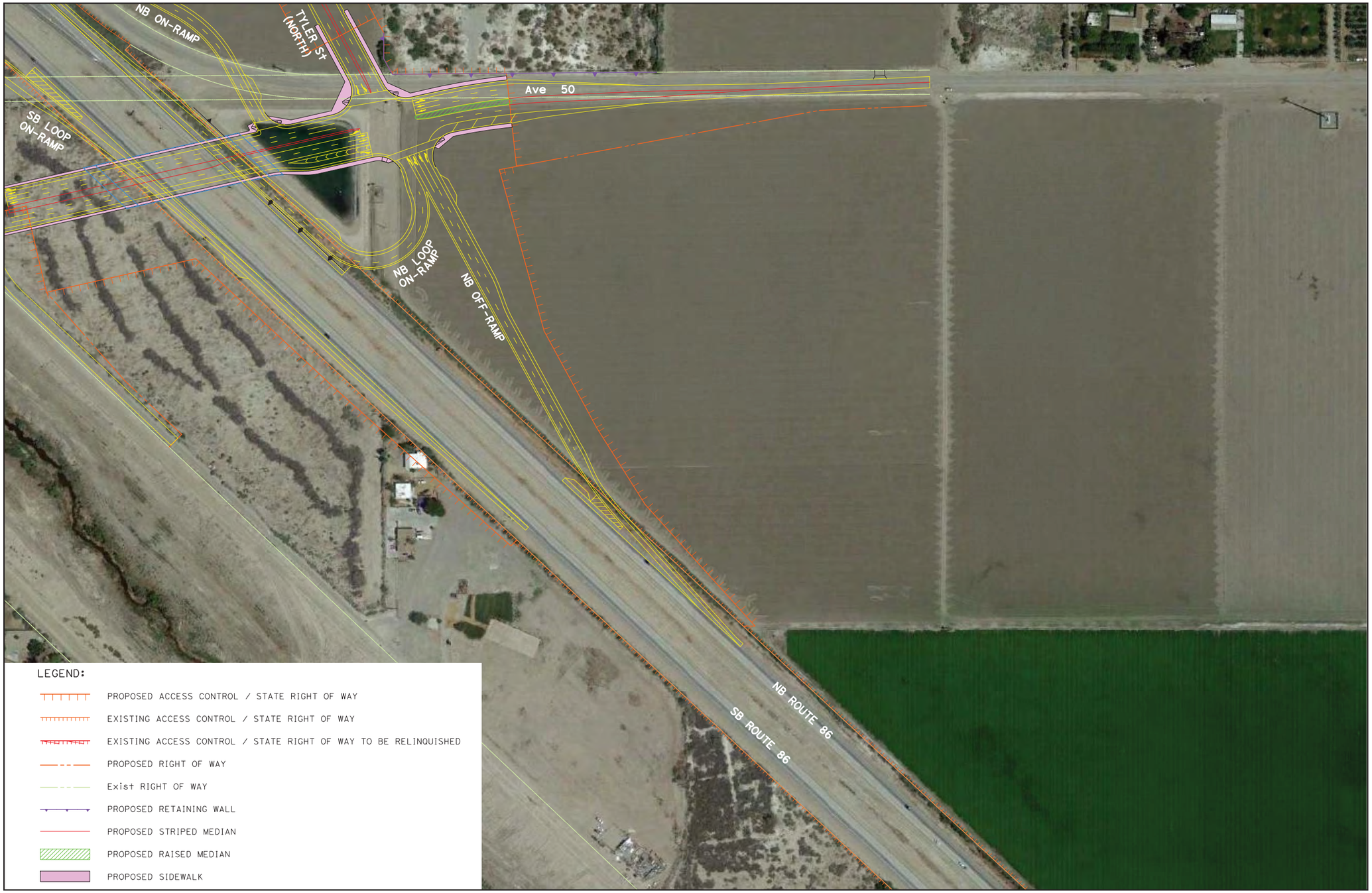
Exhibit 10

NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—Alternative 8 (Sheet 2 of 3)

Exhibit 11



NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—Alternative 8 (Sheet 3 of 3)

Exhibit 12

Note: Based on Preliminary Engineering and subject to change.

NOT TO SCALE

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

09/18 | JN 159814

Exhibit 13

Appendix B

Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
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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.

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: August 2018
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	*Construction Lighting*. 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	*Landscaping*. 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	*Existing Vegetation*. 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	*Architectural Treatments and Review*. 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	*Roadway Abandonment and Hydroseeding/Revegetation*. 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	*Operational Lighting*. 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	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: a) A Paleontological Mitigation Plan (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. b) If a paleontological resource is discovered, the paleontological monitor and the Resident Engineer may divert the construction equipment around the find temporarily. c) The paleontological find will be assessed for scientific significance and collected. The PMP will also include, but not be limited to, the following avoidance measures: 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. e) Due to soil development, previous anthropogenic developments, and young age of surficial soil and native Quaternary surficial sediments, monitoring should not be required in project areas where construction activities disturb sediments at depths less than 20 feet below ground surface. f) Monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls. g) In areas of high sensitivity, monitoring efforts can be reduced or eliminated at the discretion of the Project Paleontologist.	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 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 produced fossils, then a copy of the report shall also be submitted to the Western Science Center in the City of Hemet, Riverside County, California.										
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	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
	human activities, legal protection afforded to these species, penalties 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	2-268	Natural Environment Study, November 2018	City of Coachella, Project Engineer,	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
	sensitivity of the species. The “no construction” buffer shall remain in place until nesting has ceased or the young have fledged.			Caltrans Environmental Planner, Project Biologist							
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 proposed 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-	2-269	Natural Environment Study, November 2018	City of Coachella, Project Engineer, Caltrans Environmental	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
	excavated and collapsed with a shovel to prevent reoccupation between the time of the clearance survey and construction activities.			Planner, Project Biologist							
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: • 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
	• 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_2eq	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_2S	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_2O	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/In	passenger cars per mile per lane
PCBs	polychlorinated biphenyls
PCE	Passenger Car Equivalents
PDT	Project Development Team
perc	perchloroethylne
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
TTLC	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

2017 Federal Transportation Improvement Program

Riverside County
State Highway
Including Amendments 1 - 13
(In $000`s)

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage	System	Conformity Category	Amendment
RIV061159	Riverside	SSAB		RIV061159	CAXT7	86	19.2	21.6		S	NON-EXEMPT	0
Description:							PTC	32,160		Agency	COACHELLA	

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: 0C970)

Fund	ENG	R/W	CON	Total	Prior	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	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

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage	System	Conformity Category	Amendment
RIV070308	Riverside	SCAB		RIV070308	CAX66	91	.6	2.6		S	NON-EXEMPT	0
Description:							PTC	124,663		Agency	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	

AT SR91/71 JCT: REPLACE EB 91 TO NB 71 CONNECTOR W/ DIRECT FLY-OVER 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.)

Fund	ENG	R/W	CON	Total	Prior	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	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
STATE CASH - RIP	5,273			5,273	5,273							5,273
RIV070308 Total	16,973	4,750	102,940	124,663	21,723				102,940			124,663

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage	System	Conformity Category	Amendment
RIV131202	Riverside	SCAB		3M01WT022	NCR88	91	15.4	15.7		S	EXEMPT - 93.127	1
Description:							PTC	75,000		Agency	RIVERSIDE, CITY OF	

IN THE CITY OF RIVERSIDE - SR-91 AT ADAMS STREET INTERCHANGE RECONSTRUCTION (PA&ED ONLY).

Fund	ENG	R/W	CON	Total	Prior	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	Total
STP LOCAL	935			935		935						935
CITY FUNDS	165			165		165						165
RIV131202 Total	1,100			1,100		1,100						1,100

2017 Federal Transportation Improvement Program

Riverside County
Local Highway
Including Amendments 1 - 13
(In $000`s)

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage	System	Conformity Category	Amendment
RIV110825	Riverside	SSAB		RIV110825	CAXT8					L	NON-EXEMPT	11
Description:							PTC	29,915		Agency	COACHELLA	

IN THE CITY OF COACHELLA - AVE 50 OVER COACHELLA STORMWATER CHANNEL: REPLACEMENT OF A 2-LN LOW WATER X-ING (BRIDGE NO. 00L0055) WITH A 6-LN (3-LNS IN EA DIR) BRIDGE FROM 300-FT W/O APACHE TRAIL TO SR-86S INTERSECTION. OTHER IMPROVEMENTS INCLUDE BIKE LANES/TRAILS, SIDEWALKS, RECONSTRUCT TRAFFIC SIGNAL/DRIVEWAYS, CHANNEL SCOUR PROTECTION, AND REMOVAL OF LOW WATER X-ING AND CULVERTS.

Fund	ENG	R/W	CON	Total	Prior	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	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

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage	System	Conformity Category	Amendment
RIV140816	Riverside	SSAB		3NL04	NCN26					L	EXEMPT - 93.126	0
Description:							PTC	520		Agency	COACHELLA	

IN EASTERN RIVERSIDE COUNTY FOR THE CITY OF COACHELLA - INSTALL 8.2 MILES OF CLASS II BIKE LANES ON CITY ARTERIALS TO FACILITATE RESIDENTIAL TO COMMERCIAL CONNECTIVITY ($52.76 OF TC TO MATCH CMAQ IN FY 16/17)(PM 2.5 BENEFITS .816 KG/DAY)

Fund	ENG	R/W	CON	Total	Prior	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	Total
CMAQ			460	460		460						460
CITY FUNDS	60			60	60							60
RIV140816 Total	60		460	520	60	460						520

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage	System	Conformity Category	Amendment
RIV140842	Riverside	SSAB		7120004	NCN25					L	EXEMPT - 93.126	0
Description:							PTC	1,764		Agency	COACHELLA	

IN EASTERN RIVERSIDE COUNTY FOR THE CITY OF COACHELLA - ATP IMPOVEMENTS CYCLE 1: ADD 7 MI. OF CLASS II BIKE LANES & CLASS III BIKEWAYS W/SHARROWS, APSHALT BIKE PATH, PED XING, & CONSTRUCTION OF 2 MI. OF SIDEWALKS AT DIFFERENT LOCATIONS & LANDSCAPED MEDIANS ALONG AVE 50 & AVE 52 FROM WESTERN CITY LIMITS TO CV LINK. TC USED TO MATCH ATP

Fund	ENG	R/W	CON	Total	Prior	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	Total
ACTIVE TRANSPORTATION PROGRAM - MPO	100		1,664	1,764	100	1,664						1,764
RIV140842 Total	100		1,664	1,764	100	1,664						1,764

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage	System	Conformity Category	Amendment
RIV151217	Riverside	SSAB		3A07057	CAX63					L	NON-EXEMPT	0
Description:							PTC	3,600		Agency	COACHELLA	

IN EASTERN RIVERSIDE COUNTY IN THE CITY OF COACHELLA - WIDENING OF AVENUE 48 FROM 2 TO 6 LANES (1 LN EA DIR TO 3 LNS EA DIR) FROM JACKSON RD TO VAN BUREN ST INCLUDING TRAFFIC SIGNAL MODIFICATIONS, STREET LIGHTING, DRAINAGE IMPROVEMENTS INCLUDING SIDEWALK AND BICYCLE LANES AND LANDSCAPING

Fund	ENG	R/W	CON	Total	Prior	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022	Total
STP LOCAL			2,278	2,278		2,278						2,278

TABLE 2 Financially-Constrained RTP/SCS Projects - Continued

System	Lead Agency	RTP ID	Route #	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
County: Riverside									
LOCAL HIGHWAY	COACHELLA	RIV110825	0				IN THE CITY OF COACHELLA - AVE 50 OVER COACHELLA STORMWATER CHANNEL: REPLACEMENT OF A 2-LN LOW WATER X-ING (BRIDGE NO. 00L0055) WITH A 6-LN (3-LNS IN EA DIR) BRIDGE FROM 300-FT W/O APACHE TRAIL TO SR-86S INTERSECTION. OTHER IMPROVEMENTS INCLUDE BIKE LANE	2020	$29,915
LOCAL HIGHWAY	CORONA	3160012	0	RADIO RD	SAMPSON AVE	WALKER LN	GRADE SEPARATION - 2 LANES OVER BNSF RR TRACKS	2022	$25,000
LOCAL HIGHWAY	CORONA	3A04T027	0	MAGNOLIA AVE	ONTARIO AVE	KELLOGG AVE.	INTERSECTION UPGRADES ON MAGNOLIA AVE. BETWEEN ONTARIO AVE. AND KELLOGG AVE.TO ACCOMMODATE RESTRIPING FROM 4 TO 6 LANES.	2035	$277
LOCAL HIGHWAY	CORONA	3A04WT030	0	MAIN ST	SOUTH GRAND BLVD.	ONTARIO AVE.	WIDEN FROM 2 TO 4 LANES.	2035	$4,575
LOCAL HIGHWAY	CORONA	3A04WT032	0	RAILROAD ST	SHERMAN AVE	MAIN ST (AT GRAND)	WIDEN FROM 2 TO 4 LANES	2035	$9,416
LOCAL HIGHWAY	CORONA	RIV010209	0	FOOTHILL PARKWAY	LINCOLN AVE	PASEO GRANDE	IN THE CITY OF CORONA - CONSTRUCT FOOTHILL PARKWAY WESTERLY EXTENSION 4 LANE ROAD FROM LINCOLN AVE TO PASEO GRANDE (APPROX 2.5 MILES)	2016	$67,481
LOCAL HIGHWAY	CORONA	RIV011240	0				IN CORONA ON EXISTING MCKINLEY ST - CONSTRUCT GRADE SEPARATION AT BNSF RAILROAD CROSSING (PROJECT STUDY REPORT & PRELIMINARY ENVIRONMENTAL ANALYSIS REPORT ACTIVITIES)	2019	$3,800
LOCAL HIGHWAY	CORONA	RIV011241	0				IN CORONA ON AUTO CENTER DRIVE - CONSTRUCT 4 LANE OVERCROSSING (GRADE SEPARATION) OVER EXISTING BNSF TRACKS ($1,240 TOLL CREDITS IN CONST TO MATCH PNRS).	2015	$32,675
LOCAL HIGHWAY	DESERT HOT SPRINGS	3120017	0	MISSION LAKES BLVD	SR62	INDIAN AVE.	WIDEN FROM 2 TO 4 LANES	2022	$9,486
LOCAL HIGHWAY	DESERT HOT SPRINGS	3120018	0	MOUNTAIN VIEW RD.	PIERSON BLVD. AT EAST TERMINUS OF DESERT VIEW AVE.	HACIENDA AVE.	WIDEN FROM 2 TO 4 LANES	2022	$1,064
LOCAL HIGHWAY	DESERT HOT SPRINGS	3120021	0	PIERSON BLVD.	AMBROSIO DR	MIRACLE HILL RD.	WIDEN FROM 2 TO 4 LANES	2023	$2,150

TABLE 2 Financially-Constrained RTP/SCS Projects - Continued

System	Lead Agency	RTP ID	Route #	Route Name	From	To	Description	Completion Year	Project Cost ($1,000's)
County: Riverside									
STATE HIGHWAY	LAKE ELSINORE	3A04WT047	74	SR-74	HUNCO WAY	ORTEGA MOUNTAINS	IN MID-WESTERN RIVERSIDE COUNTY IN THE CITY OF LAKE ELSINORE: WIDENING OF SR-74 FROM 2 TO 6 THROUGH LANES (3 LANES IN EACH DIRECTION), WEST OF I-15 TO THE ORTEGA MOUNTAINS. OTHER IMPROVEMENTS INCLUDE TURN POCKETS AND ONE TRAFFIC SIGNAL AT INTERSECTION OF SR74 (RIVERSIDE DR) AND GRAND AVE (RIV131127).	2020	$11,500
STATE HIGHWAY	RIVERSIDE COUNTY	3A04SH12	79	SR-79	HUNTER RD	DOMENIGONI PKWY	WIDEN FROM 4 TO 6 LANES	2030	$124,803
STATE HIGHWAY	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	RIV62024	79	SR79	2.0 KM S/O DOMENIGONI PKWY	GILMAN SPRINGS RD	ON SR79 IN SOUTHWESTERN RIVERSIDE COUNTY BETWEEN 2.0 KILOMETERS SOUTH OF DOMENIGONI PKWY TO GILMAN SPRINGS ROAD: REALIGN AND WIDEN SR79 FROM 2 TO 4 THROUGH LANES.	2020	$1,125,438
STATE HIGHWAY	COACHELLA	3M01CV03	86	SR-86S (PM 17.81 TO 18.81)	AT AVE 54	BTWN SR-111 RAMP; FILLMORE	CONSTRUCT 4 LANE BRIDGE/INTERCHANGE AND RAMPS ACROSS SR-86S	2035	$92,843
STATE HIGHWAY	COACHELLA	3M0716	86	SR86S (PM 21.02 TO 22.9)	AT DILLON RD	BTWN WEST OF COACHELLA STORM WATER CHANNEL AND AVENUE 47	RECONSTRUCT/WIDEN IC FROM 2 TO 4 LANES AND RECONSTRUCT/WIDEN RAMPS	2020	$26,851
STATE HIGHWAY	COACHELLA	3M0717-RIV071274	86	AVENUE 52	COACHELLA STORM DRAIN	E/O TYLER ST.	AT SR86S/AVENUE 52: WIDEN AND CONSTRUCT NEW 6 THROUGH LANE IC FROM E/O COACHELLA STORMWATER CHANNEL BRIDGE TO E/O TYLER ST. IMPROVEMENTS INCLUDE: REALIGN POLK ST AND RELOCATE AVE 52 AND POLK ST INTERSECTION, EXTENDED RAMP ACCELERATION/DECELERATION LANES, BIKE LANES, SIDEWALKS, AND RECONSTRUCT TRAFFIC SIGNALS (EA: 0C960).	2023	$33,000
STATE HIGHWAY	COACHELLA	RIV061159-RIV061159	86	AVENUE 50	E/O COACHELLA STORMWATER CHANNEL BRIDGE	E/O TYLER	AT SR86S/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: 0C970)	2019	$32,160

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

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

Item 35.

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 ☑ NO ☐	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 ☑ NO ☐

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

(See Instructions on reverse side)

Form AD-1006 (03-02)

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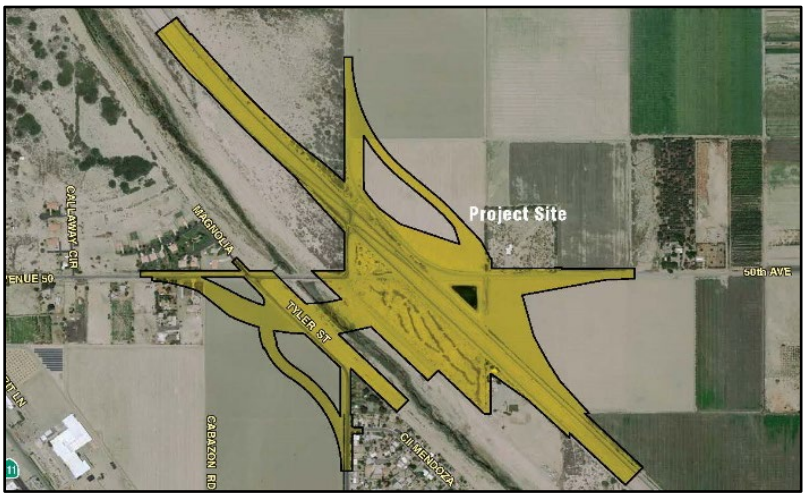
State Route 86/Avenue 50 New Interchange Project

CITY OF COACHELLA, RIVERSIDE COUNTY, CALIFORNIA
DISTRICT 8 – RIV – 86 (PM R19.2/R21.6)
EA 08-0C9700 PN 0814000144

Initial Study with Mitigated Negative Declaration/ Environmental Assessment with Finding of No Significant Impact



Prepared by the
State of California, Department of Transportation

and the City of Coachella

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

May 2019

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General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), had this Initial Study/Environmental Assessment (IS/EA) prepared, which examines the potential environmental impacts of the alternatives being considered for the proposed project located in the City of Coachella, Riverside County, California. Caltrans is the lead agency under the Natural Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures. The Initial Study/Draft Environmental Assessment circulated to the public for 32 days between December 6, 2018 and January 7, 2019. Comments received during this period are included in Chapter 4. Elsewhere throughout this document, a vertical line in the margin indicates a change made since the draft document circulation. Minor editorial changes and clarifications have not been so indicated. Additional copies of this document and the related technical studies are available for review at The City of Coachella, City Hall, 1515 Sixth Street, Coachella, CA 92236; and the Coachella Library, 1500 Sixth Street, Coachella, CA 92236. This document may be downloaded at the following website: https://www.coachella.org/residents/avenue-50.

Alternative formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Jonathan Hoy, City Engineer, City of Coachella, Engineering Department, 1515 Sixth Street, Coachella, CA 92236; (760) 398-5744 (Voice), or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2922 (Voice) or 711.

SCH #2018121012
08-RIV-86 PM R19.2/R21.6
08-0C9700
PN 0814000144

Construction of a new interchange at State Route 86 and Avenue 50 from Post Mile (PM) R19.2 to R21.6 and realign and widen Avenue 50, realign Tyler Street, and construct a new bridge spanning over the Coachella Valley Stormwater Channel (CVSC) that will replace the existing one-lane in each direction a portion of Avenue 50 that crosses the CVSC in the City of Coachella, Riverside County, California

INITIAL STUDY WITH MITIGATED NEGATIVE DECLARATION/ENVIRONMENTAL ASSESSMENT WITH FINDING OF NO SIGNIFICANT IMPACT

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(c), 49 USC 303, and/or 23 USC 138

THE STATE OF CALIFORNIA
Department of Transportation
and
The City of Coachella

5/7/19
Date of Approval

David Bricker
Deputy District Director
District 8 Division of Environmental Planning
California Department of Transportation
CEQA and NEPA Lead Agency

The following persons may be contacted for more information about this document:

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CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)

(State Route 86/Avenue 50 New Interchange Project)

FOR

The California Department of Transportation (Caltrans) and the City of Coachella have determined that Alternative 7 (Preferred Alternative) will have no significant impact on the human environment. This FONSI is based on the attached Environmental Assessment (EA), which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA (and other documents as appropriate).

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

5/7/19
Date

David Bricker
Deputy District Director
District 8 Division of Environmental Planning
California Department of Transportation

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Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The City of Coachella (City), in cooperation with the California Department of Transportation (Caltrans), proposes the construction of a new interchange at State Route 86 (SR-86) (PM R19.2/R21.6) and Avenue 50, approximately 1.1 miles north of the existing Avenue 52 intersection and 1.95 miles south of the existing Dillon Road interchange. The project would convert a portion of SR-86 from an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing bridge and access ramps. A new Avenue 50 overcrossing would be constructed with associated on- and off-ramps and signalized intersections. The project would also construct a new Avenue 50 bridge structure over the Whitewater River/Coachella Valley Stormwater Channel (CVSC). This new bridge structure over the CVSC would replace the existing at-grade paved low water crossing and would include the following associated improvements: realignment and widening of a portion of Avenue 50, realignment of portions of Tyler Street on both the west and east sides of SR-86, respectively, and, the existing 1-lane in each direction road that is located within the limits of the CVSC would become a CVSC maintenance road. The purpose of the project is to improve mobility to and from eastern parts of the City of Coachella by providing direct and dependable access over the CVSC, improve operational efficiency by replacing the existing SR-86/Avenue 50 intersection with a new interchange, improve expressway access for the City and the Coachella Valley Region, implement improvements consistent with the City's circulation plan, and improve traffic operations and accommodate planned growth by enhancing levels of service at local street intersections and adjacent interchanges. The existing SR-86/Avenue 50 interchange cannot accommodate anticipated planned growth for the area and does not provide adequate mobility, operational efficiency, and dependable access through the project area or connections for the future CV Link project.

Determination

Caltrans has prepared an Initial Study for this project, and following public review, has determined from this study that the project would not have a significant effect on the environment for the following reasons: The SR-86/Avenue 50 New Interchange project would have no effect on the following resources: Mineral Resources, Land Use and Planning, and Tribal Cultural Resources.

In addition, the SR-86/Avenue 50 New Interchange project would have less than significant effects to: Aesthetics, Agriculture and Forest Resources, Air Quality, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Population and Housing, Public Services, Recreation, Transportation/Traffic, and Utilities and Service Systems.

With mitigation measures incorporated, the project would have less than significant effects to Biological and Paleontological 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.

PAL-2 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:

a) A Paleontological Mitigation Plan (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.

b) If a paleontological resource is discovered, the paleontological monitor and the Resident Engineer may divert the construction equipment around the find temporarily.

c) The paleontological find will be assessed for scientific significance and collected.

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 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 produced fossils, then a copy of the report shall also be submitted to the Western Science Center in the City of Hemet, Riverside County, California.

David Bricker
Deputy District Director
District 8 Division of Environmental Planning
California Department of Transportation

5/7/19
Date of Approval

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Chapter 1 Proposed Project

NEPA Assignment

California participated in the "Surface Transportation Project Delivery Pilot Program" (Pilot Program) pursuant to 23 United States Code (USC) 327, for more than five years, beginning July 1, 2007, and ending September 30, 2012. MAP-21 (P.L. 112-141), signed by President Obama on July 6, 2012, amended 23 USC 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, the California Department of Transportation (Caltrans) entered into a Memorandum of Understanding pursuant to 23 USC 327 (National Environmental Policy Act [NEPA] Assignment Memorandum of Understanding [MOU]) with the Federal Highway Administration (FHWA). The NEPA Assignment MOU became effective October 1, 2012, and was renewed on December 23, 2016 for a term of five years. In summary, Caltrans continues to assume FHWA responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With NEPA Assignment, FHWA assigned and Caltrans assumed all of the United States Department of Transportation (USDOT) Secretary's responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance Projects off of the State Highway System within the State of California, except for certain categorical exclusions that FHWA assigned to Caltrans under the 23 USC 326 CE Assignment MOU, projects excluded by definition, and specific project exclusions.

1.1 Introduction

The California Department of Transportation (Caltrans) is the lead agency pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). The City of Coachella (City), in cooperation with Caltrans, proposes to realign and widen a portion of Avenue 50, realign a portion of Tyler Street, and construct a new bridge spanning the Coachella Valley Storm Water Channel (CVSC) to replace the existing Avenue 50 at-grade crossing of the CVSC, and to construct a new interchange at State Route 86 (SR-86) and Avenue 50, replacing the existing SR-86/Avenue 50 signalized intersection. The existing SR-86/Avenue 50 intersection is located approximately 1.1 miles north of the existing Avenue 52 intersection and 1.95 miles south of the existing Dillon Road interchange; refer to Figure 1-1, Regional Vicinity and Figure 1-2, Site Vicinity. SR-86 is a north-south State highway facility serving Imperial and Riverside Counties. It begins at State Route 111 (SR-111) near the U.S./Mexico International Border in Imperial County, and extends approximately 91 miles northward (roughly parallel to SR-111) along the western shore of the Salton Sea, terminating at an interchange with Interstate 10 (I-10) in the City of Indio. SR-86 is a principal route used for distribution of agricultural products as well as local circulation for many of the surrounding areas.

The portion of SR-86 within the project limits was constructed in July 1993, and runs parallel and easterly to the old SR-86. The facility is a four-lane divided expressway that covers approximately 20.0 miles between Avenue 82 and I-10. SR-86 and Avenue 50 is currently an at-grade signalized intersection with a dedicated left-turn lane and right-turn lane in the northbound and southbound directions along SR-86.

SR-86 consists of two 12-foot-wide, mixed-flow lanes in each direction with 5-foot-wide inside and 10-foot-wide outside shoulders. The median width is 92 feet wide, which includes inside shoulders and unpaved area. The existing right-of-way (ROW) width is 224 feet with access control on either side.

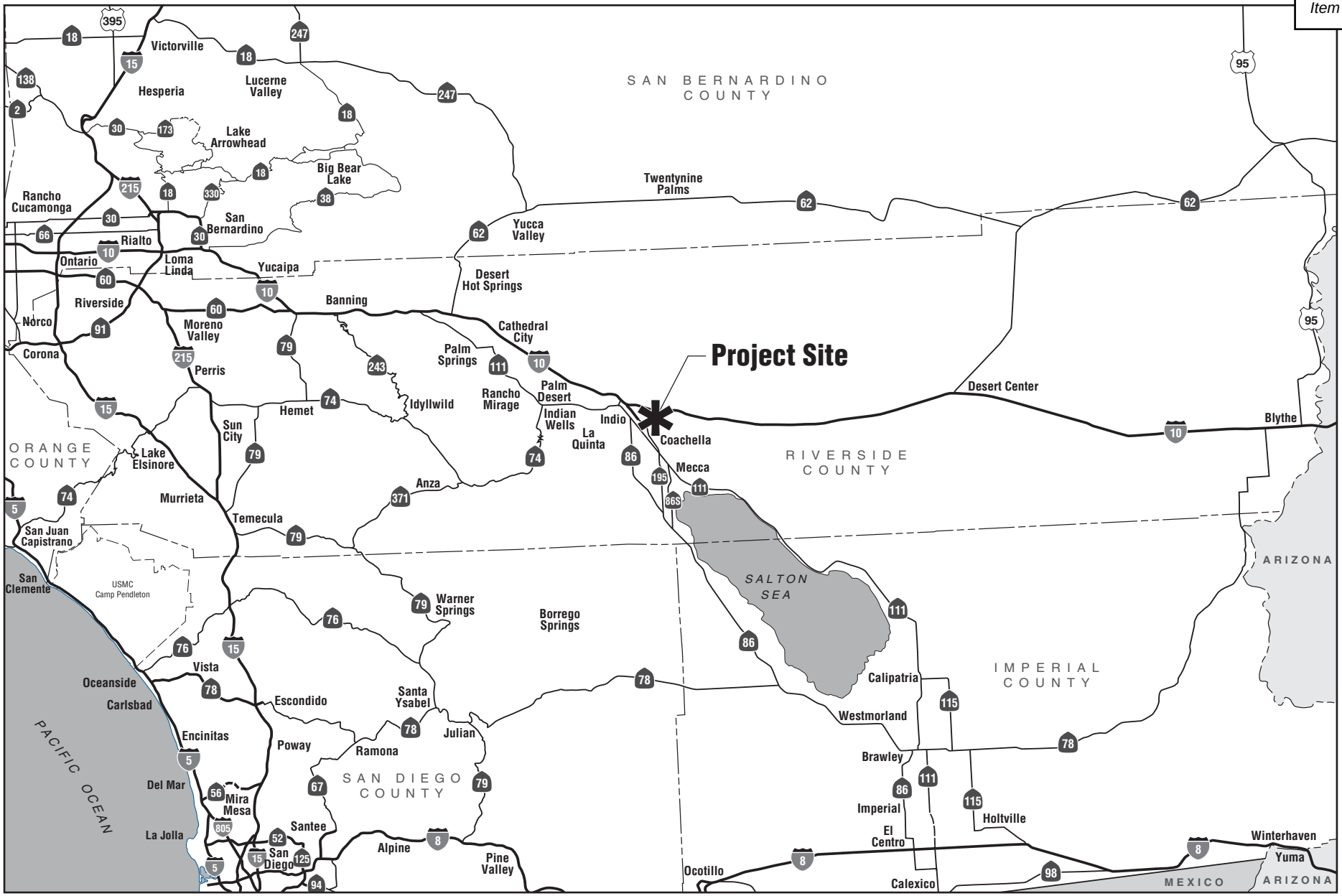
Avenue 50 is a major east/west thoroughfare that begins at the Eisenhower Drive intersection in the City of La Quinta, which then travels easterly through Indio and currently ends at the All American Canal in Coachella; however, in conjunction with the La Entrada development, Avenue 50 will be extended to Interstate 10. Work in this regard is expected to begin within the next 12 months. Avenue 50 is defined in the General Plan Mobility Element as a "Major Arterial with Bicycle Facility." Currently, Avenue 50 is a paved two-lane roadway, one-lane in each direction, through the project limits. Built in 1970, the existing Avenue 50 low water crossing begins immediately east of the Tyler Street intersection, which is stop-sign controlled. The crossing (over the Coachella Valley Stormwater Channel [CVSC]) is approximately 700 feet long and consists of two 72-inch diameter corrugated steel pipe culverts beneath the roadbed to convey ordinary low flow waters (approximately 600 cubic feet per second) from north to south. The capacity of these culverts is often exceeded, resulting in roadway flooding during heavy storm events. On the east side of the CVSC, Avenue 50 curves to the north and forms a four-leg signalized intersection with SR-86. Within the project limits, the existing Avenue 50 travel lanes are 12 feet wide with unpaved outside shoulders.

Tyler Street is defined in the General Plan Mobility Element as a "collector street with bicycle facility" road type, and is a two-lane north/south roadway that is segmented (or not continuous) within the project limits. The southern segment of Tyler Street terminates at Avenue 50, west of SR-86. The northern segment of Tyler Street begins at Avenue 50, east of SR-86. Currently, Avenue 50 and Tyler Street within the project limits do not include any signage or striping for bicyclists. Within the project limits, a sidewalk exists along the east side of Tyler Street, adjacent to existing residences and Sierra Vista Park. An aerial view of the project site and surroundings is provided on Figure 1-3, Project Site.

The entire length of SR-86 is included in the State Interregional Road System, the National Highway System and the California Freeway and Expressway System. According to the Transportation Concept Report (TCR), dated June 2017, the SR-86 corridor is also designated as a High Emphasis Route, a Focus Route, and a Goods Movement Route. The National Network for Surface Transportation Assistance Act (STAA) identifies SR-86 as a "National Network" route for STAA trucks. The SR-86 corridor is also designated as a Terminal Access Route, in which STAA trucks are allowed to travel. The segment within the project limits is currently designated as urbanized and is functionally classified as a Rural Principal Arterial.

The SR-86 TCR shows that four lanes (which includes both directions) are needed on SR-86 from Airport Boulevard to Dillon Road to attain a Level of Service (LOS) "D" rating. The project is consistent with the identified goals of the TCR and is recognized as one of the strategies to achieve the corridor concept.

It is planned for this project to be constructed in two separate phases. The first phase will focus on construction of the bridge over CVSC and will include realignments of Avenue 50 and Tyler Street on the west side of SR-86. The second phase will focus on construction of the new SR-86/Avenue 50 interchange and will also include realignment of Tyler Street on the east side of SR-86. Proposed funding for the project is anticipated to be from a combination of City, CVAG, and Federal Highway Bridge Program (HBP) and Demonstration ("DEMO") funds. The project is included in the Southern California Association of Governments (SCAG)'s 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy Final Amendment No. 3 (RTP/SCS) [Project ID RIV061159], as well as the 2019 Federal Transportation Improvement Program (FTIP) [Project ID RIV061159/RIV110825].



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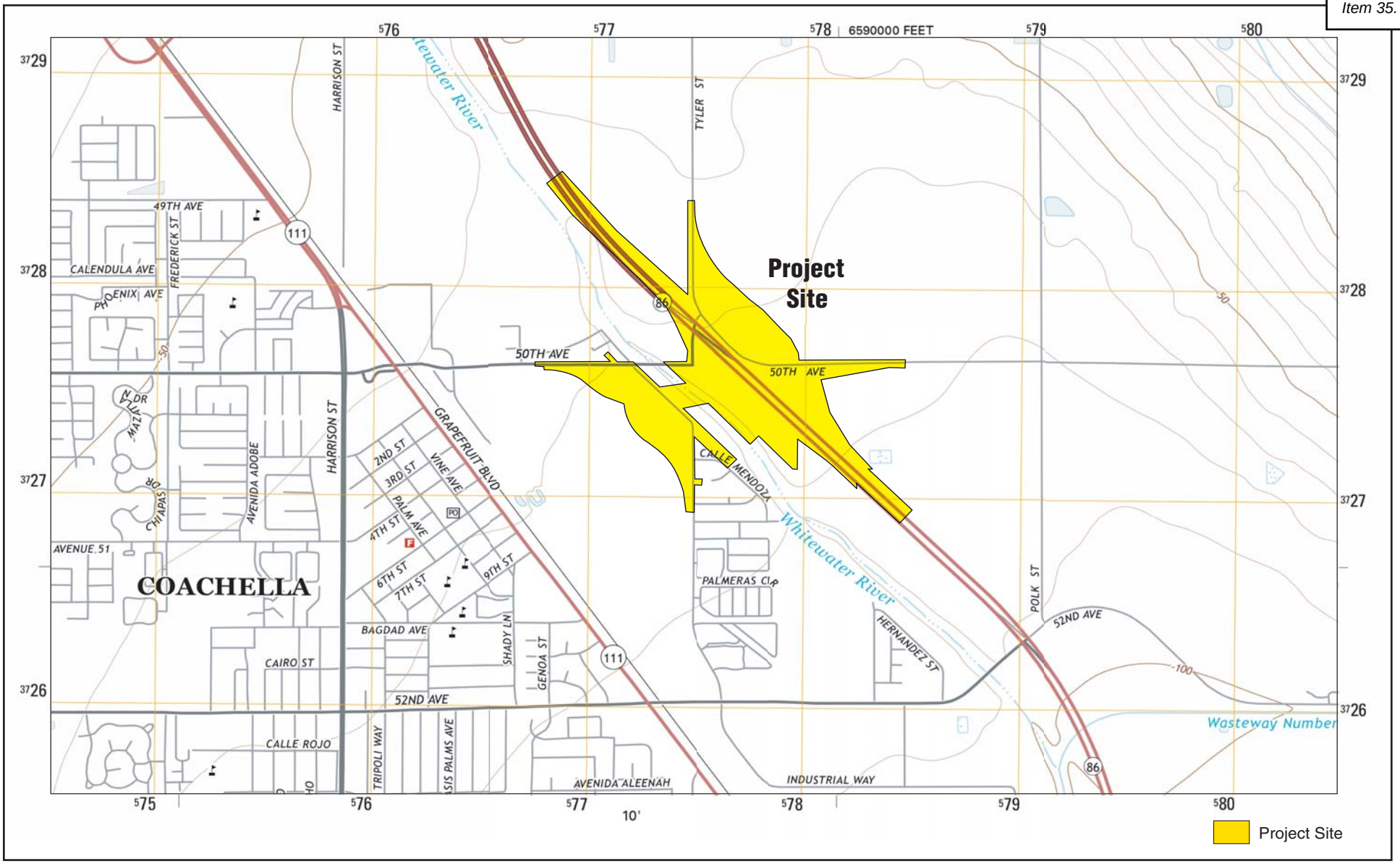
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Regional Vicinity

Figure 1-1



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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Site Vicinity

Figure 1-2

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Project Site

Figure 1-3

The project entry in the 2019 FTIP identifies the following scope of work for RIV110825: "In the City of Coachella, Avenue 50 over Coachella Stormwater Channel: (Phase 1) Replacement of a 2-lane low water crossing (Bridge No. 00L0055) with a 6-lane (3 lanes in each direction) bridge on new roadway alignment from approximately 300-ft west of Apache Trail to SR-86 south intersection. Including bike lanes, sidewalks, reconstruct traffic signal/driveways, channel scour protection, and retaining existing low water crossing and culverts." The project entry in the 2019 FTIP identifies the following scope of work for RIV061159: At SR-86/Avenue 50: (Phase 2) Widen and construct new 6-through lane interchange from east of Coachella Stormwater Channel Bridge to east of Tyler Street. Improvements include: extended ramp acceleration/deceleration lanes, relocate/realign Avenue 50 and Tyler Street, bike lanes, sidewalks, and reconstruct traffic signals (SAFETEA LU 1702, CA583, #2543) (EA: 0C970)."

Other improvements include bike lanes/trails, sidewalks, reconstruct traffic signal/driveways, channel scour protection, and removal of low water crossing and culverts. The project is also included in CVAG's 2016 Transportation Project Prioritization Study (TPPS); the project was ranked #20.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the project is to:

- Improve mobility to and from eastern parts of the City of Coachella by providing direct and dependable access over the CVSC.
- Improve operational efficiency by replacing the existing SR-86/Avenue 50 intersection with a new interchange.
- Improve expressway access for the City and the Coachella Valley Region.
- Implement improvements consistent with the City's circulation plan.
- Improve traffic operations and accommodate planned growth by enhancing levels of service at local street intersections and adjacent interchanges.

1.2.2 Need

During severe winter and summer storms, the existing Avenue 50 low water crossing is frequently inundated and damaged due to debris flows within the CVSC. The flooding and the resulting road closure have a direct impact on the public's health and safety. In addition, the frequent flood damage results in substantial cost to the City for road repairs; and increases the response time of emergency vehicles.

Avenue 50 within the project limits is anticipated to operate at an unsatisfactory LOS as a result of planned development and associated traffic projections. The City's Land Use Plan Element of the General Plan identifies ongoing and planned development in the eastern part of Coachella that is expected to increase the local population and local/regional traffic demands.

1.2.3 Forecast Traffic Volumes

This section describes the existing and forecast traffic data for intersection, roadway segment, and expressway traffic operational conditions, and accident review. Traffic forecasts were developed for study facilities as part of the Memorandum of Traffic Methodology and Volumes for State Route 86/Avenue 50 New Interchange Project (see Appendix C of the Traffic Operations Report [Traffic Report] for the project, dated November 2017). The study area consists of study intersections along Avenue 50 (between Harrison Street and SR-86), the SR-86 mainline segment between Dillon Road and Avenue 52, and SR-86 ramp intersections at Dillon Road and Avenue 52; refer to Figure 2.1.6-1, Traffic Study Area. The study facilities are identified below and were evaluated during the weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak hours at study intersections and mainline/ramp locations and on a weekday basis for study arterial roadway segments.

Study Intersections

1. Avenue 50/Harrison Street
2. Avenue 50/Leoco Lane
3. Avenue 50/Peter Rabbit Lane
4. Avenue 50/Tyler Street
5. Avenue 50/Southbound SR-86 Ramps
6. Avenue 50/Northbound SR-86 Ramps
7. Dillon Road/Southbound SR-86 Ramps
8. Dillon Road/Northbound SR-86 Ramps
9. Avenue 52/Southbound SR-86 Ramps
10. Avenue 52/Northbound SR-86 Ramps/Tyler Street
11. Tyler Street/Calle Mendoza

SR-86 Mainline Segments

1. Northbound and Southbound SR-86: between Dillon Road and Avenue 50
2. Northbound and Southbound SR-86: between Avenue 50 and Avenue 52

SR-86 Ramp Junctions

1. Northbound SR-86 Off-ramp to Avenue 50 (future)
2. Northbound SR-86 On-ramp from Avenue 50 (future)
3. Southbound SR-86 Off-ramp to Avenue 50 (future)
4. Southbound SR-86 On-ramp from Avenue 50 (future)

Study Roadway Segments

1. Avenue 50 Bridge: between Tyler Street and SR-86
2. Avenue 50: between Leoco Lane and Peter Rabbit Lane
3. Avenue 50: west of Harrison Street

Intersection Operations

Analysis Methodology

The Highway Capacity Manual (HCM) 2010 methodology for signalized intersections estimates the average control delay for vehicles at the intersection while the methodology for unsignalized intersections estimates the worst-case movement control delay for two-way stop-controlled intersections and the average control delay for all-way stop controlled intersections. After the quantitative delay estimates are complete, the methodology assigns a qualitative letter grade that represents the operations of the intersection. These grades range from level of service (LOS) A (minimal delay) to LOS F (congested conditions). LOS E represents at-capacity operations. Descriptions of the LOS letter grades for both signalized and unsignalized intersections are provided in Table 1-1, Intersection LOS.

Table 1-1: Intersection LOS

Level of Service	Description	Signalized Intersections (Average Stopped Delay per Vehicle [seconds per vehicle])	Unsignalized Intersections (Average Control Delay [seconds per vehicle])
A	Very low delay occurs due to little or no conflicting traffic.	<10.0	<10.0
B	Low delay occurs although conflicting traffic becomes noticeable.	>10.0 to 20.0	>10.0 to 15.0
C	Average delays result from increased conflicting traffic.	>20.0 to 35.0	>15.0 to 25.0
D	Longer delays occur due to a reduction in available gaps. At signals, individual cycle failures are noticeable.	>35.0 to 55.0	>25.0 to 35.0
E	High delays and extensive queues occur. This value indicates volume-to-capacity ratios. This is considered to be the limit of acceptable delay.	>55.0 to 80.0	>35.0 to 50.0
F	Delays are unacceptable to most drivers due to oversaturation.	>80.0	>50.0

Source: Transportation Research Board, *Highway Capacity Manual*, 2010.

Intersection Analysis

Table 1-2, Intersection LOS Summary Results – No-Build, summarizes the LOS for study area intersections without the project for existing (2015) and forecast 2021/2025 and 2045. All the roadway segments currently operate at acceptable LOS D or better conditions, with the exception of the intersection of Avenue 50/Tyler Street and the intersection of Avenue 50 at the northbound and southbound ramp intersections (operating at an unacceptable LOS F). By 2021/2025 and 2045, the intersection of Avenue 50/Tyler Street and the intersection of Avenue 50 at the northbound and southbound ramp intersections continue to deteriorate.

Table 1-2: Intersection LOS Summary Results – No-Build

Intersection	Control	Existing (2015)				2021 (2025)				2045			
		AM		PM		AM		PM		AM		PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Avenue 50/ Leoco Lane	Signal	7.1	A	8.3	A	8.8 (--)	A (--)	10.7 (--)	B (--)	14.0	B	30.9	C
Avenue 50/ Peter Rabbit Lane	Signal	6.4	A	8.4	A	7.6 (--)	A (--)	9.5 (--)	A (--)	8.9	A	8.7	A
Avenue 50/ Tyler Street	Side-street Stop	**127.1**	**F**	**176.1**	**F**	**621.4** (--)	**F** (--)	**653.4** (--)	**F** (--)	**1,817.2**	**F**	**877.2**	**F**
Avenue 50/ Southbound SR-86 Ramps	Signal	36.8	D	32.0	C	**79.8 (162.2)**	**E (F)**	**80.6 (182.2)**	**F (F)**	**450.8**	**F**	**431.7**	**F**
Avenue 50/ Northbound SR-86 Ramps													
Dillon Road/ Southbound SR-86 Ramps	Signal	9.9	A	10.5	B	-- (12.1)	-- (B)	-- (26.8)	-- (C)	12.4	B	32.1	C
Dillon Road/ Northbound SR-86 Ramps	Signal	19.9	B	12.3	B	-- (16.8)	-- (B)	-- (13.1)	-- (B)	31.2	C	18.2	B
Avenue 52/ Southbound SR-86 Ramps	Signal	16.3	B	19.3	B	-- (12.6)	-- (B)	-- (9.7)	-- (A)	11.3	B	10.3	B
Avenue 52/ Northbound SR-86 Ramps						-- (13.5)	-- (B)	-- (13.2)	-- (B)	10.1	B	9.0	A
Tyler Street/ Calle Mendoza	Side-street Stop	12.9	B	12.9	B	15.3 (--)	C (--)	14.9 (--)	B (--)	20.4	C	18.8	C

Source: Fehr & Peers, *SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report*, November 2017.

As shown in Table 1-3, Intersection LOS Summary Results – Build Alternatives Opening Year, all study area expressway locations along SR-86 would operate at acceptable LOS C or better under both Build Alternatives. As shown in Table 1-3, the two ramp terminal intersections at SR-86 and Avenue 50 would improve from LOS F without the project to an acceptable LOS C or better during both AM and PM peak hours under both Build Alternatives. All other study area intersections would operate at acceptable LOS B conditions under both of the Build Alternatives.

As mentioned above, the first phase of the project (Phase 1) includes the Avenue 50 bridge, which is anticipated to complete construction and be open to traffic by year 2021. The second phase of the project (Phase 2) includes the new interchange at SR-86/Avenue 50, which is anticipated to complete construction and be open to traffic by year 2025. The indication of year 2021 in Table 1-3 refers to Phase 1 improvements, and the indication of year 2025 in parentheses refers to Phase 2 improvements. It should be noted that 2045 is the design horizon year in conjunction with both phases being fully constructed.

As shown in Table 1-4, Intersection LOS Summary Results – Build Alternatives Buildout Year, both the Avenue 50/Tyler Street and SR-86/Avenue 50 intersections would improve from LOS F without the project to an acceptable LOS C or better during both AM and PM peak hours under both Build Alternatives. However, the intersection of Avenue 50 and Harrison Street would operate at an unacceptable LOS E under both Build Alternatives due to the anticipated traffic demand increase along Avenue 50. The decline in LOS at this intersection will be addressed by improvements that will be implemented as part of another project.

Table 1-3: Intersection LOS Summary Results – Build Alternatives Opening Year

Intersection	Control	Build Alternative 7 – 2021 (2025)*				Build Alternative 8 – 2021 (2025)*			
		AM		PM		AM		PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Avenue 50/ Leoco Lane	Signal	8.8 (--)	A (--)	10.4 (--)	B (--)	8.8 (--)	A (--)	10.4 (--)	A (--)
Avenue 50/ Peter Rabbit Lane	Signal	9.1 (--)	A (--)	12.0 (--)	B (--)	9.1 (--)	A (--)	12.0 (--)	B (--)
Avenue 50/ Tyler Street	Side-street Stop	28.2 (--)	C (--)	23.0 (--)	C (--)	28.2 (--)	C (--)	23.0 (--)	C (--)
Avenue 50/ Southbound SR-86 Ramps	Signal	**95.5** (16.1)	**F** (B)	**96.8** (22.8)	**F** (C)	**95.5** **(15.5)**	**F** **(B)**	**96.8** **(19.9)**	**F** **(B)**
Avenue 50/ Northbound SR-86 Ramps	Signal	**95.5** (11.9)	**F** (B)	**86.8** (16.0)	**F** (B)	**95.5** (11.9)	**F** (B)	**96.8** (16.2)	**F** (B)
Dillon Road/ Southbound SR-86 Ramps	Signal	-- (11.9)	-- (B)	-- (19.6)	-- (B)	-- (11.9)	-- (B)	-- (19.6)	-- (B)
Dillon Road/ Northbound SR-86 Ramps	Signal	-- (15.9)	-- (B)	-- (17.0)	-- (B)	-- (15.9)	-- (B)	-- (17.0)	-- (B)
Avenue 52/ Southbound SR-86 Ramps	Signal	-- (13.6)	-- (B)	-- (13.2)	-- (B)	-- (13.6)	-- (B)	-- (13.2)	-- (B)
Avenue 52/ Northbound SR-86 Ramps	Signal	-- (13.9)	-- (B)	-- (12.8)	-- (B)	-- (13.9)	-- (B)	-- (12.8)	-- (B)
Tyler Street/ Calle Mendoza	Side-street Stop	16.2 (--)	C (--)	16.0 (--)	C (--)	16.2 (--)	C (--)	16.0 (--)	C (--)

Source: Fehr & Peers, *SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report*, November 2017.
* Year 2021 data is applicable to Phase 1 of the project and year 2025 data in parentheses is applicable to Phase 2 of the project.

Table 1-4: Intersection LOS Summary Results – Build Alternatives Buildout Year

Intersection	Control	Build Alternative 7 2045				Build Alternative 8 2045			
		AM		PM		AM		PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Avenue 50/ Harrison Street	Signal	49.7	D	**79.7**	**E**	49.7	D	**79.7**	**E**
Avenue 50/ Leoco Lane	Signal	19.0	B	50.0	D	19.0	B	50.0	D
Avenue 50/ Peter Rabbit Lane	Signal	10.4	B	12.6	B	10.4	B	12.6	B
Avenue 50/ Tyler Street	Signal	34.0	C	33.0	C	34.0	C	33.0	C
Avenue 50/ Southbound SR-86 Ramps	Signal	13.9	B	31.6	C	13.7	B	20.8	B
Avenue 50/ Northbound SR-86 Ramps	Signal	8.2	A	15.9	B	10.9	B	16.5	B
Dillon Road/ Southbound SR-86 Ramps	Signal	12.8	B	25.9	C	12.8	B	25.9	C
Dillon Road/ Northbound SR-86 Ramps	Signal	24.6	C	29.3	C	24.6	C	29.3	C
Avenue 52/ Southbound SR-86 Ramps	Signal	12.4	B	22.0	C	12.4	B	22.0	C
Avenue 52/ Northbound SR-86 Ramps	Signal	10.0	B	14.4	B	10.0	B	14.4	B
Tyler Street/ Calle Mendoza	Side-street Stop	18.5	C	24.0	C	18.5	C	24.0	C

Notes: **Bold** text indicates unacceptable level of service. For signalized intersections, delay shows whole intersection weighted average control delay using methods (HCM 2010).
Source: Fehr & Peers, *SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report*, November 2017.

Roadway Segment Operations

Roadway Segment Methodology

Roadway segment operations were evaluated by comparing the daily traffic volumes to the roadway classification capacity identified in the City's General Plan Circulation Element. The roadway capacity by classification is shown in Table 1-5, Roadway Segment AADT Capacity. The volume to capacity (v/c) ratio is calculated for study roadway segments along Avenue 50. Any roadway segments with the v/c ratio equal to or greater than 1.0 is considered as LOS F conditions.

Table 1-5: Roadway Segment AADT Capacity

Roadway Classification	Number of Lanes	AADT Capacity
Major Arterial	6 – Divided	56,000
Primary Arterial	4 – Divided	37,400
Secondary Arterial	4 – Divided	28,900
Major Collector	4 – Undivided	20,000
Minor Collector	2 – Undivided	12,000
Local Street	2 – Undivided	10,400

Source: City of Coachella, City of Coachella General Plan Update, Circulation Element, May 2014.

Roadway Segment Analysis

Roadway segments were evaluated by comparing the daily existing and forecast without project volumes to the capacity thresholds utilized as part of the Traffic Report, and the results are shown in Table 1-6, Existing and Forecast Roadway Segment Volumes - No-Build. All the roadway segments currently operate at acceptable LOS D or better conditions. However, by 2021, forecast volumes, without the project, along Avenue 50 bridge between Tyler Street and SR-86, operations would deteriorate to a LOS F, and would continue to operate at an unacceptable LOS F by 2045.

Table 1-6: Existing and Forecast Roadway Segment Volumes - No-Build

Segment	Classification[1]	Existing (2015)				2021				2045			
		ADT	Capacity[2]	V/C	LOS[3]	ADT	Capacity[2]	V/C	LOS[3]	ADT	Capacity[2]	V/C	LOS[3]
Avenue 50: Bridge between Tyler Street and SR-86	Major Arterial	10,473	13,000[4]	0.81	D	14,500	13,000[4]	1.12	**F**	30,570	13,000[4]	2.35	**F**
Avenue 50: Between Leoco Lane and Peter Rabbit Lane	Primary Arterial	16,203	37,400	0.43	A	18,220	37,400	0.49	A	26,270	37,400	0.70	C
Avenue 50: West of Harrison	Major Arterial	10,144	13,000[4]	0.78	C	11,200	13,000[4]	0.86	D	15,370	56,000	0.27	A

Notes:
1 Classification reflects future build-out of roadway segment from City of Coachella General Plan (2015)
2 Capacity from City of Coachella General Plan EIR Appendix 11.4 (2013), unless otherwise indicated.
3 LOS E represents at capacity operations.
4 Capacity is based on existing roadway condition and Riverside County Integrated Project General Plan's capacity thresholds for 2-lane Collector.

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

Under both of the Build Alternatives, a portion of SR-86, between Avenue 52 and Dillon Road, would be converted from an at-grade signalized intersection into a grade-separated full interchange, which would eliminate cross traffic. It is acknowledged that Avenue 50 roadway segments were not included as study locations under Opening Year 2025, and therefore, no roadway segments were analyzed under 2025 conditions. As shown in Table 1-7, Existing and Forecast Roadway Segment Volumes – Build Alternatives, all study area roadway segments along Avenue 50 would operate at acceptable LOS D or better conditions under both of the Build Alternatives. With the increased capacity proposed by the project, Avenue 50 would expect an increase in traffic demand. However, the study area roadway segments would accommodate the traffic demand increase and still operate at LOS D or better under both Build Alternatives.

Table 1-7: Existing and Forecast Roadway Segment Volumes - Build Alternatives

Segment	Classification[1]	Opening Year (2021)				Opening Year (2025)				Design Year (2045)			
		ADT	Capacity[2]	V/C	LOS[3]	ADT	Capacity[2]	V/C	LOS[3]	ADT	Capacity[2]	V/C	LOS[3]
Avenue 50: Bridge between Tyler Street and SR-86	Major Arterial	16,480	56,000	0.29	A	--	--	--	--	32,350	56,000	0.58	A
Avenue 50: Between Leoco Lane and Peter Rabbit Lane	Primary Arterial	18,960	37,400	0.51	A	--	--	--	--	31,240	37,400	0.84	D
Avenue 50: West of Harrison	Major Arterial	11,260	13,000[4]	0.87	D	--	--	--	--	16,930	56,000	0.30	A

Notes:
1 Classification reflects future build-out of roadway segment from City of Coachella General Plan (2015).
2 Capacity from City of Coachella General Plan EIR Appendix 11.4 (2013), unless otherwise indicated.
3 LOS E represents at capacity operations.
4 Capacity is based on existing roadway condition and Riverside County Integrated Project General Plan's capacity thresholds for 2-lane Collector.

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017, Tables 10 and 18.

Freeway Mainline Analysis

Methodology

Freeway mainline and ramps were evaluated using a HCS equivalent tool which applies methodologies contained in the Highway Capacity Manual (HCM 2010) (Transportation Research Board, 2010). The LOS was calculated for each study facility based on density in number of vehicles per hour per lane. Table 1-8, Freeway LOS Threshold, describes the LOS thresholds for freeway sections identified in the HCM 2010.

Table 1-8: Freeway LOS Threshold

Level of Service	Description	Density (vplpm)[1]	
		Mainline (Basic)	Ramp/Weave
A	Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	≤11	≤10
B	Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted.	>11 to 18	>10 to 20
C	Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.	>18 to 26	>20 to 28
D	Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.	>26 to 35	>28 to 35
E	Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.	>35 to 45	>35 to 45[2]
F	Represents a breakdown in flow.	>45	>45[2]

Notes:
1. Density is reported in vehicles per lane per mile (vplpm).
2. The maximum density for ramp junctions and weaving sections under LOS E is not defined in the HCM. The maximum density for basic segments of 45 vplpm was assumed to apply to ramp junctions and weaving sections.

Source: Transportation Research Board, Highway Capacity Manual, 2010.

Freeway Mainline Analysis

Under the Build Alternatives, a portion of SR-86, between Avenue 52 and Dillon Road, would be converted from an at-grade signalized intersection into a grade-separated full interchange which would eliminating cross traffic. As shown in Table 1-9, Opening Year 2025 Freeway Analysis Summary – Build Alternatives, all study area expressway locations along SR-86 would operate at acceptable LOS C or better under both Build Alternatives. As shown in Table 1-6 and Table 1-7 above, the two ramp terminal intersections at SR-86 and Avenue 50 would improve from LOS F without the project to an acceptable LOS C or better during both AM and PM peak hours under both Build Alternatives. All other study area intersections would operate at acceptable LOS B conditions under the Build Alternatives.

As shown in Table 1-10, Buildout Year 2045 Freeway Analysis Summary – Build Alternatives, all study area locations along SR-86 would operate at an acceptable LOS D or better for the Buildout Year 2045 under both Build Alternatives.

Table 1-9: Opening Year 2025 Freeway Analysis Summary – Build Alternatives

Segment	Type	Build Alternative 7				Build Alternative 8			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Density[1]	LOS	Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
Northbound SR-86									
NB Mainline south of Avenue 50	Basic	10.5	A	11.1	B	10.5	A	11.1	B
Avenue 50 Off-ramp	Diverge	15.5	B	16.2	B	15.5	B	16.2	B
Avenue 50 Loop On-ramp	Merge	16.8	B	15.6	B	16.8	B	15.6	B
Avenue 50 Slip On-ramp	Merge	18.8	B	16.0	B	18.8	B	16.0	B
Mainline (Avenue 50 to Dillon Road)	Basic	15.8	B	13.1	B	15.8	B	13.1	B
Dillon Road Off-ramp	Diverge	21.3	C	18.1	B	21.3	C	18.1	B
Southbound SR-86									
Dillon Road On-ramp	Merge	16.0	B	18.5	B	16.0	B	18.5	B
Mainline (Dillon Road to Avenue 50)	Basic	13.2	B	15.8	B	13.2	B	15.8	B
Avenue 50 Off-ramp	Diverge	18.8	B	22.0	C	18.8	B	22.0	C
Avenue 50 Slip On-ramp	Merge	11.9	B	12.7	B	11.9	B	12.7	B
Mainline north of Avenue 50	Basic	9.4	A	10.2	A	9.4	A	10.2	A

Bold text indicates unacceptable operations

Note:

1 - Density was reported in number of vehicles per lane per mile.

Source: Fehr & Peers, *SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report* (November 2017), Page 38.

Table 1-10: Buildout Year 2045 Freeway Analysis Summary – Build Alternatives

Segment	Type	Build Alternative 7				Build Alternative 8			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Density[1]	LOS	Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
Northbound SR-86									
NB Mainline south of Avenue 50	Basic	13.5	B	16.8	B	13.5	B	16.8	B
Avenue 50 Off-ramp	Diverge	19.2	B	23.1	C	19.2	B	23.1	C
Avenue 50 Loop On-ramp	Merge	22.2	C	22.5	C	22.2	C	22.5	C
Avenue 50 Slip On-ramp	Merge	25.2	C	23.5	C	25.2	C	23.5	C
Mainline (Avenue 50 to Dillon Road)	Basic	22.2	C	20.1	C	22.2	C	20.1	C
Dillon Road Off-ramp	Diverge	28.5	D	26.3	C	28.5	D	26.3	C
Southbound SR-86									
Dillon Road On-ramp	Merge	21.6	C	24.3	C	21.6	C	24.3	C
Mainline (Dillon Road to Avenue 50)	Basic	18.5	C	21.3	C	18.5	C	21.3	C
Avenue 50 Off-ramp	Diverge	25.1	C	28.2	D	25.1	C	28.2	D
Avenue 50 Slip On-ramp	Merge	17.6	B	18.0	B	17.6	B	18.0	B
Mainline north of Avenue 50	Basic	14.6	B	15.0	B	14.6	B	15.0	B

Note:

1 - Density was reported in number of vehicles per lane per mile.

Source: Fehr & Peers, *SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report* (November 2017), Page 51.

Freeway Mainline Collision Analysis

Traffic Accident Surveillance and Analysis System (TASAS) – Transportation System Network (TSN) data was provided by Caltrans District 8, which includes accidents that occurred between July 1, 2012 and June 30, 2015 on the SR-86 expressway from post mile (PM) R19.5 to R21.5 for a period of three years. The TASAS run was generated on February 6, 2017. Accident data for Avenue 50 was not obtained because it is a local facility and is not included in the TASAS database.

There were 29 accidents, with 13 injury accidents and one fatality accident. As shown in Table 1-11, Accident Rates, the actual accident rate for the SR-86 segment was 0.56 per million vehicle miles (pmvm), which is higher than the statewide average of 0.46 pmvm for similar facilities. The actual fatal accident rate of 0.019 pmvm was higher than the statewide average of 0.008, and also the actual fatal plus injury rate of 0.27 was higher than the statewide average of 0.16.

Table 1-11: Accident Rates

Location	ADT	Actual (pmvm for mainline, per million vehicles for ramp)			Average (pmvm for mainline, per million vehicles for ramp)		
		Fatal	Fatal Plus Injury	Total	Fatal	Fatal Plus Injury	Total
Mainline SR-86 (PM R 19.5 – R 21.5)	23.5	0.019	0.27	0.56	0.008	0.16	0.46

Notes: ADT = average daily trips; pmvm = per million vehicle miles; PM = post mile
Source: Draft Project Report, dated June 2018.

The primary collision factor was speeding (58.6 percent). Other factors involved in the collisions were improper turn (13.8 percent), influence of alcohol (13.8 percent), and other violation(s) (13.8 percent).

The types of collision were as follows: rear end (65.5 percent), hit object (13.8 percent), sideswipe (10.3 percent), head-on (3.4 percent), overturn (3.4 percent), and the remainder were not disclosed (3.4 percent).

The current Avenue 50 and SR-86 is an at-grade signalized intersection with a dedicated left-turn lane and right-turn lane in the northbound and southbound direction along SR-86. Avenue 50 carries a substantial volume of trucks and other slow-moving farming vehicles that cross or enter the high-speed traffic of SR-86. The high number of accidents related to speeding and rear end type collisions suggest that speed differentials between crossing traffic and mainline, poor intersection skew angle, and operational conflicts generated with the existing wide median area of SR-86 are the primary causes.

The project is expected to provide capacity and operational benefits over the existing conditions, thereby reducing potential for accidents.

1.2.4 Roadway Deficiencies

The existing Avenue 50/Tyler Street/Magnolia intersection is currently stop-controlled and operates at an unacceptable LOS F during both AM and PM peak hours. Roadway deficiencies that occur on the existing intersection include a steep roadway profile grade of approximately 9.1 percent, resulting in a sloping towards CVSC, combined with a short vertical curve on

Avenue 50. There is a limited sight distance as a result of an existing non-standard intersection skew angle of 44-degrees. The project alignment would continue routing across SR-86 at an approximate 57-degree skew angle, which is an improvement, and would tie back into the existing centerline approximately 1300-feet east of the SR-86 intersection. Based on the Caltrans Highway Design Manual (HDM) 6th edition (July 2, 2018), Index 402.2 (2), the existing intersection has the following deficient geometric features:

- Intersection angle < 75 degrees;
- Inadequate approach sight distance;
- Inadequate corner sight distance.

The project will eliminate these existing operational deficiencies by constructing a new Avenue 50/Tyler Street/Magnolia signal-controlled intersection, reducing the roadway profile grade, and eliminating the short vertical curve, as per the most recent design standards.

1.2.5 Social Demands or Economic Development

The eastern portion of the City of Coachella currently consists of undeveloped land. The City's General Plan Update 2035 land use designation for the portion of this area north of I-10 is Resort District, whereas land use located south of I-10 within the eastern portion of the City is governed by the La Entrada Specific Plan. The La Entrada Specific Plan designates land within the project area south of I-10 as Mixed Use and High Density Residential. Future development of this portion of the City is expected to result in direct and indirect population increases in the City.

1.2.6 Modal Interrelationships and System Linkages

As discussed above, the entire length of SR-86 is included in the State Interregional Road System, the National Highway System, and the California Freeway and Expressway System. According to the TCR, the SR-86 corridor is also designated as a High Emphasis Route, a Focus Route, and a Goods Movement Route. The National Network for Surface Transportation Assistance Act (STAA) identifies SR-86 as a "National Network" route for STAA trucks. The segment within the project limits is currently designated as urbanized and is functionally classified as a Rural Principal Arterial.

The project would also include facilities intended to promote connectivity for system linkages related to pedestrian and bicycle movement. The project includes bicycle lanes and sidewalks along Avenue 50 through the interchange, where no such facilities currently exist. In addition, the project site also includes a future alignment of the planned Coachella Valley (CV) Link project. CV Link is a 50-mile multi-modal transportation pathway proposed by CVAG that would extend from the City of Palm Springs on the west to the City of Coachella on the east. The route is generally proposed along the levees of the CVSC and on local streets. CV Link is designed to accommodate the widest possible range of users, including pedestrians, bicyclists, low-speed electric vehicles (LSEVs), and mobility device users (wheelchairs and electric scooters). LSEVs include golf carts and neighborhood electric vehicles (NEVs). The project would accommodate a segment of the CV Link project along the south levee of the CVSC within the project limits. The project would provide approximately 1,700 linear feet of 20-foot-wide paved access ramps, which would travel under the new Avenue 50 overcrossing, which is intended to accommodate the future planned CV Link facility, and avoid major reconstruction of the bridge in the future. The paved access ramps beneath the bridge would also serve as channel slope protection, immediately upstream and downstream of the bridge abutments, and accommodate Coachella Valley Water District (CVWD) maintenance vehicles. Access points to

the planned future CV Link from Avenue 50 and Sierra Vista Park are proposed to be consistent with the access point locations identified in the CV Link Conceptual Master Plan.

1.2.7 Air Quality Improvements

The project would provide new bicycle facilities on Avenue 50, as described in Section 1.4 below. Refer to subsection Bike/LSEV Lane, on page 1-36.

1.2.8 Independent Utility and Logical Termini

FHWA regulations (23 Code of Federal Regulations [CFR] 771.111 [f]) require that the action evaluated:

1. Connect logical termini and be of sufficient length to address environmental matters on a broad scope.

2. Have independent utility or independent significance (be usable and require a reasonable expenditure even if no additional transportation improvements in the area are made).

3. Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The project's termini allow for an evaluation of potential environmental effects for a project large enough to address the defined operational enhancements specifically related to the interchange area as discussed above. No subsequent transportation improvements in the area would be needed to optimize the operation of the new SR-86/Avenue 50 interchange, consistent with applicable Caltrans design standards. Accordingly, the project is considered to have independent utility.

Further, the project would not restrict consideration of alternatives for other reasonably foreseeable local transportation improvements adjacent and/or in proximity to the SR-86/Avenue 50 interchange.

1.3 Project Description

The project would convert a portion of SR-86 from an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing bridge and access ramps. The new interchange would be a Modified Type L-9 Partial Cloverleaf interchange at SR-86 and Avenue 50. A new Avenue 50 overcrossing would be constructed with associated on- and off-ramps and signalized intersections. This new overcrossing would be up to approximately 326 feet long and 122 feet wide. It would be a 2-span structure to accommodate 3 through lanes in each direction and two left-turn pockets for the eastbound and westbound directions of Avenue 50. A northbound loop on-ramp will accommodate the anticipated predominant eastbound-to-northbound movement of morning commute traffic. The project includes an auxiliary lane north of the northbound on-ramp convergence point to improve traffic operations. Retaining walls would be constructed where required.

The project would also construct a new Avenue 50 bridge structure over the Whitewater River/Coachella Valley Stormwater Channel (CVSC). This new bridge would be approximately 605 feet long and 120 feet wide. It would be a 5-span structure to accommodate 3 through lanes in each direction and a 14-foot-wide median on Avenue 50. This new bridge structure over the CVSC would replace the existing at-grade paved low water crossing and would include

the following associated improvements; realignment and widening of a portion of Avenue 50 from the existing two-lane roadway to a six-lane major arterial, realignment of portions of Tyler Street on both the west and east sides of SR-86, respectively, and, the existing 1-lane in each direction road that is located within the limits of the CVSC would become a CVSC maintenance road.

The purpose of the project is to improve mobility to and from eastern parts of the City of Coachella by providing direct and dependable access over the CVSC, improve operational efficiency by replacing the existing SR-86 / Avenue 50 intersection with a new interchange, improve expressway access for the City and the Coachella Valley Region, implement improvements consistent with the City's circulation plan, and improve traffic operations and accommodate planned growth by enhancing levels of service at local street intersections and adjacent interchanges.

The project will be constructed in two separate phases, due to funding considerations. The first phase will focus on construction of the new bridge structure over the CVSC and will include the associated realignment of Avenue 50 and Tyler Street west of SR-86. Table 1-12, Project Phasing, below, identifies how the two phases of the project are described as well as the federal project number that has been assigned to each of the phases.

Table 1-12: Project Phasing

Phase	Description	Federal Project ID No.
Phase 1 (local, off-State Highway System)	Avenue 50 Bridge over Coachella Valley Stormwater Channel (CVSC)	BR-NBIL (536)
Phase 2 (on State Highway System)	SR-86/Avenue 50 New Interchange	HPLULN - 5294(011)

Even though Phase 1 is to be constructed in advance, it has independent utility and usability without Phase 2. Phase 1 would implement a new bridge over CVSC that would eliminate flooding hazards along Avenue 50, and could be implemented and be fully operational without any additional transportation improvements in the area occurring (including Phase 2 of the project). Phase 2 would be constructed when funding is available in the future to further improve operational efficiency and expressway access through implementation of a new interchange at SR-86.

1.4 Alternatives

1.4.1 Project Alternatives

This section describes the project alternatives that were developed to meet the identified purpose and need of the project. The criteria used for alternative evaluation included operational benefits, provisions for bicycle and pedestrian mobility, direct and dependable access over the CVSC, and environmental impacts. Two Build Alternatives and a No-Build Alternative were studied for the SR-86/Avenue 50 New Interchange Project.

- Build Alternative 7 (Modified Type L-9 Partial Cloverleaf with One Loop Ramp): Refer to Figure 1-4a, Build Alternative 7 Key Map, and Figures 1-4b through 1-4d, Build Alternative 7;

- Build Alternative 8 (Modified Type L-9 Partial Cloverleaf with Two Loop Ramps): Refer to Figure 1-5a, Build Alternative 8 Key Map, and Figures 1-5b through 1-5d, Build Alternative 8; and

- Alternative 1 (No-Build Alternative): Refer to Figure 1-3.

Both Build Alternatives would require detours during both construction phases. Figure 2.1.4-4, in Section 2.1.4 of this IS/EA, Phase 1 Detour Map, shows the location of closures and detour routes for Phase 1 of the project.

There are no alternatives to impacts on wetlands for this project. Please see discussion in Section 2.3.2.3.2, in this regard.

Figure 2.1.4-5, in Section 2.1.4 of this IS/EA, Phase 2 Detour Map, shows the location of closures and detour routes for Phase 2 of the project. Construction-related detours will be finalized during the final design phase; however, construction of the improvements have been examined relative to the existing transportation system and it has been determined that no long-term lane closures would be necessary.

1.4.2 Common Design Features of the Build Alternatives

Avenue 50

The project would realign and widen Avenue 50 from the existing two-lane roadway to a six-lane major arterial, consistent with the City's General Plan designation as a major arterial with enhanced bicycle facilities. A 98-foot curb-to-curb roadway section with a 118-foot ROW width and three through lanes in each direction with a raised and paved median and outside shoulders would be constructed, as well as a 10-foot-wide sidewalk for a distance of approximately 2,800 feet. The realignment starts curving southerly approximately 1,000 feet west of the existing CVSC levee at the Tyler Street intersection. It continues traversing across the CVSC at approximately 440 feet south of the existing Avenue 50 centerline. Two driveways are introduced to provide access to the existing Cabazon Band of Mission Indians tribal land to the north and properties to the south to avoid landlocked situations. The alignment continues routing across SR-86 and ties back into the existing centerline approximately 1,300 feet east of the existing SR-86 intersection.

Tyler Street

Within the project limits, Tyler Street will be designed as a collector with enhanced bicycle facilities, a 70-foot curb-to-curb roadway section with a 90-foot ROW width, and 2 through lanes in each direction with a paved median and outside shoulders. A 10-foot-wide sidewalk will be constructed for a distance of 200 feet on Tyler Street (north), and 200 feet on Tyler Street (south). The project includes realignment of Tyler Street on both the east and west sides of SR-86.

On the west side of the CVSC, the Tyler Street realignment starts south of the Calle Mendoza intersection shifting westerly and bisects an agricultural parcel owned by the Peter Rabbit Farms (APN 778-170-011). It connects to the realigned Avenue 50 with a new intersection. The project would maintain access to Sierra Vista Park by utilizing the existing Tyler Street pavement. A cul-de-sac would be created north of Calle Mendoza, with diagonal parking along the eastern side and parallel parking along both sides of the cul-de-sac street. A paved connection to CV Link will be constructed at the northerly terminus of the cul-de-sac.

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Build Alternative 7 Key Map

Figure 1-4a

Back of 11x17 figure.

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Build Alternative 7 – Sheet 1

Figure 1-4b

Back of 11x17 figure.

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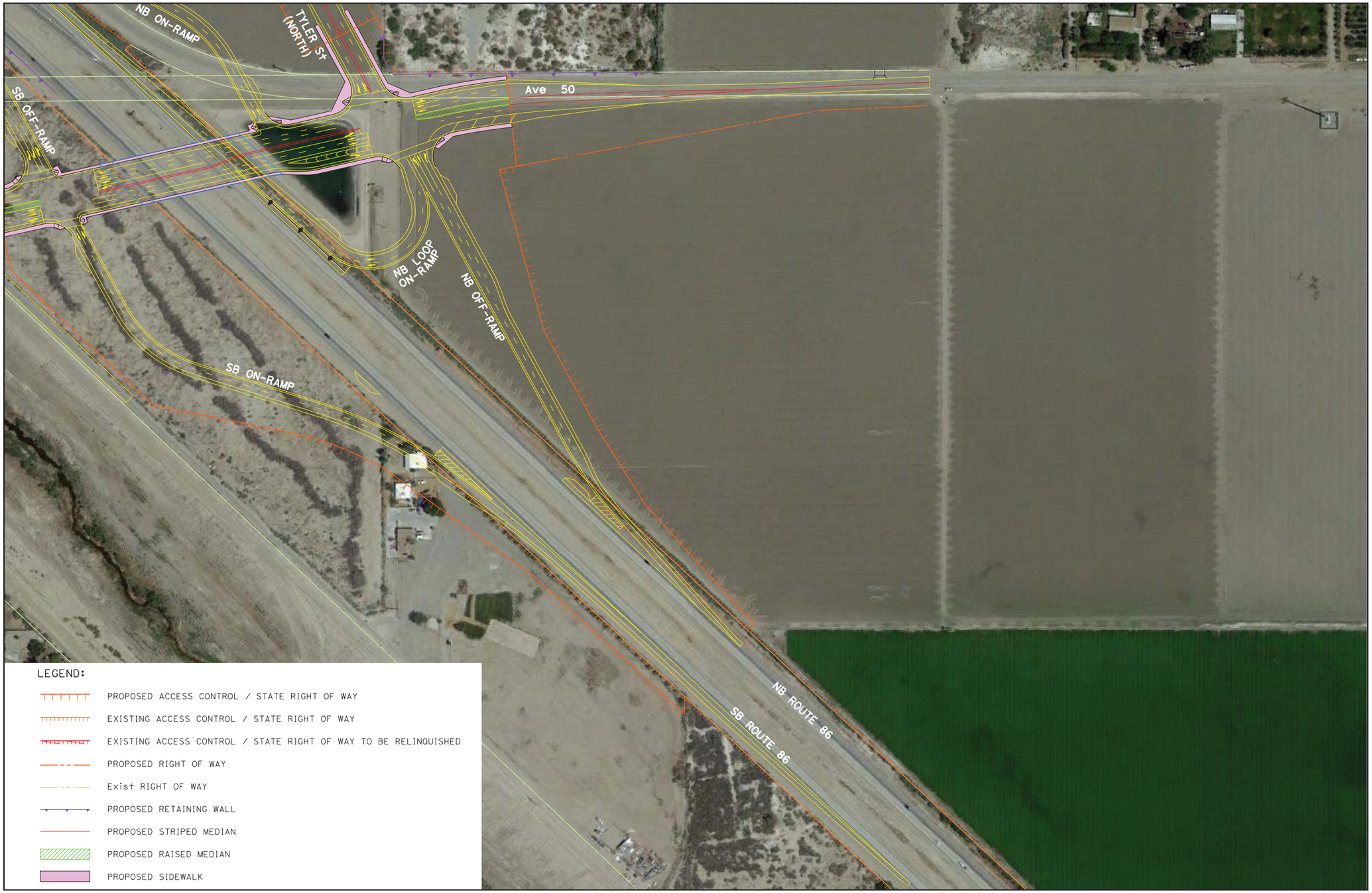
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Build Alternative 7 – Sheet 2

Figure 1-4c

Back of 11x17 figure.



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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Build Alternative 7 – Sheet 3

Figure 1-4d

Back of 11x17 figure.

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Build Alternative 8 Key Map

Figure 1-5a

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11/18 | JN 159814

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Build Alternative 8 – Sheet 1

Figure 1-5b

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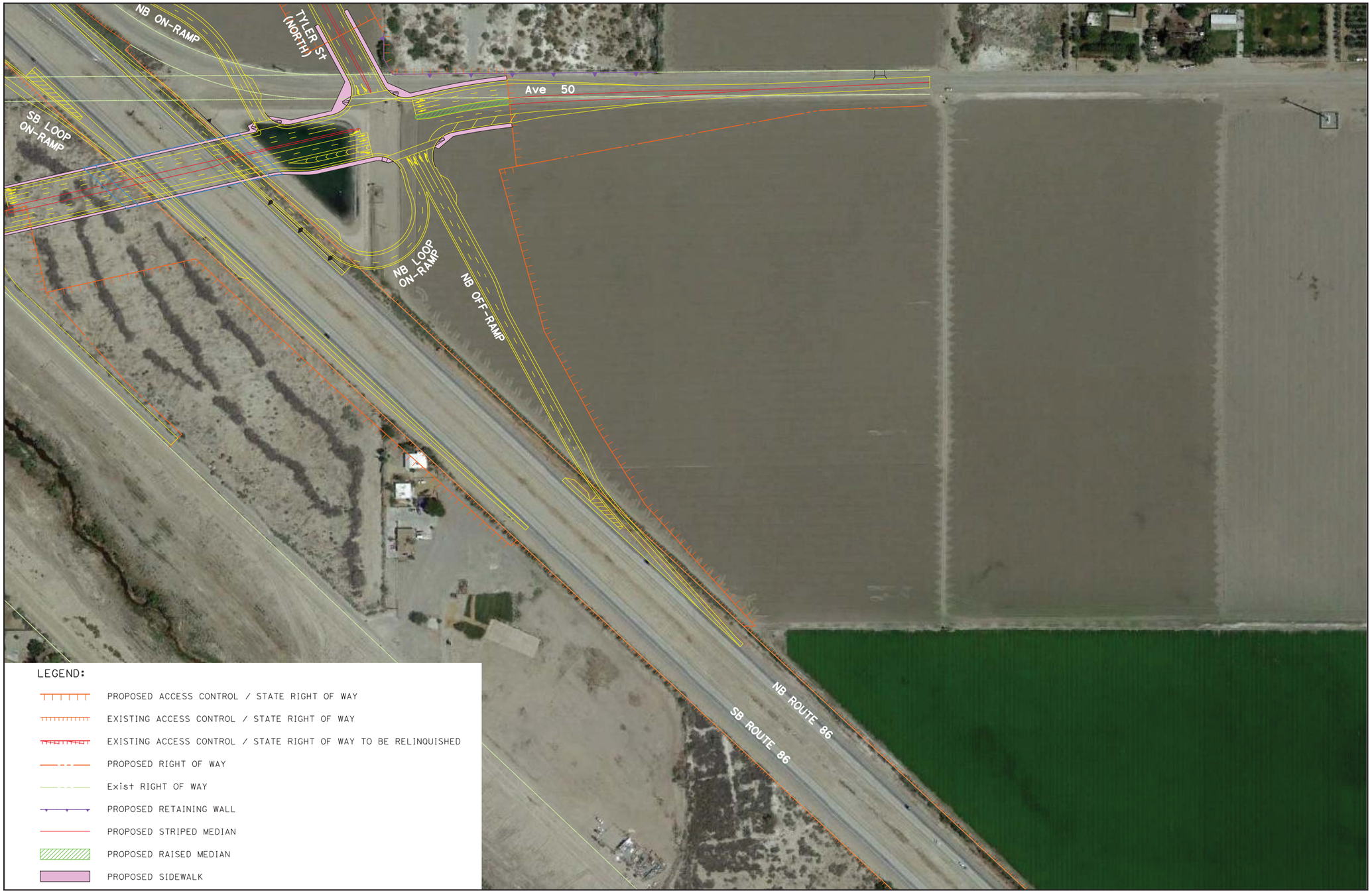
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Build Alternative 8 – Sheet 2

Figure 1-5c

Back of 11x17 figure.



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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Build Alternative 8 – Sheet 3

Figure 1-5d

Back of 11x17 figure.

On the east side of SR-86, the Tyler Street realignment starts curving easterly approximately 1,400 feet north of the existing SR-86/Avenue 50 intersection. The realigned road then bisects an existing agricultural parcel owned by the Peter Rabbit Farms (APN 603-330-010) and aligns with the northbound ramps to form a standard four-legged intersection.

Northbound Off-Ramp

A new northbound off-ramp would be constructed. The new off-ramp would begin as a single exit lane that would widen to two lanes as it nears the intersection of Avenue 50, at which point the lane would terminate at a new traffic signal at Avenue 50. New expressway signage located at the northbound off-ramp divergence point would be installed to reflect the exit lane configuration. Expressway signage upstream of the ramp would also be constructed as needed to provide proper advance guidance.

Northbound Direct On-Ramp

A new northbound on-ramp would be constructed. This new two-lane direct on-ramp would be accessed from the westbound travel lane of Avenue 50. The two lanes would then merge prior to converging with the SR-86 northbound mainline. Expressway signage east of the new interchange would be constructed as needed to provide proper advance guidance.

Northbound Loop On-Ramp

A northbound loop on-ramp would be constructed to accommodate the anticipated predominant eastbound-to-northbound movement of morning commute traffic. The project includes an auxiliary lane north of the northbound on-ramp convergence point to improve traffic operations. Adding an auxiliary lane would reduce rear-end collisions. Retaining walls would be constructed where required. New expressway signage located at the northbound loop on-ramp divergence point would be installed to reflect the entrance lane configuration. Expressway signage west of the interchange would also be constructed as needed to provide proper advance guidance.

Nonmotorized, Pedestrian, and Low Speed Electric Vehicle (LSEV) Features

CV Link. As discussed above, the project would accommodate the planned CV Link facility, which would be constructed by CVAG as part of a separate project. The project would construct a 20-foot-wide concrete pathway, which would travel under the Avenue 50 bridge over the CVSC. Access ramps from Avenue 50 and Sierra Vista Park will be consistent with the access point locations identified in the CV Link Conceptual Master Plan.

Bike/LSEV Lane. As discussed above, the project would provide a bike/LSEV lane across the Avenue 50 interchange. The bike/LSEV lane design is consistent with the following design standards/requirements:

- Caltrans Highway Design Manual (HDM) Index 1000.
- Manual on Uniform Traffic Control Devices (MUTCD), Part 9.
- CVAG Neighborhood Electric Vehicle Transportation Plan.
- In addition to bike/LSEV lanes, the project would comply with AB1581. All State projects are required to conform to AB 1581 by installing and maintaining traffic-actuated signal or replacement of the loop detector of a traffic-actuated signals to the extent feasible and in conformance with professional traffic engineering practice.

A 10-foot wide shoulder marked as bike/LSEV lane and striped as a Class II facility with no parking signage would be provided on Avenue 50 east of Tyler Street for a distance of 2,400 feet, and west of Tyler Street for a distance of 400 feet. At the intersections, a 7-foot-wide bike/LSEV lane would be provided between the through lanes and right-turn-only lanes. An 8-foot-wide shoulder marked as bike/LSEV lane with no parking signage would be provided on Tyler Street (north) for a distance of 2,500 feet, and on Tyler Street (south) for a distance of 1,600 feet. These features would improve mobility through the interchange for bicyclists and LSEV drivers.

Pedestrian Facilities. The CV Link pathway and sidewalks along Avenue 50 are designed to comply with the requirements of the ADA and DIB 82-06. Pedestrian and nonmotorized safety features will also be constructed, including crosswalks, curb ramps, and signals.

Retaining Walls

One mechanically stabilized earth (MSE) wall will be constructed in the northeast quadrant of Avenue 50 and Tyler Street for both Build Alternatives (east of SR-86). This new retaining wall would be a fill wall, approximately 750 feet in length, with a minimum height of 2 feet and a maximum height of 15 feet.

Avenue 50 Bridge Structure Over the CVSC

The project would replace the existing two-lane Avenue 50 low water crossing at the CVSC with a bridge structure. Built in 1970, the existing low water crossing is functionally deficient and does not meet safety standards because of flooding during storm events; CVSC swells well above the roadway surface during periods of heavy rainfall. The replacement bridge would include six lanes (three lanes in each direction) on an alignment south of the existing low water crossing. The bridge structure will be a 5-span structure measuring 605 feet long and 120 feet, 4 inches wide. Associated bridge abutments would also be constructed.

As noted above, the project would provide approximately 1,700 linear feet of 20-foot-wide concrete pathway, which would travel under the new Avenue 50 overcrossing, which is intended to accommodate and connect to the future planned Segments 9 and 10 of the CV Link facility, and avoid reconstruction of the bridge in the future. The concrete pathway beneath the bridge would also serve as channel slope protection, immediately upstream and downstream of the bridge abutments, and accommodate CVWD maintenance vehicles.

In addition, the project would construct a restricted access road from Avenue 50 to the CVSC for maintenance vehicle access purposes by CVWD.

Traffic Signals

The existing traffic signal at the intersection of SR-86 and Avenue 50 would be removed and three new signals would be installed to accommodate the changes to intersection geometries and lane configurations. The following two new signals would be the same between both Build Alternatives (see Section 1.4.3 for the traffic signal details unique to the build alternatives):

- A new signal would be installed at the new intersection of Avenue 50 and Tyler Street, to the west of the new Avenue 50 bridge over CVSC. The new signal would accommodate westbound left turn movements and eastbound right turn movements from Tyler Street onto Avenue 50 and pedestrian crossings on the south, west, and north legs of the intersection.

- A new signal would be installed at the new intersection of Avenue 50 and the SR-86 northbound off-ramp and Tyler Street (to the east of the new Avenue 50 Overcrossing). The new signal would accommodate northbound turn movements onto Tyler Street as well as eastbound and westbound movements onto Avenue 50. Pedestrian crossings would be provided on the north and south legs of the intersection.

Utility Relocation

In accordance with Caltrans policy on longitudinal encroachments within controlled-access highway ROW, several existing utilities along Avenue 50 and Tyler Street would be relocated. Utilities along Avenue 50 and Tyler Street would be relocated per the City of Coachella Franchise Agreement. Existing facilities to be relocated include:

- Cable television (Charter Communications);
- Electric (Imperial Irrigation District);
- Gas (Southern California Gas);
- Agriculture/Irrigation/Tile Drain (Coachella Valley Water District);
- Sewer (Coachella Sanitary District);
- Telephone (Frontier Communications); and
- Water (City of Coachella).

Construction Phasing

As noted above, the project would be constructed in two phases. The first phase constructing the Avenue 50 bridge over CVSC is anticipated to take approximately 12 months. Since Avenue 50 and Tyler Street are constructed on new alignments, the existing Avenue 50 and Tyler Street would remain operational with exceptions of tie-in work conforming and joining existing pavements that need minimum traffic control. Therefore, construction-related delays are anticipated to be minimal. The first phase of the project would consist of the following key components:

- Construct the new Avenue 50 bridge over CVSC;
- Realign Avenue 50 and Tyler Street roadways west of CVSC;
- Construct a temporary road reestablishing the connectivity with the existing signalized intersection; and
- Construct access ramps connecting to the planned CV Link.

The second phase constructing the new SR-86/Avenue 50 interchange is anticipated to take approximately 15 months. The primary components for construction of the second phase include the following:

- Raise roadway embankment and pavement structure section;
- Construct the new overcrossing structure over SR-86;
- Construct on- and-off ramps and auxiliary lanes;
- Realign Tyler Street east of SR-86;
- Install new traffic signals; and
- Finish with highway planting, landscaping, and irrigation.

Full roadway and lane closures would be required during night times and on weekends to accommodate the following roadway and structure construction activities:

- Installation, moving and removal of k-rails;
- Striping and removal operations;
- Falsework erection and removal;
- Deck pouring;
- Placement of concrete pavement using rapid set concrete;
- Asphalt concrete pavement construction and overlay operations; and
- Utility work/traffic signal/lighting installations.

For the second phase of construction, the existing SR-86/Avenue 50 at-grade intersection would remain operational for the majority of the interchange construction process. However, in order to complete the construction of the southbound off-ramp and northbound on-ramp, short-term closure of access to SR-86 from Avenue 50 would be necessary for a period of up to 10 days.

Nonstandard Features

Both build alternatives would construct the following nonstandard features:

- A nonstandard 6 percent superelevation rate at the northbound on-ramp (standard is 10 percent);

- A nonstandard 7 percent superelevation rate at the northbound loop on-ramp (standard is 12 percent);

- A nonstandard 6 percent superelevation transition and runoff at the northbound loop on-ramp with all runoff occurring within the 140-foot radius curve (standard is two-thirds of the superelevation runoff should be on the tangent and one-third within the curve);

- A nonstandard ramp entrance of 14’ at 700’ for the northbound loop on-ramp (standard is 14’ at 467.11’); the absence of the 3,000’ radius curve at the entrance, and the nonstandard 700’ distance between the inlet nose and the convergence point;

- A 100-foot distance between the northbound direct on-ramp (from westbound Avenue 50) to the new intersection of Avenue 50/Tyler Street/northbound off-ramp (standard is 400 feet);

- Absence of access control opposite the northbound off-ramp terminal at the new intersection of Avenue 50/Tyler Street/northbound off-ramp (standard is access rights on the opposite side of the local road from ramp terminals to preclude driveways or local roads within the ramp intersection); and

- A nonstandard grade of 0.22 percent in the gore area of the southbound on-ramp.

Project Features

This project contains a number of standardized project measures applicable to both build alternatives which are employed on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the project. These measures are addressed in more detail in the Environmental Consequences sections found in Chapter 2.

- A Transportation Management Plan (TMP) will be prepared during the final design phase to minimize traffic impacts during construction. The primary objective of the TMP is to maintain safe movement through the construction zone, as well as minimize traffic delays during the construction period. The TMP will include, but not be limited to, the following six major elements:
  - Public information/public awareness campaign
  - Traveler information strategies
  - Incident management
  - Construction strategies
  - Demand management
  - Alternate route strategies
- Comply with standard provisions dealing with the discovery of unanticipated cultural materials and human remains.
- Comply with Standard Specification 14-9.02 and other standard practices according to the California Air Resources Board (CARB) and South Coast Air Quality Management District (SCAQMD) requirements for air quality restrictions such as reducing idling time, proper maintenance of equipment, and fugitive dust control during the construction period.
- Construction equipment fleets will be in compliance with Best Available Control Technology requirements.
- All engines or portable engine-driven equipment required to obtain permits will obtain either a CARB Portable Equipment Registration or a permit from SCAQMD.
- Comply with sound control provisions as included in Section 14-8.02, “Noise Control,” of Caltrans’ 2015 Standard Specifications and Special Provisions. The contractor shall not exceed 86 dBA at 50 feet from the job site from 9:00 p.m. to 6:00 a.m. Internal combustion engines shall be equipped with the manufacturer-recommended muffler. Internal combustion engines shall not be operated on the job site without the appropriate muffler.
- Follow Standard Specifications Sections 13-05 and 21 related to erosion control during construction. Measures include fiber rolls, silt fencing, soil binders, rock slope protection, revegetation with erosion control seed mix, and the use of 4:1 slopes or flatter.
- Earthwork would be performed in accordance with Caltrans Standard Specifications, Section 19, which require standardized measures related to compacted fill, overexcavation and recompaction, and retaining walls, among other requirements.

- Construction shall be conducted in accordance with Division III, "Earthwork and Landscape" Section 21-1 through 21-3 of Caltrans Standard Specifications (2015), requiring erosion protection and drainage control.

- Design pollution prevention Best Management Practices (BMPs) as required under the Caltrans MS4 Permit for areas within State ROW that focus on reducing or eliminating runoff and controlling sources of pollutants will be implemented as part of the project.

- Design pollution prevention BMPs as required under the County of Riverside Whitewater River Watershed MS4 Permit for areas outside of State ROW that focus on reducing or eliminating runoff and controlling sources of pollutants will be implemented as part of the project.

- Comply with the following Caltrans' Standard Special Provision's regarding proper removal, handling, and disposal of the generated traffic striping waste at a permitted disposal facility,

  - Section 14-11.12, Removal of Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue,

  - Section 36-4, Residue Containing Lead from Paint and Thermoplastic, and

  - Section 84-9.03C, Remove Traffic Stripes and Pavement Markings Containing Lead.

  Follow Caltrans Standard Specifications Section 14-11.02, Discovery of Unanticipated Asbestos and Hazardous Substances, in the event unknown wastes or suspect materials are discovered during site disturbance activities that may involve hazardous waste/materials.
- During construction, solid waste would be disposed of as specified in Caltrans' Standard Specifications Section 14-10.01, General.

- During construction, dust palliatives would be used as specified in the Caltrans Standard Specifications Section 18-1.03A, General.

1.4.3 Unique Features of Build Alternatives

Build Alternative 7 (Modified Type L-9 Partial Cloverleaf with One Loop Ramp)

Southbound On-Ramp

In Build Alternative 7, a two-lane diamond-type ramp would be constructed. Pedestrian crossing along the south leg of the intersection with Avenue 50 would be provided. The southbound on-ramp would merge into one lane prior to converging with the SR-86 mainline. New expressway signage located at the southbound on-ramp divergence point would be installed to reflect the entrance lane configuration. Expressway signage along Avenue 50 would also be constructed as needed to provide proper advance guidance.

Southbound Off-Ramp

A new southbound off-ramp would be constructed. This new off-ramp would diverge to three lanes prior to intersecting with Avenue 50 at a new signalized intersection. The three lanes would encompass double right-turn lanes and one left-turn lane. New expressway signage located at the southbound off-ramp divergence point would be installed to reflect the exit lane configuration. Expressway signage upstream of the ramp would also be constructed as needed to provide proper advance guidance.

Avenue 50 Overcrossing

The Avenue 50 overcrossing structure for this alternative is slightly shorter than the structure required for Build Alternative 8, due to the diamond-type ramp for the southbound on-ramp. The Avenue 50 overcrossing for this alternative is a 2-span structure measuring 286 feet, 3 inches long and 122 feet, 4 inches wide.

Traffic Signals

In addition to the two traffic signals discussed under similar project features above, one new signal would be installed at the new intersection of Avenue 50 and the SR-86 southbound on- and off-ramps. The new signal would accommodate westbound and eastbound movements onto Avenue 50 as well as turn movements onto the southbound on-ramp. Pedestrian crossing would be provided on the north and south legs of the intersection.

Retaining Walls

One Type 1 wall will be constructed between the southbound SR-86 travel lanes and the southbound off-ramp. This new fill retaining wall would be approximately 440 feet in length, with a minimum height of 2 feet and a maximum height of 7 feet.

Cost

Table 1-13: Build Alternative 7 Project Cost Estimate Summary

Project Phase	Build Alternative 7 Costs
Construction Cost	
Roadway	$49,717,600
Structures	$32,003,559
Right of Way	$6,131,958
Support Cost	
PA/ED	$2,355,000
PS&E	$6,100,000
Right of Way	$458,000
Construction Management	$9,140,000
Total Project Cost	**$106,000,000**
Source: Draft Project Report, October 2018.	

Build Alternative 8 (Modified Type L-9 Partial Cloverleaf with Two Loop Ramps)

Southbound On-Ramp

In Build Alternative 8, a new two-lane loop on-ramp would be constructed. A pedestrian crossing at the north leg of the intersection with Avenue 50 would be constructed. The two lanes would merge into a single lane prior to converging with southbound SR-86. New expressway signage located at the southbound on-ramp divergence point would be installed to reflect the entrance lane configuration. Expressway signage along Avenue 50 would also be constructed as needed to provide proper advance guidance.

Southbound Off-Ramp

A new southbound off-ramp would be constructed. This new off-ramp would diverge to three lanes prior to intersecting with Avenue 50 at a new signalized intersection. The three lanes would encompass double right-turn lanes and one combined through- and left-turn lane. New expressway signage located at the southbound off-ramp divergence point would be installed to reflect the exit lane configuration. Expressway signage upstream of the ramp would also be constructed as needed to provide proper advance guidance.

Avenue 50 Overcrossing

The Avenue 50 overcrossing structure for this alternative is slightly longer than the structure required for Build Alternative 7 in order to accommodate the southbound loop on-ramp. The Avenue 50 overcrossing for this alternative is a 2-span structure measuring 326 feet long and 122 feet, 4 inches wide.

Traffic Signals

In addition to the two traffic signals discussed under similar project features above, one new traffic signal would be installed at the new intersection of Avenue 50 and the SR-86 southbound on- and off-ramps. The new signal would accommodate westbound and eastbound movements onto Avenue 50 as well as movements onto the southbound loop on-ramp. A pedestrian crossing would be provided on the north leg along Avenue 50. A sidewalk would be accommodated along the length of the southbound side of Avenue 50.

Nonstandard Features

In addition to those nonstandard features discussed for both build alternatives, Build Alternative 8 would also construct the following nonstandard features:

- A nonstandard superelevation transition and runoff at the southbound loop on-ramp with all runoff occurring within the 120-foot radius curve; and

- Absence of access control opposite the southbound ramp terminals at the new intersection of Avenue 50/southbound ramps (standard is access rights on the opposite side of the local road from ramp terminals to preclude driveways or local roads within the ramp intersection).

Cost

Table 1-14: Build Alternative 8 Project Cost Estimate Summary

Project Phase	Build Alternative 8 Costs
Construction Cost	
Roadway	$47,691,500
Structures	$33,465,931
Right of Way	$5,581,493
Support Cost	
PR/ED	$2,355,000
PS&E	$6,100,000
Right of Way	$458,000
Construction Management	$9,140,000
Total Project Cost	**$105,000,000**
Source: Draft Project Report, October 2018.	

1.4.4 Transportation Demand Management (TDM), Transportation System Management (TSM), and Mass Transit Alternatives

Transportation System Management (TSM) strategies increase the efficiency of existing facilities; they are actions that increase the number of vehicle trips a facility can carry without increasing the number of through lanes. Examples of TSM strategies include: ramp metering, auxiliary lanes, turning lanes, reversible lanes and traffic signal coordination. TSM also encourages automobile, public and private transit, ridesharing programs, and bicycle and pedestrian improvements as elements of a unified urban transportation system. Modal alternatives integrate multiple forms of transportation modes, such as pedestrian, bicycle, automobile, rail, and mass transit.

TDM focuses on regional means of reducing the number of vehicle trips and vehicle miles traveled as well as increasing vehicle occupancy. It facilitates higher vehicle occupancy or reduces traffic congestion by expanding the traveler's transportation options in terms of travel method, travel time, travel route, travel costs, and the quality and convenience of the travel experience. A typical activity would be providing funds to regional agencies that are actively promoting ridesharing, maintaining rideshare databases, and providing limited rideshare services to employers and individuals.

Although TSM, TDM, and mass transit measures alone could not satisfy the purpose and need of the project, the following TSM measures have been incorporated into the build alternatives for this project:

- The project would provide a bike/LSEV lane along the Avenue 50 through the SR-86 interchange. A 10-foot wide shoulder marked as bike/LSEV lane with no parking signage would be provided in both directions of Avenue 50. At the intersections, a 7-foot-wide bike/LSEV lane would be provided between the through lanes and right-turn-only lanes. These features would improve mobility through the interchange for bicyclists and LSEV drivers.

- Sidewalks would be constructed that would provide access through the interchange between the realigned Tyler Street, to the west of the CVSC, to Avenue 50 and the new SR-86 northbound off-ramp. A 10-foot-wide sidewalk for a distance of approximately

2,800 feet would be constructed on Avenue 50. A 10-foot-wide sidewalk would be constructed for a distance of 200 feet on Tyler Street (north), and 200 feet on the south side of Tyler Street (south). The sidewalk width on the bridge would be 6 feet, 2 inches. Sidewalks would be designed to comply with the requirements of the ADA and DIB 82-06. Pedestrian and nonmotorized safety features are also included as part of the project; these features include crosswalks, curb ramps, and signals.

1.4.5 Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, no construction or improvements would be made to the existing at grade intersection of SR-86 and Avenue 50. There would be no capital costs associated with this alternative. This alternative does not provide additional capacity for ongoing and planned development within Coachella and the neighboring communities. The following elements would remain:

- The existing at-grade intersection of SR-86 and Avenue 50;
- The existing low water crossing and roadway alignment;
- Discontinuous sidewalks through the intersection;
- Lack of bicycle lanes through the intersection; and
- No right-of-way or connections to support the future CV Link project.

As a result, the No-Build Alternative is not consistent with the purpose and need of this project. The No Build Alternative is inconsistent with the City's General Plan Circulation Element, which identifies Avenue 50 as a six-lane major arterial with a new interchange at SR-86 to serve local and regional traffic needs. With the No Build Alternative, traffic volumes are expected to continue to grow with the planned residential and commercial development in the City and the surrounding low desert area.

The existing at grade intersection does not have adequate capacity to accommodate forecasted traffic volumes for year 2045, and it is expected to operate at an unacceptable LOS F in the future as existing capacity is exceeded. In addition, without the project, the roadway segment of Avenue 50 between Tyler Street and SR-86 is expected to operate at LOS F for year 2045 traffic volumes. The Avenue 50/Tyler Street intersection west of the CVSC, which is stop-controlled, currently operates at an unacceptable LOS F. Traffic circulation within the City would deteriorate due to lack of traffic capacity on Avenue 50, which is designated as a major east-west arterial serving the City. Traffic demand on the north-south corridors would eventually exceed capacity and cause congestion and delay for local and regional travelers. Last, the No Build Alternative would not accommodate direct and dependable access over the CVSC, such as removal of the low water crossing at the CVSC and construction of a new interchange on SR-86, eliminating cross traffic through SR-86.

1.4.6 Comparison of Alternatives

Alternatives 7 and 8 both satisfy the project purpose and need, and offer similar operational performance. Both propose a Modified Type L-9 Partial Cloverleaf that includes a loop on-ramp in the southeast quadrant of the interchange to accommodate the anticipated heavy eastbound-to-northbound movement of morning commute traffic. Most aspects of Build Alternative 8 are similar to Build Alternative 7, including similar realignments of Avenue 50 and Tyler Street, construction of a two-span structure over the existing SR-86, construction of a five-span structure over the CVSC, and associated signing and traffic signal controls. Alternative 8 includes a southbound loop on-ramp at the interchange, which provides better operational performance than Alternative 7's diamond-type on-ramp.

ROW acquisition would be similar for both build alternatives. A total of 0.630 acres for Build Alternative 7 and 0.858 acres for Build Alternative 8 would be temporarily acquired during Phase 1 project construction. A total of 1.726 acres for Build Alternative 7 and 1.670 acres for Build Alternative 8 would be temporarily acquired during Phase 2 project construction. Refer to Tables 2.1.4-3 and 2.1.4-4. A total of 36.723 acres for Build Alternative 7 and 29.095 acres for Build Alternative 8 would be permanently acquired during Phase 1 project construction. A total of 21.680 acres for Build Alternative 7 and 21.677 acres for Build Alternative 8 would be permanently acquired during Phase 2 project construction. Refer to Tables 2.1.4-5 and 2.1.4-6. Build Alternative 7 would require permanent partial acquisition of approximately 35.77 acres and permanent full acquisition of 19.12 acres, for a total of 54.89 acres. Build Alternative 8 would require permanent partial acquisition of approximately 42.62 acres and permanent full acquisition of 4.63 acres, for a total of 47.25 acres. Implementation of the Build Alternatives would result in a single residential relocation during Phase 2 of the project. This parcel has three structures on it. Build Alternative 7 would require acquisition of two of the three structures and Build Alternative 8 would require acquisition of one of the three structures.

Table 1-15 provides a summary comparison between the two Build Alternatives and the No-Build Alternative, which have been studied in conjunction with development of the new interchange project.

Table 1-15: Alternatives Comparison

Evaluation Criteria	No-Build Alternative	Build Alternative 7	Build Alternative 8
Project Features and Design Standards			
Traffic Operations – Roadway Segments	As shown in Table 1-2, by the year 2040 the following roadway segments are projected to have an LOS of D or worse: • LOS F for Avenue 50 Bridge (between Tyler Street and SR-86)	As shown in Table 1-4, by the year 2045 the following roadway segments are projected to have an LOS of D or worse: • LOS D for Avenue 50 (between Leoco Lane and Peter Rabbit Lane)	As shown in Table 1-4, by the year 2045 the following roadway segments are projected to have an LOS of D or worse: • LOS D for Avenue 50 (between Leoco Lane and Peter Rabbit Lane)
Traffic Operations – Intersections	As shown in Table 1-6, by the year 2040 the following locations are projected to have an LOS of D or worse: • LOS F at Avenue 50/Tyler Street • LOS F at Avenue 50/SR-86 Ramps	As shown in Table 1-7, by the year 2045 the following locations are projected to have an LOS of D or worse: No intersections are projected to have an LOS of D or worse.	As shown in Table 1-7, by the year 2045 the following locations are projected to have an LOS of D or worse: No intersections are projected to have an LOS of D or worse.
Traffic Operations – Freeway Segments	Not Applicable	As shown in Table 1-10, by the year 2045 all expressway segments are projected to have an LOS of D or better.	As shown in Table 1-10, by the year 2045 all expressway segments are projected to have an LOS of D or better.
Number of Signalized Intersections	1	3	3
Temporary Construction Easements	None	10 APNs for TCEs	11 APNs for TCEs
Total Project Cost	None	**$106,000,000**	**$105,000,000**

Table 1-16: Environmental Impacts

Evaluation Criteria	No-Build Alternative	Build Alternative 7	Build Alternative 8
Farmlands	No impact.	Project implementation would bisect two agricultural parcels resulting in indirect conversion of 13.35 acres of remnant portions of agricultural parcels and direct conversion of 44.47 acres of farmland, with a total acreage of permanently impacted farmland of 57.82 acres. All agricultural land that is converted to non-agricultural use will be addressed at a 1:1 ratio. With implementation of Measure ROW-1, ROW 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.	Project implementation would bisect two agricultural parcels resulting in indirect conversion of 13.35 acres of remnant portions of agricultural parcels and direct conversion of 44.47 acres of farmland, with a total acreage of permanently impacted farmland of 57.82 acres. All agricultural land that is converted to non-agricultural use will be addressed at a 1:1 ratio. With implementation of Measure ROW-1, ROW 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.
Relocations and Real Property Acquisition	No impact.	Temporary ROW acquisition of 2.356 acres and permanent ROW acquisition of 58.40 acres. One permanent residential relocation would occur during Phase 2 of the project. With implementation of Measure ROW-1, ROW 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.	Temporary ROW acquisition of 2.528 acres and permanent ROW acquisition of 50.772 acres. One permanent residential relocation would occur during Phase 2 of the project. With implementation of Measure ROW-1, ROW 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.
Hydrology and Floodplains	Existing Avenue 50 low water crossing will continue to be subject to flooding during storm events; CVSC swells well above the roadway surface during periods of heavy rainfall.	A localized rise in the water surface elevation at the CVSC would occur. The allowable change in water surface elevation is a cumulative 1-foot rise over the base flood elevation for Zone A floodplains. The project would not involve changes to the 100-year water surface elevation in CVSC which would exceed the allowable 1-foot rise prescribed by the FEMA regulations. A Conditional Letter of Map Revision (CLOMR) is therefore not required. Build Alternative 7 would not introduce additional risk for traffic disruptions or loss of life and property and does not support incompatible floodplain development.	A localized rise in the water surface elevation at the CVSC would occur. The allowable change in water surface elevation is a cumulative 1-foot rise over the base flood elevation for Zone A floodplains. The project would not involve changes to the 100-year water surface elevation in CVSC which would exceed the allowable 1-foot rise prescribed by the FEMA regulations. A Conditional Letter of Map Revision (CLOMR) is therefore not required. Build Alternative 8 would not introduce additional risk for traffic disruptions or loss of life and property and does not support incompatible floodplain development.

Table 1-16: Environmental Impacts [continued]

Evaluation Criteria	No-Build Alternative	Build Alternative 7	Build Alternative 8
Wetlands and Other Jurisdictional Waters	No impact.	Temporary impacts to 0.95-acre (0.08 of non-wetland waters and 0.87 of wetland) of United States Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB) jurisdiction, and 1.88-acre (0.87 of vegetated streambed and 0.99 of unvegetated streambed) of California Department of Fish and Wildlife (CDFW) jurisdiction. Measure WET-1 would require impacts to jurisdictional waters of the U.S. and State 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. Measure WET-2 would require a delineated no work buffer around riparian and riverine communities and installation of ESA fencing and silt fence barriers. Permanent impacts to 0.02-acre of wetland associated with CVSC, which is under USACE and RWQCB jurisdiction. Permanent impacts to 3.23-acres (0.02-acre of vegetated streambed and 3.23-acres of non-vegetated streambed) of streambeds associated with CVSC, which are under CDFW jurisdiction. The City will obtain the required USACE 404 Permit, Colorado River Basin Regional Water Quality Control Board (Colorado River Basin RWQCB) 401 Water Quality Certification, and CDFW 1602 SAA, satisfying all associated requirements, prior to completion of final design. Anticipated potential impacts to jurisdictional waters of the U.S. and State will be addressed at a minimum 1:1 ratio, which may involve purchase of land or land credits and/or a restoration plan.	Temporary impacts to 0.95-acre (0.08 of non-wetland waters and 0.87 of wetland) of United States Army Corps of Engineers (USACE) Regional Water Quality Control Board (RWQCB) jurisdiction and 1.88-acre (0.87 of vegetated streambed and 0.99 of unvegetated streambed) of California Department of Fish and Wildlife (CDFW) jurisdiction. Measure WET-1 would require impacts to jurisdictional waters of the U.S. and State 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. Measure WET-2 would require a delineated no work buffer around riparian and riverine communities and installation of ESA fencing and silt fence barriers. Permanent impacts to 0.02-acre of wetland associated with CVSC, which is under USACE and RWQCB jurisdiction. Permanent impacts to 3.23-acres (0.02-acre of vegetated streambed and 3.23-acres of non-vegetated streambed) of streambeds associated with CVSC, which are under CDFW jurisdiction. The City will obtain the required USACE 404 Permit, Colorado River Basin Regional Water Quality Control Board (Colorado River Basin RWQCB) 401 Water Quality Certification, and CDFW 1602 SAA, satisfying all associated requirements, prior to completion of final design. Anticipated potential impacts to jurisdictional waters of the U.S. and State will be addressed at a minimum 1:1 ratio, which may involve purchase of land or land credits and/or a restoration plan.

1.4.7 Identification of a Preferred Alternative

Caltrans circulated the Initial Study with Proposed Mitigated Negative Declaration/ Environmental Assessment (IS/EA) for public review and comment between December 6, 2018 and January 7, 2019. After reviewing all the comments received (provided in Chapter 4.0, Comments and Coordination), the Project Development Team (PDT) met and identified Alternative 7 as the Preferred Alternative on February 4, 2019. In conjunction with the PDT's identification of a Preferred Alternative, the extent of operational advantages achieved at the interchange location, consistency with design standards, ROW acquisitions and relocations, cost, and potential impacts to the environment were considered. An alternative comparison matrix was prepared to validate the project's purpose and need. Considerations were given to

public review comments and the public hearing process; input from PDT members; project funding; as well as environmental, social, and economic impacts. The evaluation criteria established for identifying the Preferred Alternative are as follows:

- Traffic Operations
- Safety
- Right-of-Way
- Nonstandard Design Features
- Project Costs
- Construction Duration
- Environmental Impacts

As discussed throughout Chapter 2 of this IS/EA and as summarized above in Table 1-16, the impacts associated with Alternative 7 and Alternative 8 are very similar with respect to resources. As described in Table 1-16, Alternative 7 would result in a lower net new impervious surface area (21.3 acres) when compared to Alternative 8 (21.7 acres). Alternative 7 would require 1.18 acres of tribal land acquisition, while Alternative 8 would require 2.07 acres of tribal land acquisition. With implementation of all the identified avoidance, minimization, and/or mitigation measures, as summarized in Appendix C (Environmental Commitments Record), the SR-86/Avenue 50 New Interchange Project would not result in significant impacts.

In the context of traffic operations, Alternative 7 and Alternative 8 are essentially the same; both result in a LOS C or better. However, Alternative 7 would result in fewer nonstandard features as compared to Alternative 8. Alternative 7 would also provide standard additional driveway spacing along southbound Avenue 50 from SR-86 southbound off-ramp to the northern driveway located east of CVSC. This added standard driveway spacing would reduce the potential for rear-end collisions along westbound Avenue 50, as compared to Alternative 8.

As shown in Tables 1-13 and 1-14, the estimated design costs for Alternative 7 is $106,000,000 and for Alternative 8 is $105,000,000, which includes costs associated with project construction and support (these do not include the costs of implementation of the project's Avoidance, Minimization, and/or Mitigation Measures). Although Alternative 7 is approximately $1,000,000 more than Alternative 8, Alternative 7 has fewer project impacts, as discussed above.

1.4.8 Value Analysis (VA) Study

A Value Analysis (VA) Study was conducted for the project from November 29 through December 1, 2016. The objective of the VA study was to conduct an early review of the project design to identify value improving alternatives. Specifically, the VA objectives included the following:

- Review Avenue 50 alignments;
- Review project impacts with a goal to reduce impacts; and
- Explore traffic operation improving options.

A number of analytical tools and techniques were applied to develop a better understanding of the baseline concept. A major component of this analysis was Value Metrics, which seeks to assess the elements of cost, performance, time, and risk as they relate to project value. Value Metrics provides a standardized means of identifying, defining, evaluating, and measuring performance. The performance attributes included traffic operations, sustainability, ROW impacts, and schedule impacts. During the course of the VA Study, the alternatives were developed, assessed, and rated using these tools, techniques, and performance attributes.

Accordingly, four options were considered, but rejected as part of the Avenue 50 Realignment Study. Also, a No Build Alternative and a build alternative (Alternative 2) were studied and presented in a Project Study Report/Project Development Support (PSR/PDS; EA 0C970K) that was approved by Caltrans on August 8, 2005. These two PSR/PDS alternatives are now termed as No-Build Alternative 1 and Build Alternative 2. In addition to these two PSR/PDS alternatives, seven other alternatives (Build Alternatives 3, 4, 5, 6A, 6B, 7, and 8) were developed and discussed.

Since the start of the Project Approval and Environmental Document (PA/ED) phase of the project, reviews and discussions during monthly PDT meetings have screened these nine conceptual build alternatives to just two viable build alternatives (Build Alternatives 7 and 8). The other seven alternatives were determined to be nonviable based on a combination of cost, safety, operational, and/or environmental constraints and were eliminated from further study. These alternatives that were considered, but rejected, are further discussed below.

1.4.9 Reversible Lanes

Assembly Bill 2542 amended California Streets and Highways code to require, effective January 1, 2017, that Caltrans or a regional transportation planning agency demonstrate that reversible lanes were considered when submitting a capacity-increasing project or a major street or highway lane realignment project to the California Transportation Commission for approval (California Streets and Highways Code, Section 100.015). As Avenue 50 is an existing two-lane roadway without a median, implementing a reversible lane would require that Avenue 50 become a one-way street during peak hours. Since two-way traffic is required along Avenue 50 at all times, reversible lanes are not considered feasible and are not proposed as part of the project. In addition, the forecasted traffic volumes for Avenue 50 within the project limits are not heavily imbalanced during the daily peak travel period, and therefore, reversible lanes are deemed not required.

1.4.10 Alternatives Considered but Eliminated from Further Discussion Prior to the "Draft" Initial Study/Environmental Assessment (IS/EA)

1.4.10.1 Realignment Study Option A1 – Avenue 50 Existing Centerline (Baseline Alignment)

Assembly Bill 2542 amended California Streets and Highways code to require, effective January 1, 2017, that Caltrans or a regional transportation planning agency demonstrate that reversible lanes were considered when submitting a capacity-increasing project or a major street or highway lane realignment project to the California Transportation Commission for approval (California Streets and Highways Code, Section 100.015). As Avenue 50 is an existing two-lane roadway without a median, implementing a reversible lane would require that Avenue 50 become a one-way street during peak hours. Since two-way traffic is required along Avenue 50 at all times, reversible lanes are not considered feasible and are not proposed as part of the project.

This baseline alternative utilized the existing centerline tangent alignment. The PDT cited the following reasons for eliminating this alternative from further consideration:

- Southbound off-ramp and northbound on-ramp would encroach into tribal land.
- Virtually zero spacing between southbound off-ramp intersection and driveways (immediately east of CVSC).
- Short southbound off-ramp (approximately 800 feet) would require a number of design exceptions.

- The 45-degree skew angle would require the longest bridges, which significantly increase the overall construction cost. It also would result in an undesirable intersection skew angle at the on- and off-ramp intersections.
- Large retaining walls.

1.4.10.2 Realignment Study Option A2 – Avenue 50 Realignment (Hybrid Alignment)

Similar to Build Alternatives 7 and 8 (up to the easterly abutment of the proposed Avenue 50 bridge over CVSC), this alignment would have continued and crossed SR-86 at approximately 90 degrees, then curved northerly (to avoid the existing radio towers located at the radio tower station) and tied back into the existing Avenue 50 centerline approximately 3,000 feet east of the proposed northbound ramp intersection.

The PDT cited the following reasons for eliminating this alternative from further consideration:

- Southbound off-ramp and northbound on-ramp would encroach into tribal land.
- Longest realignment among Avenue 50 realignment alternatives, resulting in significant environmental and ROW impacts. It also increases project costs.

1.4.10.3 Realignment Study Option A3 – Avenue 50 Realignment (Centerline Alignment at the CVSC Bridge)

The proposed improvements for this alternative utilized the existing centerline alignment up to the easterly abutment of the proposed Avenue 50 bridge over CVSC. This alignment then curved to the north and crossed SR-86 at approximately 70 degrees, then curved northerly (to avoid the existing radio towers located at the radio tower station) and tied back into the existing Avenue 50 centerline approximately 3,000 feet east of the proposed northbound ramp intersection, similar to Avenue 50 realignment Alternative 2 (discussed below).

The PDT cited the following reasons for eliminating this alternative from further consideration:

- Southbound off-ramp and northbound on-ramp would encroach into tribal land.
- Require the longest bridge over CVSC.
- Long realignment resulting in environmental and ROW impacts. It also increases project costs.

1.4.10.4 Realignment Study Option A4 – Avenue 50 Realignment (North Alignment)

This proposed alignment started by curving northerly at the westerly bridge terminus across the CVSC. It continued and crossed SR-86 at approximately 85 degrees, then curved northerly (to avoid the existing radio towers located at the radio tower station) and tied back into the existing Avenue 50 centerline approximately 3,000 feet east of the proposed northbound ramp intersection, similar to Avenue 50 realignment Alternatives 2 and 3 (discussed below). This alignment required substantial ROW easement takes from tribal land. This would result in a lengthy approval process with the Cabazon Band of Mission Indians tribal members and council and would require close coordination and agreement with the Bureau of Indian Affairs (BIA).

The PDT cited the following reasons for eliminating this alternative from further consideration:

- Substantial ROW impacts to tribal land.
- Avoid sensitive cultural resources.

1.4.10.5 Alternative 2 – Spread Diamond Interchange (From PSR-PDS)

Alternative 2 proposed a spread diamond interchange with an option to convert to a partial cloverleaf interchange to accommodate future growth and traffic demands. Avenue 50 would be realigned approximately 45 degrees in a northeasterly direction to accommodate the new interchange, perpendicular across SR-86. Tyler Street would also be realigned to maintain traffic circulation and route continuity.

The Avenue 50 overcrossing for this alternative was an approximately 60-foot-wide, 2-span structure to accommodate one through lane in each direction and two left-turn pockets for both directions. The bridge over the CVSC was a 5-span structure supported on multi-column bents.

The PDT cited the following reasons for eliminating this alternative from further consideration:

- This alternative would result in a segmented Avenue 50 (not a continuous east-west corridor), which is inconsistent with the Circulation Element of the City's General Plan;
- Impacts to Cabazon Band of Mission Indians Tribal Lands;
- Landlocked adjacent parcels (APNs 603-300-024, 603-330-011, 778-170-013, 763-020-010, 763-020-021, 763-042-022, 763-030-007, and 763-020-027); and
- Substantial impacts to KNWZ Radio Towers resulting a full acquisition and relocations of the radio transmission towers, as well as lengthy consultations with Federal Communications Commission and additional permit compliance.

1.4.10.6 Alternative 3 – Diverging Diamond Interchange (DDI)

Diverging Diamond Interchange (DDI) is an innovative, proven solution for improving safety and mobility at interchanges. Alternative 3 proposed a DDI utilizing a twin bridge layout and took advantage of reduced speeds of 25 to 35 miles per hour (mph) through the interchange. The realignment of Avenue 50 and Tyler Street on the west side of SR-86 would be similar to Build Alternatives 7 and 8. This alternative would meet the physical site constraints and provided the following benefits:

- Reduced overall ROW impacts;
- Improved skew angle, compared to other alternatives;
- Shortest Avenue 50 Overcrossing bridge length;
- Operational benefits:
  - Two phase signals reduce lost time at interchange;
  - Free-flow left turns onto expressway;
  - Increased capacity; and
- Lowest costs.

The PDT cited the following reasons for eliminating this alternative from further consideration:

- Lack of feasible options for reestablishing the Tyler Street connection to Avenue 50 on the east side of SR-86;
- Potential driver unfamiliarity;
- Safety concerns:
  - Potential for wrong-way maneuvers at crossovers; and
  - Unusual sight distance considerations.

1.4.10.7 Alternative 4 – Diamond Interchange with Roundabout Intersection Control

Alternative 4 proposed a Type L-1 Diamond interchange at Avenue 50 with the realignment of Avenue 50 and Tyler Street similar to Build Alternatives 7 and 8. Roundabouts were proposed to provide traffic ROW controls at the ramp intersections. A two-span structure was proposed for the Avenue 50 Overcrossing to accommodate three through lanes in each direction. This alternative would provide the following benefits:

- No traffic signals, which reduce lost time at interchange;
- Fewer number of overall conflict points and no left turn conflicts; and
- Reduced crash severity.

Alternative 4 was also consistent with the requirements stated in the Traffic Operations Policy Directive (TOPD) 13-02: Intersection Control Evaluation (ICE).

The PDT cited the following reasons for eliminating this alternative from further consideration:

- An undesirable 6-leg roundabout would be required on the west side of SR-86 to maintain access to the Cabazon Band of Mission Indians tribal land to the north and properties to the south.
- Three through-lane roundabouts would be required to accommodate the Avenue 50 corridor. Signing and striping on a 3-lane roundabout is complex and could lead to confusion for motorists. Currently, neither Caltrans nor FHWA has design guidelines for a three-lane roundabout.
- Due to the elevated Avenue 50 Overcrossing structure and limited space between the Avenue 50 bridge over CVSC and the southbound ramp intersection, the roundabouts would require significant fill material resulting in higher costs.
- This alternative also had safety concerns pertaining to pedestrians with vision impairment, as such persons would find it difficult to maneuver the roundabouts.

1.4.10.8 Alternative 5 – Single Point Interchange (SPUI)

A two-span structure was proposed for the Avenue 50 Overcrossing to accommodate three through lanes and two left-turn pockets for each direction of travel. This alternative would provide the following benefits:

- Improved operational efficiency and safety;
- Single traffic signal, ideal for balanced traffic volumes; and
- Wider turn radii eases movement for large vehicles.

Following the project alternative screening during ongoing PDT meetings and evaluation during the VA study session, the project team rejected this alternative. The PDT cited the following reasons for eliminating this alternative from further consideration:

- Safety Concerns:
  - Per Single Point Interchange Planning, Design, and Operations Guidelines, intersection skew angle should not exceed 15 degrees from normal;
  - Driver unfamiliarity;
- Wider bridge and extensive retaining walls resulting in substantially greater construction costs; and
- Difficult for future expansion.

1.4.10.9 Alternative 6A/6B – Modified Type L-9 Partial Cloverleaf

Alternative 6A/6B proposed a Modified Type L-9 Partial Cloverleaf interchange at SR-86 similar to Build Alternative 7 with the exception of the northbound ramp configuration. For Alternative 6A, the off-ramp aligns with the on-ramp to form a four-legged intersection with standard access control. For Alternative 6B, an innovative slip on-ramp design was proposed to comply with ADA requirements and minimize ROW impacts. Although both Alternatives 6A and 6B meet the purpose and need of the project, they do not provide feasible options for reestablishing the Tyler Street connection to Avenue 50 on the east side of SR-86.

Following the project alternative screening during ongoing PDT meetings and evaluation during the VA study session, the project team rejected this alternative. The PDT cited lack of feasible options for reestablishing the Tyler Street connection to Avenue 50 on the east side of SR-86 as the reason for eliminating these two alternatives from further consideration.

1.5 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications (PLACs) are required for project construction:

PLAC	Agency	Status
Clean Water Act Section 401 Water Quality Certification	Colorado River Basin Regional Water Quality Control Board (RWQCB)	Application for certification will be submitted to CRBRWQCB after approval of the final Environmental Document. Certificate will be acquired prior to completion of final design.
Clean Water Act Section 404 Standard Individual Permit	United States Army Corps of Engineers (USACE)	Application for permit will be submitted to USACE after approval of the final Environmental Document. Permit will be acquired prior to completion of final design.
California Fish and Game Code Section 1602 Streambed Alteration Agreement	California Department of Fish and Wildlife (CDFW)	Application for permit will be submitted to CDFW after approval of the final Environmental Document. Permit will be acquired prior to completion of final design.
Air Quality Conformity Determination	Federal Highway Administration (FHWA)	The Air Quality Conformity Analysis (AQCA) for the project was submitted to FHWA on March 14, 2019. FHWA provided a Conformity Determination on April 2, 2019.

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Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

ENVIRONMENTAL ISSUES WITH NO IMPACTS

As part of the scoping and environmental analysis carried out for the project, the following environmental issues were considered but no adverse impacts were identified. As a result, there is no further discussion about these issues in this document.

- *Coastal Zone* – California's Coastal Zone generally extends 1,000 yards inland from the mean high tide line. The project area is situated in Riverside County and is not located within the Coastal Zone. Therefore, the project is not subject to the federal Coastal Zone Management Act of 1972 (CZMA) or to the California Coastal Act of 1976.

- *Wild and Scenic Rivers* – The project is not near any National Wild and Scenic Rivers.

- *National Marine Fisheries Service (NMFS)* – This project is located outside of National Marine Fisheries Service (NMFS) jurisdiction; therefore, an NMFS species list is not required and no effects to NMFS species are anticipated.

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2.1 HUMAN ENVIRONMENT

2.1.1 Land Use

The project is located in the central portion of the City of Coachella. The land use analysis is based predominately on information contained in the City of Coachella General Plan Update (General Plan), adopted April 22, 2015. Please refer to Section 2.1.2, Farmlands, for information pertaining to agricultural land use designations and zoning consistencies.

2.1.1.1 Affected Environment

2.1.1.1.1 Existing Land Use

East of SR-86, existing land uses are predominately agricultural and residential. West of SR-86, existing land uses are predominately residential, commercial, agricultural, institutional, and open space.

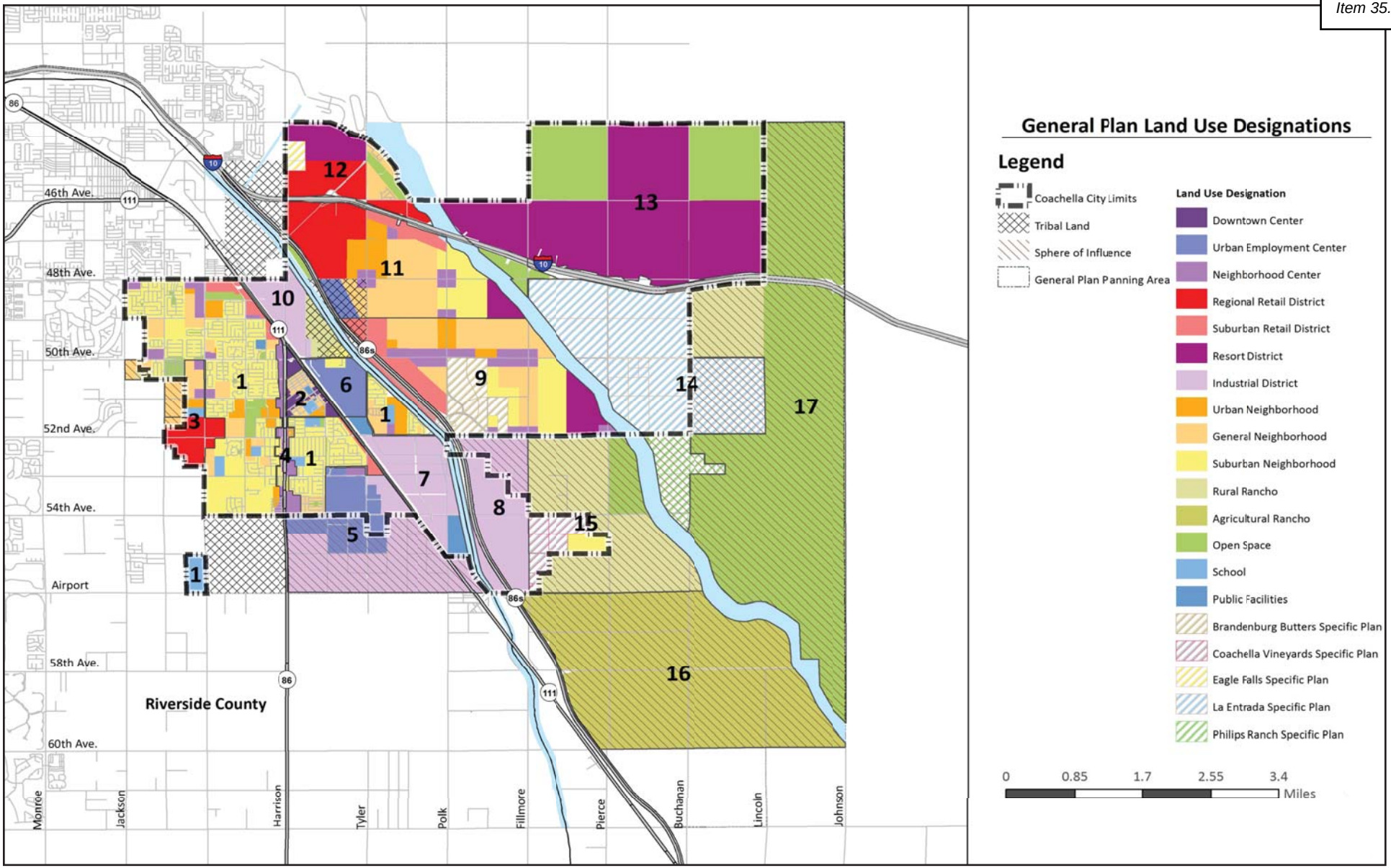
2.1.1.1.2 Future Land Use

Land use designations adjacent to the project site, as shown in the City's General Plan Figure 4-23, General Plan Designation Map, include Suburban Neighborhood, Open Space, Urban Employment Center, Suburban Retail District, Neighborhood Center, and Urban Neighborhood; refer to Figure 2.1.1-1, Coachella General Plan Land Use Designations. Areas north and west of the interchange are also identified as Tribal Land (Cabazon Band of Mission Indians). Based on the General Plan Figure 4-24, General Plan Subareas Map, existing subareas adjacent to the project site include Subarea 1 (West Coachella Neighborhoods), Subarea 6 (Downtown Expansion), Subarea 10 (North Employment District), and Subarea 9 (Central Coachella Neighborhoods); refer to Figure 2.1.1-2, Coachella General Plan Subareas.

According to the City of Coachella Official Zoning Map (2013), included as Figure 2.1.1-3, Coachella Zoning Map, the SR-86/Avenue 50 New Interchange and adjacent land uses have zoning designations of Residential Single Family (R-S), Agricultural Reserve (A-R), Open Space (O-S), Agricultural Transition (A-T), and Commercial Tourist Planned Unit Development (C-T, PUD) under the City's Zoning Code (Zoning Code). Single family residential uses to the south of Avenue 50 and west of the CVSC are specifically identified as Residential Estate (R-E). Land north of Avenue 50 and west of Tyler Street are identified as Tribal Land.

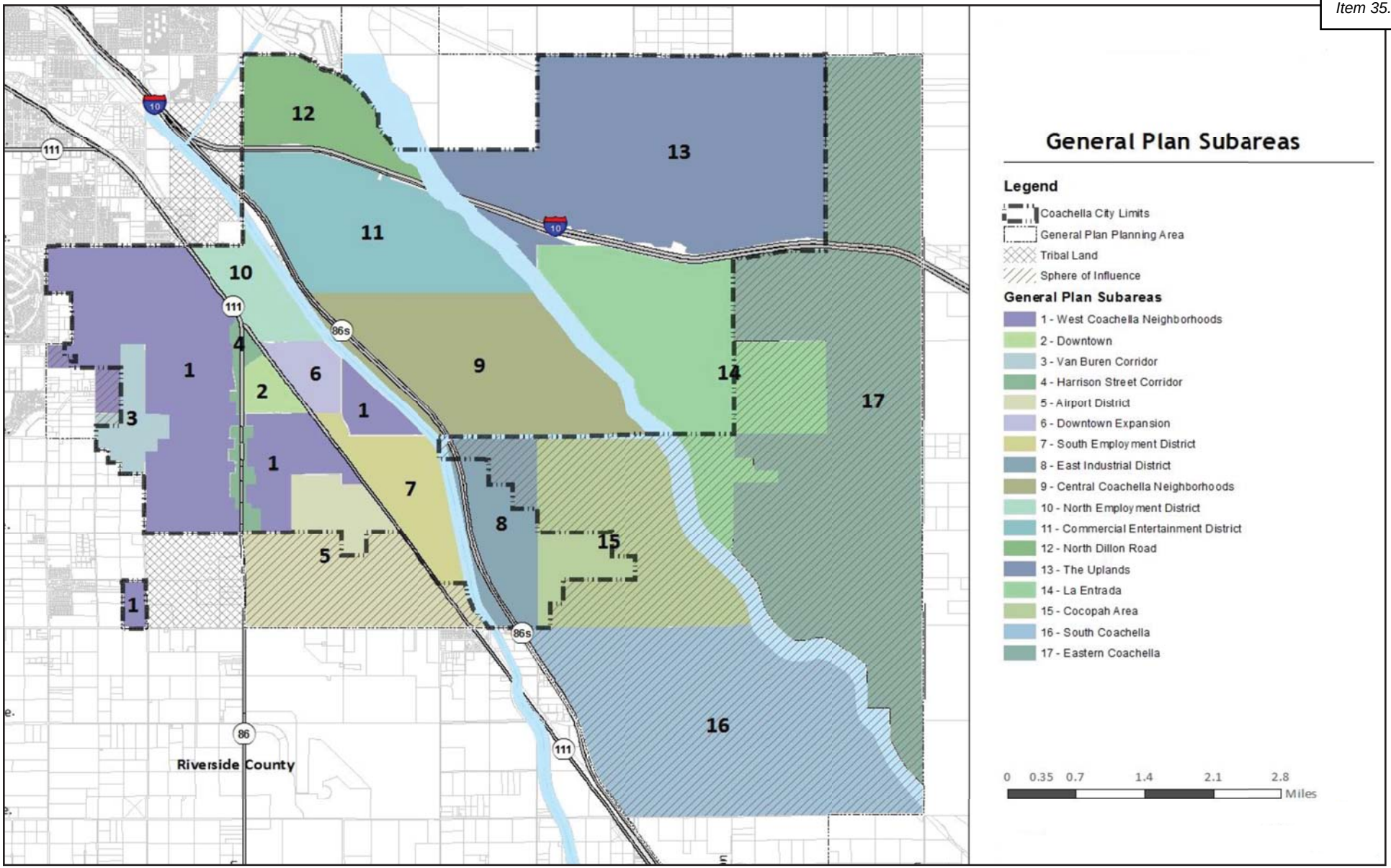
Multiple land development and transportation infrastructure projects are planned within and adjacent to the study area for future development. The locations of these projects are depicted on Figure 2.1.1-4, Planned Projects in the City of Coachella. According to the General Plan, Coachella's vision is to transform the City from a small town to a medium-sized, full-service city, and to diversify its economic activity and job opportunities. As a result, development within the City has been robust in recent years, and a substantial amount of new development is anticipated to continue throughout the City's planning horizon. Recent development trends in the City include multiple large specific plans, as well as commercial and public facilities and infrastructure that would be necessary to support the additional population that would result with implementation of these specific plans.

As shown on Figure 2.1.1-4, a portion of one specific plan (Brandenburg Butters Specific Plan) is located within the project vicinity. Further away, there are two other large specific plans located in the eastern portion of the City that would potentially utilize the new interchange at



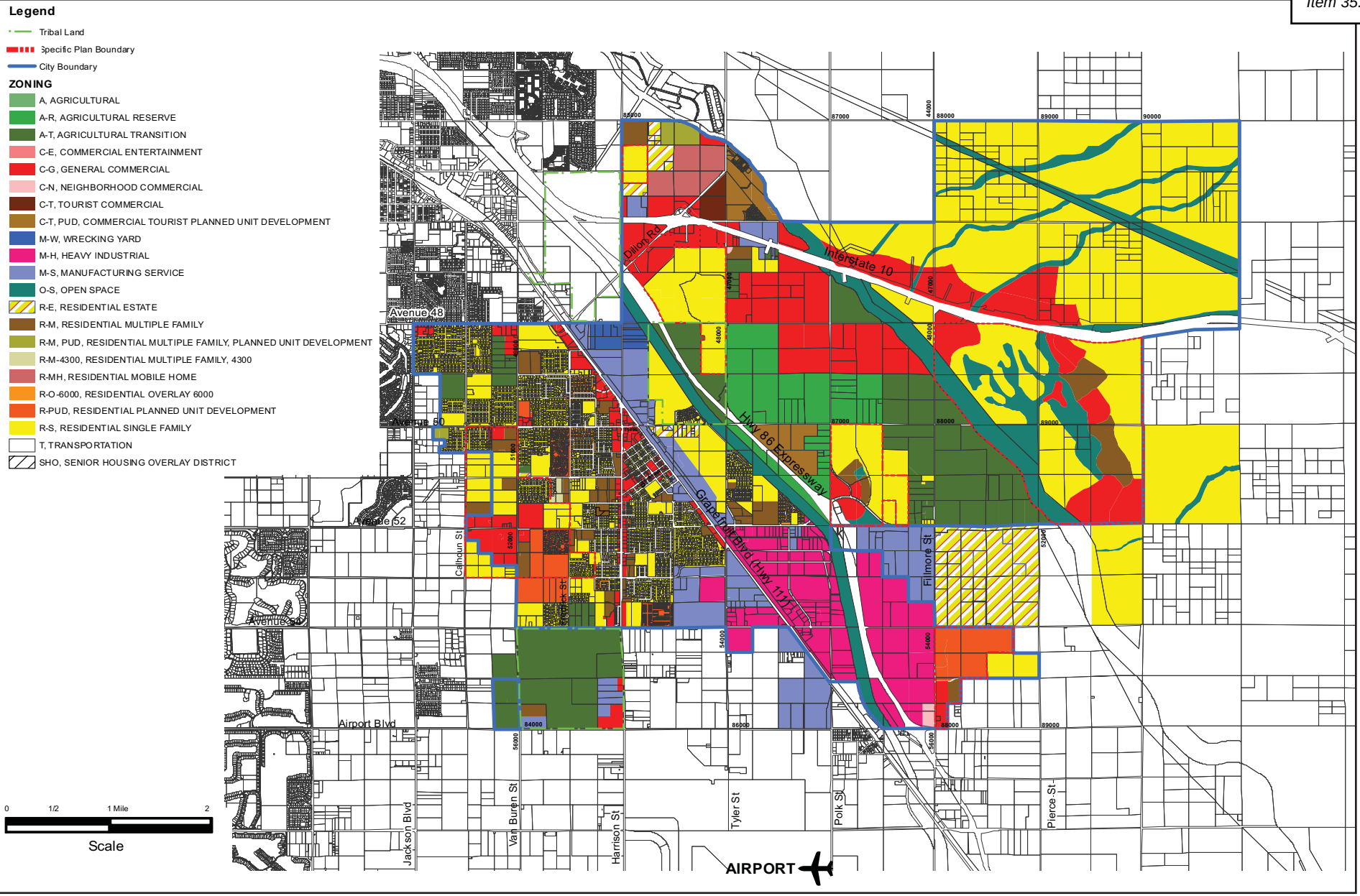
Source: City of Coachella General Plan Update 2035, January 2014.

Coachella General Plan Land Use Designations



Source: City of Coachella General Plan Update 2035, January 2014.

Coachella General Plan Subareas

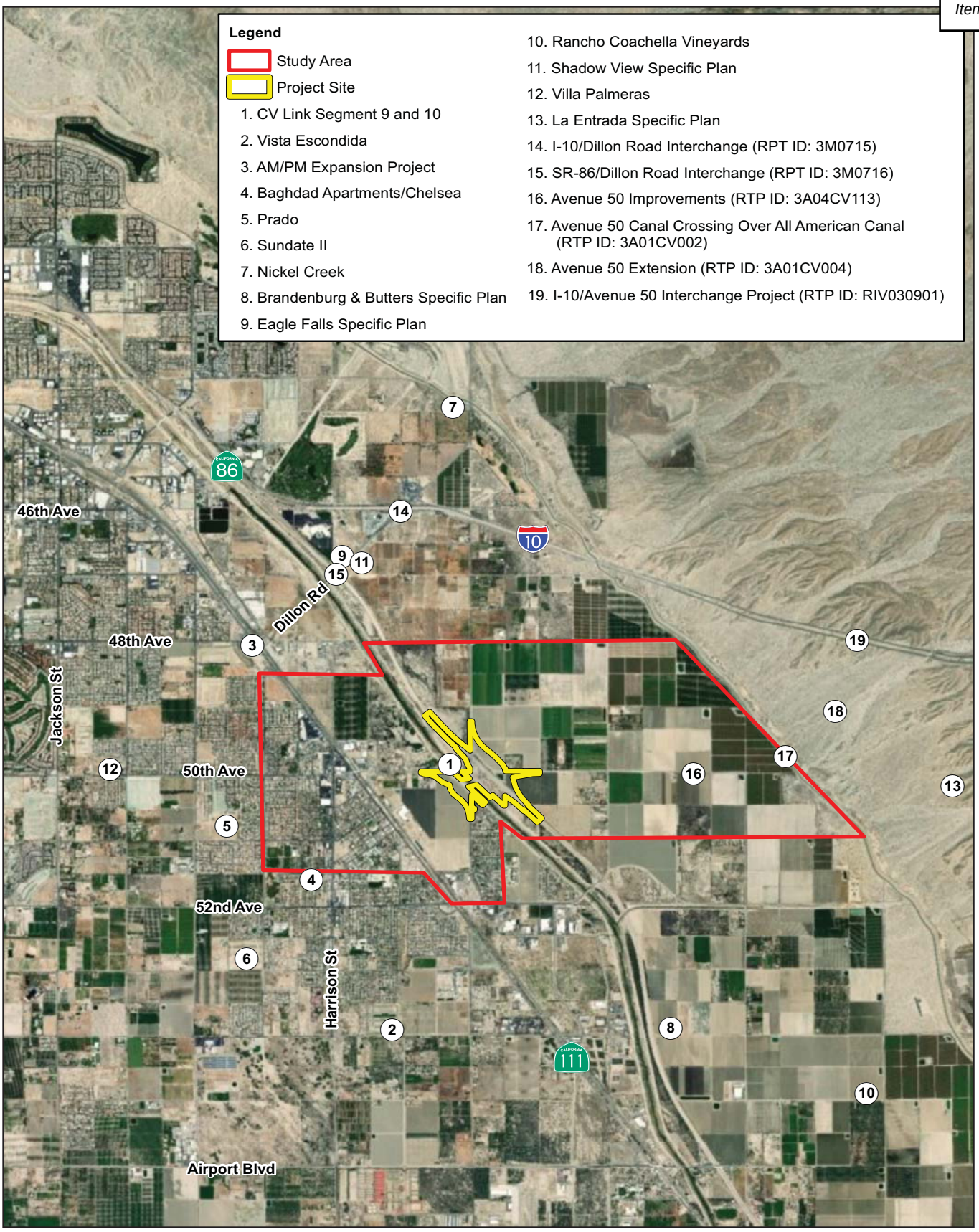


INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Coachella Zoning Map

11/18 | JN 159814

Figure 2.1.1-3



INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Planned Projects in the City of Coachella

11/18 | JN 159814

Figure 2.1.1-4

SR-86/Avenue 50 and new Avenue 50 bridge over the CVSC. These specific plans and other approved land development and transportation infrastructure projects under consideration by the City are listed in Table 2.1.1-1, Planned Projects and are identified on Figure 2.1.1-4.

Table 2.1.1-1: Planned Projects in the City of Coachella

Map ID*	Project Name	Project Description	Location	Status
1	CV Link Segments 9 and 10	3.5 miles of the total 50-mile CV Link alignment	Taylor Street to Airport Boulevard (Avenue 56)	First phase completed in Palm Springs, second phase commencing in La Quinta 2019.
2	Vista Escondida	282 single-family unit subdivision on 46.64 acres.	Northwest corner of Shady Lane and Avenue 54, Coachella.	25 percent of homes built; park and off-site improvements complete. Future phases to begin construction in 2019.
3	AM/PM Expansion Project	Construct new carwash, drive-thru restaurant, and retail buildings on 4.85 acres.	Southwest corner of Avenue 48 and Grapefruit Boulevard, Coachella.	Under construction. Phase 1 and 2 complete. Expected completion in 2020.
4	Baghdad Apartments/ Chelsea	General plan amendment from low-density residential; architectural review for 144-unit apartments and parcel map modification.	Southwest corner Calle Avila and Bagdad Avenue, Coachella.	First phase complete (56 units); off-site improvements complete. Second phase completed June 2018.
5	Prado	232 single-family unit subdivision.	West of Frederick Street between Avenue 50 and Avenue 51, Coachella.	65 homes built; all off-site improvements complete. Next phase of construction expected in 2018.
6	Sundate II	169 single-family unit subdivision.	Northwest corner Avenue 53 and Frederick Street, Coachella.	Tentative map revision approved. First phase of construction expected in 2020.
7	Nickel Creek	322 single-family unit subdivision on 64.64 acres.	Avenue 44, West of Dillon Road, Coachella.	Tentative map approved. Construction expected in 2020 or later.
8	Brandenburg & Butters Specific Plan	Revised Plan includes 212 single-family unit subdivision.	North of Avenue 54, between Fillmore Street and Polk Street, Coachella.	Tentative map approved. Construction expected in 2020 or later.
9	Eagle Falls Specific Plan	295 single-family unit subdivision on more than 90 acres.	North of I-10 West of Harrison Place, Coachella.	Tentative map approved. Construction expected in 2020 or later.
10	Rancho Coachella Vineyards	272 single-family unit subdivision 80 acres.	Northwest corner Avenue 55 and Pierce Street, Coachella.	Tentative map approved. Time extension granted. Construction expected in 2020 or later.
11	Shadow View Specific Plan	1,600 single-family unit subdivision on 368 acres.	Southeast of Dillon Road between I-10 and SR-86 Expressway, Coachella.	Tentative maps expired. Construction expected in 2020 or later.
12	Villa Palmeras	111 single-family attached and detached residential units on 11.58 acres.	South side of Avenue 50 between Jackson Street and Calhoun Street, Coachella.	Tentative map approved. Construction expected in 2020 or later.
13	La Entrada Specific Plan	7,800 residential units; mixed uses including high-density residential, commercial, public facilities, and other non-residential uses; three elementary schools and one middle school; 345 acres of parks/ recreation uses, including multi- purpose trails; 112 acres of roadway uses; and 557 acres of open space.	South of I-10 and east of All American Canal.	Specific Plan, environmental document, and Development Agreement approved. First phase of construction expected by 2020.
14	I-10/Dillon Road Interchange (RTP ID: 3M0715)			PSR approved in 2010.
15	SR-86/Dillon Road Interchange (RTP ID: 3M0716)			PSR approved in 2010.
16	Avenue 50 Improvements (RTP ID: 3A04CV113)			Final design.
17	Avenue 50 Canal Crossing over All American Canal (RTP ID: 3A01CV002)			Final design.
18	Avenue 50 Extension (RTP ID: 3A01CV004)			Final design.
19	I-10/Avenue 50 New Interchange Project (RTP ID: RIV030901)			Final design.

*Mapping ID Nos. correspond to those identified in Figure 2.1.1-4, Planned Projects in the City of Coachella.

Source: SR-86/Avenue 50 New Interchange Project Community Impact Assessment, dated September 2018.

The project site also includes a planned future alignment of the planned Coachella Valley (CV) Link project. CV Link is a 50 mile multi-modal transportation path proposed by Coachella Valley Association of Governments (CVAG) that would extend from the City of Palm Springs on the west to the City of Coachella on the east. The route is generally proposed along the levees of the CVSC and on local streets. CV Link is designed to accommodate the widest possible range of users, including pedestrians, bicyclists, low-speed electric vehicles (LSEVs), and mobility device users (wheelchairs and electric scooters). LSEVs include golf carts and neighborhood electric vehicles (NEVs). The project would accommodate a segment of the CV Link project along the south bank of the CVSC within the project limits.

2.1.1.1.2 Consistency with State, Regional, and Local Plans and Programs

Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life

The 2016-2040 RTP/SCS provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 20-year period, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address our mobility needs. The RTP seeks to identify regional solutions to transportation issues in Southern California. This comprehensive approach to regional planning is imperative to maintaining the unique social, environmental, cultural, and economic vitality for the tens of millions of people who would live, work, and play in Southern California. Federal and State regulations require SCAG, as the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO), to develop an RTP every four years in order for the region's transportation projects to qualify for federal and State funding. The RTP is updated to reflect changes in trends, progress made on projects, and to adjust the growth forecast for population changes. The 2016 RTP was adopted by SCAG's Regional Council on April 7, 2016, which subsequently received the required conformity determination letter from the FHWA and the Federal Transit Administration (FTA) on June 1, 2016.

SCAG's 2016 RTP provides the basic policy and program framework for long-term investment in the regional transportation system. Transportation investments in the SCAG region that receive State or federal transportation funds must be consistent with the RTP and must be included in the FTIP (see below) when ready for funding. The project is included in SCAG's 2016-2040 RTP/SCS (as RTP IDs RIV061159 and RIV110825).

Southern California Association of Governments (SCAG) 2019 Federal Transportation Improvement Program (FTIP)

The FTIP, formerly referred to as the Regional Transportation Improvement Program (RTIP), is a capital listing of all transportation projects proposed over a six-year period for the SCAG region. The projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, freeway ramps, etc. In the SCAG region, a biennial FTIP update is produced on an even-year cycle. The FTIP is prepared to implement projects and programs listed in the RTP and developed in compliance with State and federal requirements. County Transportation Commissions have the responsibility under State law of proposing county projects, using the current RTP's policies, programs, and projects as a guide, from among submittals by cities and local agencies. The locally prioritized lists of projects are forwarded to SCAG for review. From this list, SCAG

develops the FTIP based on consistency with the current RTP, inter-county connectivity, financial constraint, and conformity satisfaction.

The project is listed in SCAG's 2019 FTIP (adopted September 6, 2018) as a State Highway project (Project IDs RIV110825 and RIV061159). The project entry identifies the following scope of work:

- *RIV110825* – In the City of Coachella, Avenue 50 over Coachella Stormwater Channel: (Phase 1) Replacement of a 2-lane low water crossing (Bridge No. 00L0055) with a 6-lane (3 lanes in each direction) bridge on new roadway alignment from approximately 300-ft west of Apache Trail to SR-86 south intersection. Other improvements include bike lanes, sidewalks, reconstruct traffic signal/driveways, channel scour protection, and retaining existing low water crossing and culverts (EA: 0C970).

- *RIV061159* – At SR-86/Avenue 50: (Phase 2) Widen and construct new 6-through lane interchange from east of Coachella Stormwater Channel Bridge to east of Tyler Street. Improvements include: extended ramp acceleration/deceleration lanes, relocate/realign Avenue 50 and Tyler Street, bike lanes, sidewalks, and reconstruct traffic signals (SAFETEA LU 1702, CA583, #2543) (EA: 0C970).

Coachella Valley Multiple Species Habitat Conservation Plan

The Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) is a comprehensive, multi-jurisdictional habitat conservation plan focusing on preservation of species and their associated habitats within the Coachella Valley region of Riverside County. The primary goal of the CVMSHCP is to maintain and enhance biological diversity and ecosystem processes within the region while allowing the opportunity for future economic growth. The CVMSHCP covers 27 sensitive plant and wildlife species ("covered species") as well as 27 natural communities. Covered species include both listed and non-listed species that are sufficiently conserved by the CVMSHCP. The overall provisions for the plan are subdivided according to specific resource conservation goals that have been organized based on geographic areas defined as Conservation Areas. These areas are identified as Core, Essential, or Other Conserved Habitat for sensitive plant, invertebrate, amphibian, reptile, bird, and mammal species; Essential Ecological Process Areas; and Biological Corridors and Linkages. Each Conservation Area has specific Conservation Objectives that must be satisfied.

The CVMSHCP was prepared for the entire Coachella Valley and surrounding mountains to address current and potential future State and Federal Endangered Species Act issues in the Plan Area. A Memorandum of Understanding ("Planning Agreement") was developed to govern the preparation of the CVMSHCP. In late 1995 and early 1996, under the auspices of CVAG, the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, and Rancho Mirage; County of Riverside; USFWS; California Department of Fish and Wildlife (CDFW); Bureau of Land Management; U.S. Forest Service; and National Park Service signed the Planning Agreement to initiate the planning effort. Subsequently, Caltrans, Coachella Valley Water District (CVWD), Imperial Irrigation District (IID), Riverside County Flood Control and Water Conservation District (County Flood Control), Riverside County Regional Park and Open Space District, Riverside County Waste Resources Management District, California Department of Parks and Recreation, and Coachella Valley Mountain Conservancy decided to participate in the CVMSHCP. Local Permittees would be required to ensure future development is consistent with the MSHCP.

The CVMSHCP balances environmental protection and economic development objectives in the plan area and simplifies compliance with endangered species related laws. The CVMSHCP is intended to satisfy the legal requirements for the issuance of permits that would allow the Take of species covered by the plan in the course of otherwise lawful activities. The CVMSHCP would, to the maximum extent practicable, minimize and mitigate the impacts of "Take" and provide for Conservation of the Covered Species. Implementation of the MSHCP would be overseen and administered by the Coachella Valley Conservation Commission (CVCC), a joint powers authority formed by the Local Permittees pursuant to the requirements of the California Government Code and other appropriate legal authorities. Each participating Permittee or local jurisdiction within the Coachella Valley region would impose a development mitigation fee for new development projects within its jurisdiction. With payment of the mitigation fee and compliance with the requirements of the CVMSHCP, full mitigation compliance with CEQA, the NEPA, California Endangered Species Act (CESA), and Federal Endangered Species Act (FESA) would be granted.

The CDFW issued the Natural Community Conservation Plan permit for the CVMSHCP on September 9, 2008, and the USFWS issued the final permit for the CVMSHCP on October 1, 2008. The MSHCP "balances environmental protection and economic development objectives in the plan area and simplifies compliance with endangered species related laws" (CVAG 2007). It currently covers 27 species; a Reserve System would be established within 21 Conservation Areas based on occurrences of 27 natural communities that provide habitat for the Covered Species. The Biological Study Area (BSA) associated with the project is located in the CVMSHCP Area, but is located outside of all associated Conservation Areas (Natural Environment Study [NES], May 2018).

City of Coachella General Plan

The City of Coachella's General Plan was adopted on April 22, 2015, and it establishes a comprehensive framework through which the City manages its growth and development.

Mobility Element

The Mobility Element addresses both automobile travel as well as the movement of bicycles, pedestrians, and transit users. Rather than prioritize one mode of travel as compared to another, the goals and policies outlined are focused on creating a balanced transportation system in which all modes of travel are treated equally. Relevant mobility-related goals and policies in the General Plan are described below.

ME Goal 1 – Complete Streets. A balanced transportation system that accommodates all modes of travel safely and efficiently without prioritizing automobile travel at the expense of other modes.

ME Policy 1.1 – Complete streets for new construction. Require that the planning, design and construction of all new transportation projects consider the needs of all modes of travel to create safe, livable and inviting environments for pedestrians, bicyclists, motorists and public transit users of all ages and abilities.

ME Policy 1.2 – Complete streets for existing roadways. Require that the planning, design and reconstruction of any existing transportation projects consider the needs of all travel modes to the extent feasible.

ME Policy 1.6 – Pedestrian and cyclist safety. Balance the safety concerns of pedestrians and cyclists with motor vehicles and emergency response to ensure that the safety of all users of the transportation system is considered.

ME Policy 1.7 – Street Beautification: Require that the City maintain consistency among landscape and streetscape elements along roadway projects to create a more uniform approach to these items throughout the City.

ME Goal 3 – Pedestrian Network. A safe pedestrian network that provides direct connections between residences, employment, shopping and civic uses.

ME Policy 3.3 – Sidewalks for roadways. Require that the City provide wide sidewalks along all roadways which are built or reconstructed in the City except in those instances in which there is insufficient right-of-way or other physical limitations.

ME Goal 4 – Bicycle Trail Network. A bicycle and multi-use trail network that facilitates bicycling for commuting, school, shopping and recreational trips.

ME Policy 4.1 – Bicycle networks. Require that the City provide additional bicycle facilities along all roadways in the City which are built or reconstructed in the City except in those instances in which there is insufficient right-of-way or other physical limitations.

ME Goal 6 – Sustainable Transportation. A sustainable transportation system that can be built, operated, and maintained within the City's existing and future resource limitations.

ME Policy 6.5 – Sustainable Landscaping. Promote the use of sustainable landscape and streetscape elements along roadways and other transportation facilities as they are constructed or reconstructed.

Land Use and Community Character Element

The Land Use and Community Character Element provides a long-term vision, goals, and policies for land use and development in Coachella over the next 20 to 30 years. Over this time, Coachella is expected to grow significantly and transform from a small town to a medium sized city. The goals and policies in the Land Use and Community Character Element are critical to the overall development of the City. In addition to regulating land use and development intensity, this element also regulates the form and character of development that would occur and the connections between development projects. Relevant land use-related goals and policies in the General Plan are described below.

LU Policy 3.3 – Pedestrian barriers. Discourage physical barriers to walking and bicycling between and within neighborhoods and neighborhood centers. If physical barriers are unavoidable, provide safe and comfortable crossings for pedestrians and cyclists. Physical barriers may include arterial streets with speed limits above 35 mph, transit or utility rights-of-way, very long blocks without through-streets, and sound walls, among others.

LU Goal 9 – Corridors and Connectivity. A network of transportation and open space corridors throughout the City that provides a high level of connectivity for vehicles, cyclists and pedestrians.

LU Policy 9.4 – Transportation corridors. Plan and reserve transportation corridors in coordination with land use.

- Avenues 50 and 52. Establish Avenues 50 and 52 as important cross-town corridors that connect Coachella, serve as transitions between neighborhoods, provide opportunities for local-serving retail and balance the needs of multiple transport modes.

2.1.1.2 Environmental Consequences

Alternative 1 (No-Build Alternative)

The No-Build Alternative is not consistent with State and regional plans and programs, or the City's General Plan for this area. Refer to Table 2.1.1-2, Consistency with State, Regional, and Local Plans and Programs.

Alternatives 7 and 8 (Build Alternatives)

While permanent ROW acquisition would be required, conversion of these vacant, residential, agricultural, and commercial (radio tower station) uses to a roadway use would not trigger a new land use requiring an amendment to the City's General Plan Land Use Element for both Build Alternatives 7 and 8. Relocation of the one residential use would occur within a comparable land use area in the City, which would not necessitate a General Plan Amendment. Therefore, no permanent land use impacts would occur.

As outlined above, the project is a planned project per the City's General Plan Mobility Element. Build Alternatives 7 and 8 would be consistent with State, regional, and local plans and programs, as identified in Table 2.1.1-2.

Table 2.1.1-2: Consistency with State, Regional, and Local Plans and Programs

Policy	No-Build Alternative	Build Alternatives 7 and 8
Regional Plans and Programs		
Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)	**Not Consistent.** The project is included in SCAG's 2016-2040 RTP/SCS as RTP IDs RIV061159 and RIV110825. As such, implementation of the No-Build Alternative would not be consistent with the 2016-2040 RTP/SCS since the transportation improvements that would be provided by the project would not be constructed under the No-Build Alternative.	**Consistent.** The project is included in SCAG's 2016-2040 RTP/SCS as RTP IDs RIV061159 and RIV110825. As such, implementation of Build Alternatives 7 and 8 would be consistent with the 2016-2040 RTP/SCS since the transportation improvements that would be provided by the project would be constructed under Build Alternatives 7 and 8.
Southern California Association of Governments (SCAG) 2019 Federal Transportation Improvement Program (FTIP)	**Not Consistent.** The project is included in SCAG's 2019 FTIP as Project ID RIV061159 and RIV110825. As such, implementation of the No-Build Alternative would not be consistent with the 2019 FTIP since the transportation improvements that would be provided by the project would not be constructed under the No-Build Alternative.	**Consistent.** The project is included in SCAG's 2019 FTIP as Project ID RIV061159 and RIV110825. As such, implementation of the Alternative 7 or Alternative 8 would be consistent with the 2019 FTIP since the transportation improvements that would be provided by the project would be constructed under the project.

Table 2.1.1-2: Consistency with State, Regional, and Local Plans and Programs [continued]

Policy	No-Build Alternative	Build Alternatives 7 and 8
Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP)	**Not Consistent.** The project is recognized as a Covered Activity under the CVMSHCP. In developing the conservation goals and objectives of the CVMSHCP, the project was determined to be consistent with the biological goals and objectives of the CVMSHCP. The project is located within the boundaries of the CVMSHCP, although it is not located within any identified Conservation Areas. As the project is a Covered Activity, even though it is located outside designated Conservation Areas, because the project is an identified covered project, implementation of the No-Build Alternative would not be consistent with the CVMSHCP.	**Consistent.** As indicated in the CVMSHCP Table 7-3, CVAG Regional Road Projects, Caltrans and the City of Coachella are both agencies identified in conjunction with the State Route 86/Avenue 50 New Interchange Project. Implementing Agencies are obligated to acquire land and fund the Monitoring Program, the Management program, and Adaptive Management is described in Section 6.6.1 and Section 6.6.2 of the CVMSHCP. The project is recognized as a Covered Activity under the CVMSHCP. In developing the conservation goals and objectives of the CVMSHCP, the project was determined to be consistent with the biological goals and objectives of the CVMSHCP. The project is located within the boundaries of the CVMSHCP, but is not located within any identified Conservation Areas. As such, no CVMSHCP Conservation Areas would be impacted from project implementation. Although the project is a Covered Activity located outside designated Conservation Areas, construction of the project is still expected to be consistent with the applicable avoidance, minimization, and mitigation measures set forth in Section 4.4 of the CVMSHCP. No further avoidance, minimization, and mitigation measures are required. See Section 2.3, "Biological Environment" in this chapter of this Environmental Document for more detailed discussion regarding the project's consistency with the CVMSHCP.
Local Plans and Programs		
City of Coachella General Plan Mobility Element: Goal 1 - Complete Streets, Policies 1.1, Complete streets for new construction; 1.2, Complete streets for existing roadways; 1.6, Pedestrian and cyclist safety; and 1.7, Street Beautification	**Not Consistent.** Under the No-Build Alternative, no changes to the existing roadways would occur in the project area. This alternative would not improve interchange traffic operations, nor would it contribute to the achievement of the City's mobility goals, particularly those excerpted herein as part of the City of Coachella General Plan discussion.	**Consistent.** With implementation of the Build Alternatives 7 and 8, the project would contribute to a balanced transportation system that accommodates all modes of travel safely and efficiently without prioritizing automobile travel at the expense of other modes. Through the sidewalks, dedicated LSEV lanes, LSEV connections, and accommodation of the CV Link right-of-way, the project considers all modes of travel to create safe environments for pedestrians, bicyclists, motorists, and public transit users. Not only would the project accommodate these alternative modes of transportation, but would also increase connectivity of automobiles in the area, including emergency vehicle access. Further, all City General Plan goals and policies pertaining to street trees would be incorporated into the improvements located within City right-of-way, as part of the City's design review process.
Goal 4, Bicycle Trail Network, Policies 3.3, Sidewalks for roadways; and 4.1, Bicycle networks	**Not Consistent.** Under the No-Build Alternative, no changes to the existing roadways would occur in the project area. This alternative would not improve interchange traffic operations, nor would it contribute to the achievement of the City's mobility goals, particularly those excerpted herein as part of the City of Coachella General Plan discussion.	**Consistent.** Development of Build Alternatives 7 and 8 would provide wide sidewalks and bicycle lanes along all project roadways, removing the existing physical limitations imposed by the CVSC and SR-86.

Table 2.1.1-2: Consistency with State, Regional, and Local Plans and Programs [continued]

Policy	No-Build Alternative	Build Alternatives 7 and 8
Goal 6, Sustainable Transportation, Policy 6.5, Sustainable Landscaping	**Not Consistent.** Under the No-Build Alternative, no changes to the existing roadways would occur in the project area. This alternative would not improve interchange traffic operations, nor would it contribute to the achievement of the City's mobility goals, particularly those excerpted herein as part of the City of Coachella General Plan discussion.	**Consistent.** All City General Plan goals and policies pertaining to streetscape and sustainable landscape would be incorporated into the improvements located within City right-of-way, as part of the City's design review process.
City of Coachella General Plan Land Use and Community Character Element: Policy 3.3, Pedestrian barriers	**Not Consistent.** Under the No-Build Alternative, no changes to the existing roadways would occur in the project area. This alternative would not improve the physical barriers to pedestrians and bicyclists presented by the SR-86 corridor.	**Consistent.** Build Alternatives 7 and 8 support development patterns and urban design comprised of complete, walkable streets that support healthy and active lifestyles. Implementation of the project would encourage walkability by maximizing connectivity both to the future CV Link Project, as well as between the east and west sides of SR-86.
Goal 9, Corridors and Connectivity, Policy 9.4, Transportation corridors	**Not Consistent.** Under the No-Build Alternative, no changes to the existing roadways would occur in the project area. This alternative would not improve interchange traffic operations, nor would it contribute to the achievement of the City's mobility goals, particularly those excerpted herein as part of the City of Coachella General Plan discussion.	**Consistent.** The project would enhance the City's network of transportation and open space corridors (particularly along Avenue 50, SR-86, and the CVSC), which provides a high level of connectivity for vehicles, bicyclists, and pedestrians in the project area. These corridors would increase the City's green/open space network along, and to, the CVSC.

2.1.1.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.1.1.4 Parks and Recreational Facilities

2.1.1.4.1 Affected Environment

There is one public park located within 0.5-mile of the project site, as described below.

- Sierra Vista Park is a park that adjoins the project site in the southwest quadrant at 50-570 Calle Mendoza, in the City of Coachella. This 2.6-acre park includes one basketball court, and a playground and picnic tables. The facility is owned and operated by the City and is open to the public.

2.1.1.4.2 Environmental Consequences

Alternative 1 (No-Build Alternative)

No temporary, permanent, and/or indirect impacts on the aforementioned parks/recreational facilities would occur with implementation of the No-Build Alternative, since no construction activity or land use changes would occur with this alternative.

Alternatives 7 and 8 (Build Alternatives)

A detailed discussion of temporary, permanent, and indirect impacts of the Build Alternatives on the aforementioned parks/recreational facilities is provided in Appendix A to this Environmental Document.

Potential project effects related to the Sierra Vista Park are discussed below.

Sierra Vista Park

As discussed above, Sierra Vista Park is a park that adjoins the project site in the southwest quadrant at 50-570 Calle Mendoza, in the City of Coachella. This 2.6-acre park includes one basketball court, and a playground and picnic tables. The facility is owned and operated by the City and is open to the public. Thus, it is considered a Section 4(f) property under the provisions of Section 4(f).

There are a number of existing electrical power poles within Sierra Vista Park that would require removal as part of Phase 1 of project construction. Specifically, there are four power poles located within Sierra Vista Park that would be removed under construction of the Build Alternatives (pole numbers T-17671; T-17672; T-17673; and T-17674). Figure A-4 of Appendix A, Project Improvements Relative to Sierra Vista Park, shows the location of the affected power poles. Construction activities associated with the power pole relocation would be of short duration (approximately one week). During this brief period, the park may require closure for safety purposes. Measure PR-1 would ensure that closure information is received by the City 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.

Upon completion of the power pole removal, full use of Sierra Vista Park would be restored and users of the park would continue to utilize the park facilities as they currently do. The removal of the power poles would represent a beneficial impact during long-term operations, since these existing obstructions would be removed.

Construction of the re-alignment of Tyler Street is expected to be completed within one to three months. Throughout the duration of construction of the re-alignment of Tyler Street, pedestrian access to Sierra Vista Park would be maintained (aside from the maximum of one week when power pole relocation in Sierra Vista Park occurs). Park users would be able to park along the streets located in the neighborhood immediately south of the park during the re-alignment of Tyler Street and construction of the cul-de-sac. Roadside parking within walking distance of the park would be available specifically on Calle Mendoza, Calle Pizano, Corte Olivia, and Las Flores Avenue, all of which are located less than 0.25-mile from the park. Additionally, a sidewalk is currently provided along the eastern side of Tyler Street. The sidewalk along Tyler Street would remain open throughout project construction.

A temporary loss of parking for users of the park would occur during Phase 1 of project construction. There are currently 11 parallel parking stalls located on the east side of Tyler Street along the park's western border; no parking is permitted along the west side of Tyler Street. Following project completion, access to Sierra Vista Park would be provided via a new driveway extending immediately north of Calle Mendoza. This driveway would include 11 diagonal parking spaces along the eastern side and three parallel parking spaces along each side of the roadway. A cul-de-sac would be provided at the end of the driveway. Refer to Figure A-4 of Appendix A for the location of parking.

As summarized above, based on review of preliminary engineering efforts to date for the project, Caltrans anticipates concluding that the project would result in no use of Sierra Vista Park, and that regarding Sierra Vista Park, the project satisfies the criteria for a Temporary Occupancy exception as set forth in 23 CFR 774.13(d). Written correspondence took place with Ms. Maritza Martinez**,** Public Works Director at the City of Coachella, in this regard and the City provided their agreement with the temporary occupancy exception determination.

As noted above, the removal of power poles from Sierra Vista Park would take a maximum of one week, and the realignment of Tyler Street would last from one to three months. The scope of work for the project in relation to Sierra Vista Park would be minor and would result in beneficial impacts for park users after the poles are removed. This duration would be shorter than construction of Phase 1 of the project (12 months). Access to the park would be maintained continuously during the realignment of Tyler Street, and an increased amount of parking would be provided adjacent to Sierra Vista Park, as compared to existing conditions. Moreover, Measure PR-1 would require that the City of Coachella 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. Accordingly, the project would not interfere with the protected activities, features, or attributes of the property. Additionally, there would be no change in ownership of any land associated with Sierra Vista Park.

Since the project would result in no use of Sierra Vista Park, this facility meets the Section 4(f) exception requirements of 23 CFR 774.13(d). In addition, the project would have minimal adverse constructive use effects (i.e., “proximity” impacts), that would substantially impair the activities, features, and/or attributes that qualify this facility for protection under Section 4(f), such as access (discussed above), visual/aesthetics (refer to Section 2.1.7), air quality (refer to Section 2.2.6), and noise (refer to Section 2.2.7). As such, the project would not represent a use of this resource under the provisions of Section 4(f).

The above-referenced parks and recreational resources are shown on Figure A-1 in Appendix A. These resources were evaluated to assess whether they would trigger the requirements for protection under Section 4(f). As discussed in Appendix A, although there are Section 4(f) resources located within 0.5-mile of the project area, the project would not result in a use of these Section 4(f) resources. Refer to Appendix A for additional discussion regarding evaluation of the project under Section 4(f).

In California, public parks operated by public agencies are protected by the Park Preservation Act (California Public Resources Code [PRC] Sections 5400-5409). As defined by the Park Preservation Act, “public park” means any park operated by a public agency. The Park Preservation Act prohibits local and State agencies from acquiring any property that is in use as a public park at the time of acquisition unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the park land and any park facilities on that land. Because neither of the Build Alternatives would result in the acquisition of land in use as a public park, the requirements of the Park Preservation Act do not apply to the project.

2.1.1.4.3 Avoidance, Minimization, and/or Mitigation Measures

Refer to Appendix A, Section 4(f). Measure PR-1 would ensure that closure information for Sierra Vista Park is received by the City a minimum of 60 days in advance, so that the City would be able to provide 30 days advance notice of closure to the neighborhood from Calle Mendoza south to Avenue 52.

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2.1.2 Farmland

2.1.2.1 Regulatory Setting

The National Environmental Policy Act (NEPA) and the Farmland Protection Policy Act (FPPA, 7 United States Code [USC] 4201-4209; and its regulations, 7 Code of Federal Regulations [CFR] Part 658) require federal agencies, such as the Federal Highway Administration (FHWA), to coordinate with the Natural Resources Conservation Service (NRCS) if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. For purposes of the FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance.

The California Environmental Quality Act (CEQA) requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to discourage the early conversion of agricultural and open space lands to other uses.

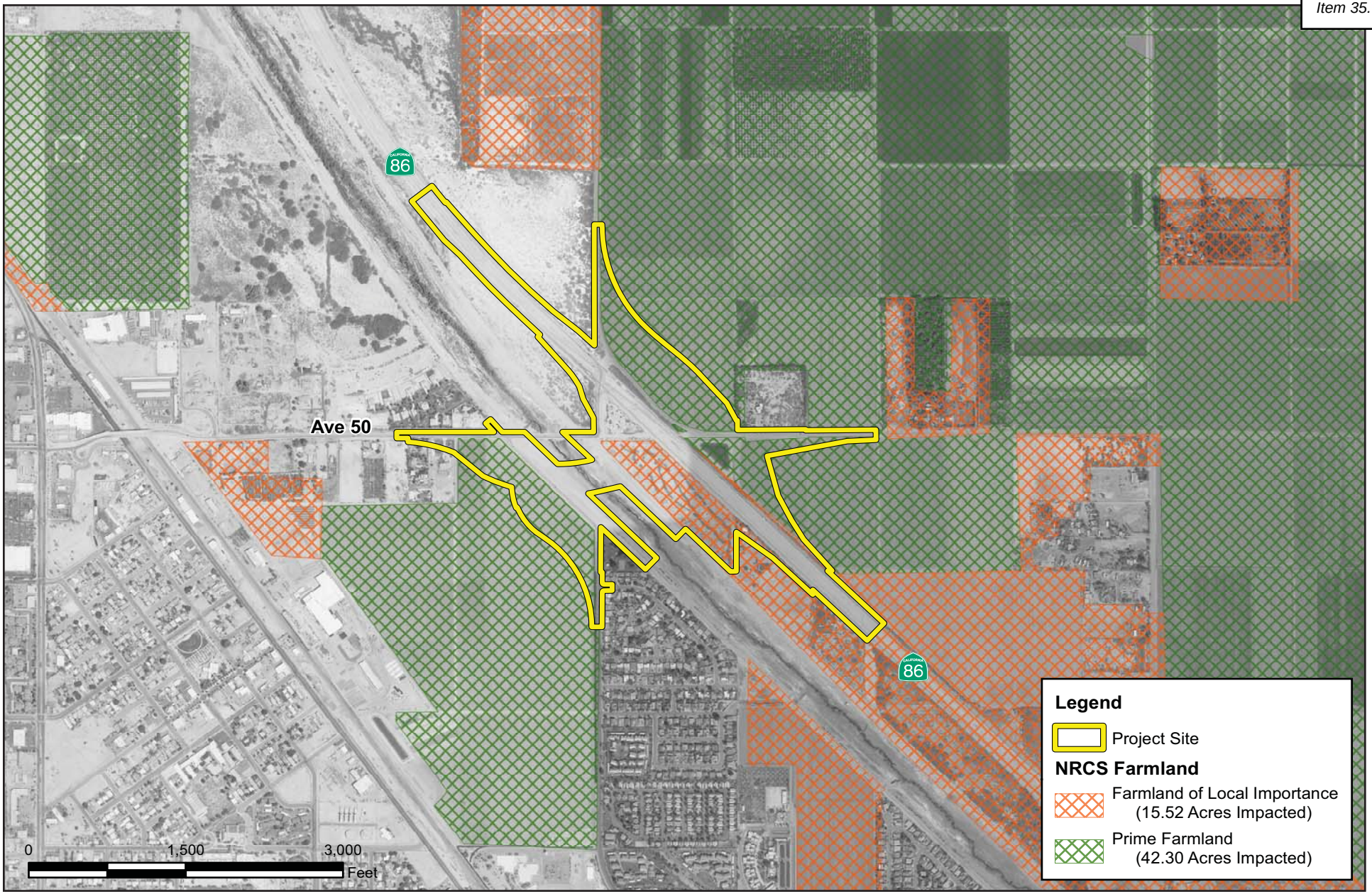
2.1.2.2 Affected Environment

Information in this section is based on the August 2018 Community Impact Assessment (CIA) that was prepared for the project.

The California Department of Conservation, Office of Land Conservation maintains a statewide inventory of farmlands. These lands are mapped by the Division of Land Resource Protection (DLRP) as part of the Farmland Mapping and Monitoring Program (FMMP). For the purposes of this analysis, farmland includes lands identified by the State of California Department of Conservation as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, and Farmland of Local Importance, as well as those properties encumbered by a Williamson Act preserve contract.

Cultivated farmland, consisting of a variety of row crops, is located within both the northeast and southwest quadrants of the interchange. Row crops within the project area have historically included fruits and vegetables (lettuce, celery, broccoli, strawberries, etc.) but can vary widely due to seasonal demand and market conditions. The cultivated land in the southwest quadrant has been designated as Prime Farmland by the California Department of Conservation, DLRP. In the northeast quadrant, there are both Prime Farmland and Farmland of Local Importance designations for the cultivated land. None of these farmlands are currently committed to future development. Refer to Figure 2.1.2-1, Important Farmland Map.

There are no Williamson Act lands within the project area.



INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Important Farmland Map

11/18 | JN 159814

Figure 2.1.2-1

2.1.2.3 Environmental Consequences

2.1.2.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

Since no construction or physical changes to the environment would occur under the No-Build Alternative, no conversion of farmland would result; therefore, no temporary impacts would occur under this alternative.

Alternatives 7 and 8 (Build Alternatives)

Potential impacts to farmland associated with Phase 1 and Phase 2 construction and operation of the Build Alternatives are considered permanent. Refer to Section 2.1.2.3.2, Permanent Impacts, below.

2.1.2.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

There would be no permanent impacts under the No-Build Alternative since no farmland conversion would occur.

Alternatives 7 and 8 (Build Alternatives)

In the context of permanent impacts to farmland, the two agricultural parcels discussed below are owned by the same entity. Accordingly, the discussion of Alternatives 7 and 8, as well as the phasing of the project (Phase 1 and Phase 2), is combined into a single discussion since implementation of either Build Alternative and would result in similar impacts and impacts would be addressed as a single project.

Construction would occur in two phases and is anticipated to last approximately 27 months. Although grading and construction impacts would be temporary, it is expected that agricultural activities will not be restored in these areas, due to a lack of accessibility for agricultural equipment. As such, these impacts to agricultural lands are considered permanent impacts. Project implementation would bisect two agricultural parcels (Assessor's Parcel Number [APN]: 778-170-011 and 603-330-010), resulting in 13.35 acres of remnant portions of the parcels following construction of the project, considered to be an indirect conversion of farmland acreage. Either Build Alternative would directly convert 44.47 acres of farmland. The total acreage of permanently impacted farmland is 57.82 acres (refer to Table 2.1.2-1: Important Farmland Conversion, and Figure 2.1.2-1: Important Farmland Map). The project is subject to the FPPA, 7 USC 4201-4209; and its regulations, 7 CFR Part 658). The FPPA requires Federal agencies to "…coordinate with the Natural Resources Conservation Service (NRCS) to examine the effects of farmland conversion…" before they approve any activity that would convert farmland. According to the FPPA, Section 658.2, farmland does not include land already in or committed to urban development. In order to determine permanent farmland impacts in the study area, per the FPPA, a Farmland Conversion Impact Rating Form (Form AD-1006) was completed for the Build Alternatives and submitted to the NRCS for review. Documentation of coordination with NRCS is provided in Chapter 4.0 of this document, Comments and Coordination.

Both Build Alternatives rated the same combined score of 179 points on the land evaluation and site assessment portion of the Form AD-1006. When the total points equal or exceed 160, it is expected that alternative actions be considered that could reduce adverse impacts. Refer to Appendix H, Farmland Impact Rating Form, of this document.

Table 2.1.2-1: Important Farmland Conversion

Alternative	Total Farmland Affected (acres)	Prime Farmland (acres)	Farmland of Local Importance (acres)	Direct Impact (acres)	Indirect Impact (acres)	Percent of Important Farmland in County	Farmland Conversion Impact Rating
Build Alternatives	57.82	42.30	15.52	44.47	13.35	0.006%	179

Although the Form AD-1006 threshold of 160 has been exceeded, Riverside County as a whole contains 419,835 acres of important farmland, meaning that the project comprises a total of 0.006 percent of important farmland in Riverside County. Additionally, the City's General Plan does not assign an "agricultural" land use designation to these areas, but rather, residential and commercial land use designations. As stated in General Plan Policy 2.14, Reserve Development Areas, subareas 13, 15, and 16 will maintain their current land or agricultural use until the identified "High Priority Development Areas" are at least 60 percent developed with urban uses or preserved open spaces. Consistent with Policy 2.14, the project site is located in subareas 6, 9, and 10, which are areas identified as "High Priority Development Areas" in the General Plan. Refer to Figure 2.1.1-2: Coachella General Plan Subareas in Section 2.1.1, Land Use, in this IS/EA.

The western portion of the project site (west of the Coachella Valley Stormwater Channel [CVSC]) is zoned "residential single family," the CVSC is zoned "open space" and the eastern portion of the project site is zoned "PUD, commercial tourist planned unit development," "agricultural reserve," and "agricultural transition." However, as a roadway project, the Build Alternatives would not result in the creation of a new land use or development that would result in a zoning conflict resulting in the need for a zone change. Although the Build Alternatives would provide infrastructure that is intended to serve future planned growth, any future development project within agricultural areas of the City would be subject to a case-by-case zoning consistency review as part of its entitlement process.

Although the Build Alternatives have received a combined score of 179 on the Form AD-1006, exceeding the threshold where alternative actions should be considered, the NRCS data indicates that the prime and unique farmland to be converted to non-agricultural use comprises just 0.006 percent of farmland in the County jurisdiction. Accordingly, the measure which has been incorporated into the project, which provides property owners with just compensation and fair market value for their property, is considered appropriate to address the project's acquisition of agricultural land for non-agricultural use.

2.1.2.4 Avoidance, Minimization, and/or Mitigation Measures

Implementation of minimization measure ROW-1 will appropriately address the project's acquisition of agricultural land for non-agricultural use.

2.1.3 Growth

2.1.3.1 Regulatory Setting

The Council on Environmental Quality (CEQ) regulations, which established the steps necessary to comply with the National Environmental Policy Act (NEPA) of 1969, require evaluation of the potential environmental effects of all proposed federal activities and programs. This provision includes a requirement to examine indirect effects, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations (40 Code of Federal Regulations [CFR] 1508.8) refer to these consequences as indirect impacts. Indirect impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The California Environmental Quality Act (CEQA) also requires the analysis of a project's potential to induce growth. The CEQA guidelines (Section 15126.2[d]) require that environmental documents "…discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…"

2.1.3.2 Affected Environment

Information for this section was derived from the Community Impact Assessment (August 2018) that was prepared for the project. The affected environment for growth effects includes the community impact study area boundaries shown in Figure 2.1.4-1, Community Impact Study Area, in Section 2.1.4, Community Impacts, of this IS/EA.

As discussed in Section 2.1.1, Land Use, of this IS/EA, development within the City has been robust in recent years, and a substantial amount of new development is anticipated to continue throughout the City's planning horizon. Recent development trends in the City include multiple large specific plans, as well as commercial and public facilities and infrastructure that would be necessary to support the additional population that would result with implementation of these specific plans.

Population Growth Rates. Table 2.1.3-1 below, shows the projected population, housing units, and employment figures for both the City of Coachella and the County of Riverside for year 2012 and future year 2040, according to the Growth Forecast Appendix of the *2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS),* adopted by the Southern California Association of Governments (SCAG) in June 2016. This data shows that population, housing unit, and employment growth in the City will dramatically increase in the next 20 years. In fact, the City's population is projected to more than triple from about 42,000 people, to just over 146,000 in 2040. This is a major contrast to the slower rate of growth projected in Riverside County. Overall, the County's population is expected to increase from 2.2 million people to approximately 3.2 million in 2040, an increase of 41.1 percent.

Table 2.1.3-1: Population, Housing Unit and Employment Projections for the City and County

Type	Location	2012	2040
Population	City of Coachella	42,400	146,300
	Riverside County	2,245,100	3,168,000
Housing Units	City of Coachella	9,200	40,100
	Riverside County	694,400	1,048,500
Employment	City of Coachella	8,500	34,400
	Riverside County	616,700	1,174,300

Source: Growth Forecast Appendix, 2016 RTP/SCS, SCAG, June 2016, Table 11.

Planned Land Use. For the purposes of planned land use organization, Coachella is divided into 17 distinct and unique subareas. The purpose of the subareas is to define an overall vision and specific policy direction that supplements the *General Plan* designations and the citywide goals and policies. Descriptions of each of the 17 subareas are included in the Land Use and Community Character Element of the General Plan.

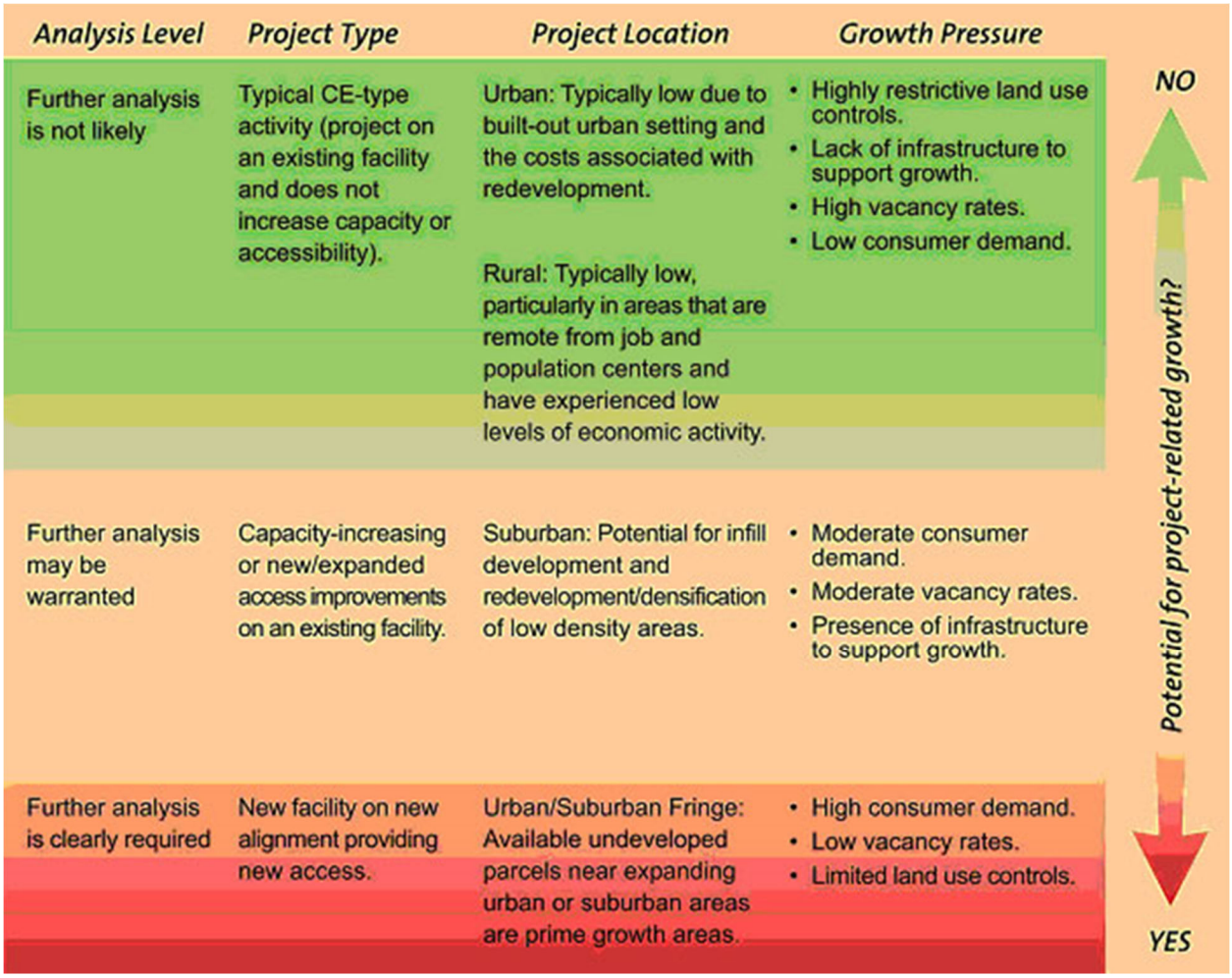
The study area encompasses seven (7) different subareas, as identified in the *General Plan.* As discussed in Section 2.1.1 of this IS/EA, the study area traverses subareas 1, 2, 4, 6, 9, 10 and 11; four out of five of which are designated as Priority Growth Areas in the General Plan, targeted for growth through City policies and actions, as described in the Land Use and Community Character Element Policy 2.12.

First-Cut Screening Methodology. According to the Caltrans guidance document titled *Guidance for Preparers of Growth-related, Indirect Impact Analyses* (May 2006), the first step in determining whether a project could potentially influence growth and development is to perform a "first-cut screening." The "first-cut screening" process evaluates the potential for growth-related effects and whether further analysis is required through addressing the following:

- How, if at all, does the project potentially change accessibility?
- How, if at all, does the project type, project location, and growth pressure potentially influence growth?
- Is project-related growth reasonably foreseeable as defined by NEPA (under NEPA, indirect impacts need only be evaluated if they are reasonably foreseeable as opposed to remote and speculative)?
- If there is project-related growth, how, if at all, will that affect resources of concern?

Figure 2.1.3-1, Analysis Considerations Related to Determining Potential for Project-Related Growth, helps illustrate the relationship between project type, location and growth pressure, and the potential for project-related growth. If the first-cut screening results in a determination that further analysis is required regarding growth, additional analysis steps must be followed, as described in Chapter 6 of the Guidance for Preparers of Growth-related, Indirect Impact Analyses (Guidance) (May 2006).

Figure 2.1.3-1: Analysis Considerations Related to Determining Potential for Project-Related Growth



Source: California Department of Transportation, *Guidance for Preparers of Growth-related, Indirect Impact Analyses* (May 2006), p. 5-8, Figure 5-2.

2.1.3.3 Environmental Consequences

The "first-cut screening" is presented below.

How, if at all, does the project potentially change accessibility?

The project improvements include construction of a new interchange at an existing facility (SR-86) and new bridge on an existing facility (Avenue 50), spanning over the CVSC and replacing the existing low water crossing to eliminate flood-related hazards. Capacity associated with the existing SR-86 mainline would remain the same. Although the improvements would be implemented on existing roadway facilities, the improvements would increase local roadway capacity and provide enhanced connections to SR-86 and would subsequently also result in improved accessibility. However, no new roadways, and thus, no new access would result with project implementation. Therefore, the project is likely to result in only a low-to-moderate change in accessibility.

How, if at all, does the project type, project location, and growth pressure potentially influence growth?

The project type is a combination of replacing an existing low water crossing with a bridge and replacing an existing signalized intersection with an interchange. Since the project would construct a new interchange and new bridge on existing facilities, subsequently enhancing access (but not resulting in new access), the project type is considered to be one that has a low-to-moderate potential to influence growth.

The project location is in the eastern portion of the City, which currently retains a sparsely-populated rural character and consists of predominately agricultural production, some residential uses, and a park. Based on the planned land use designations (subareas), projected growth for the area, and planned projects in the area, growth in the region is anticipated to occur. However, construction of the project would not influence this planned growth in the project area. Additionally, due to the lack of existing infrastructure to support the designed growth in the study area and low consumer demand, the growth pressure within the study area is considered to be low.

Is project-related growth reasonably foreseeable as defined by NEPA?

As discussed above, the project would not influence growth because the project would not directly result in substantial changes to land use or directly encourage changes in population density. Growth in the region is anticipated to occur whether or not the project is constructed. While the project would result in some improvements in accessibility due to the replacement of an existing low water crossing with a bridge and improvements in the operational performance of Avenue 50 in relation to SR-86, these improvements would not influence the attractiveness of some areas to development over others. Project-related growth is not reasonably foreseeable as defined by NEPA.

If there is project-related growth, how, if at all, will that affect resources of concern?

As discussed above, the project would not influence growth. No further analysis is required.

2.1.3.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.1.4 Community Impacts

Community Character and Cohesion

2.1.4.1 Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969, as amended, established that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 United States Code [USC] 4331[b][2]). The Federal Highway Administration (FHWA) in its implementation of NEPA (23 USC 109[h]) directs that final decisions on projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under the California Environmental Quality Act (CEQA), an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

2.1.4.2 Affected Environment

The information for this section is based upon the Community Impact Assessment (August 2018) that was prepared for the project. The community impact study area, shown on Figure 2.1.4-1, Community Impact Study Area, is completely contained within the boundaries of the City of Coachella. The study area includes a total area of approximately 5.95 square miles and is generally bounded by Avenue 48 to the north; the All-American Branch of the Coachella Canal to the east; primarily Avenue 52 west of SR-86 and 51st Avenue east of SR-86 to the south; and Frederick Street to the west. SR-86 bisects the study area in a northwest-southeast orientation and the Coachella Valley Stormwater Channel (CVSC) follows the SR-86 alignment on the west side.

Population and Housing

Community character is generally reflected by such demographic factors as average age, ethnicity, race, income, employment, household size, and population growth trends that are found within the study area. This data provides a snapshot of residents living in the community and helps in developing a community profile, so that the affected environment can be correctly described as it relates to communities and neighborhoods. A community profile is provided in this subsection, including a description of the populations residing within the study area and the existing housing stock within the study area.

Information from the U.S. Census Bureau was used to identify the demographic characteristics of the populations within the study area. The four census tract block groups that were selected to be analyzed were chosen because their boundaries most closely align with the community impact study area boundaries, although some of the area in these census tracts is located outside of the study area boundaries. The smaller-size block groups were chosen for analysis rather than entire census tracts because the census tracts in this area are relatively large in size and would include populations within a geographic distance that are not likely to be impacted by

project implementation. The total population within all the block groups is 7,470 residents. Refer to Figure 2.1.4-2, Study Area Census Tract Block Groups. The block groups and population of each block group include the following:

- Census Tract 456.09, Block Group 2 (population 1,140)
- Census Tract 457.06, Block Group 1 (population 3,667)
- Census Tract 457.06, Block Group 2 (population 1,128)
- Census Tract 457.07, Block Group 1 (population 1,535)

The portion of the study area east of SR-86 (Census Tract 456.09, Block Group 2) is located in a sparsely populated, rural area within the limits of the City of Coachella, whereas the portion of the study area west of SR-86 (Census Tract 457.06, Block Group 1; Census Tract 457.06, Block Group 2; and Census Tract 457.07, Block Group 1) is located within a more densely populated area that has cohesive residential neighborhoods in newer developments, as well as shopping centers with a downtown area, indicative of a high level of community activity.

General Demographics: Table 2.1.4-1, Regional, Local, and Study Area Demographics, shows general demographic information for the existing population within the study area census tract (CT) block groups (BG), the City, and the County. As shown in Table 2.1.4-1, the study area block groups share similar characteristics with the City, including average household size and median age. The block groups have a lower median household income than the City by a range of approximately $10,000 to $18,000, and they have a lower median household income than the County overall by a range of approximately $25,000 to $34,000. The low-income percentages for the block groups also tend to be higher than both the City and County, ranging from approximately 25 to 33 percent, whereas the City's low-income percentage is at nearly 28 percent and the County's low-income percentage is only 13 percent.

Table 2.1.4-1: Regional, Local, and Study Area Demographics

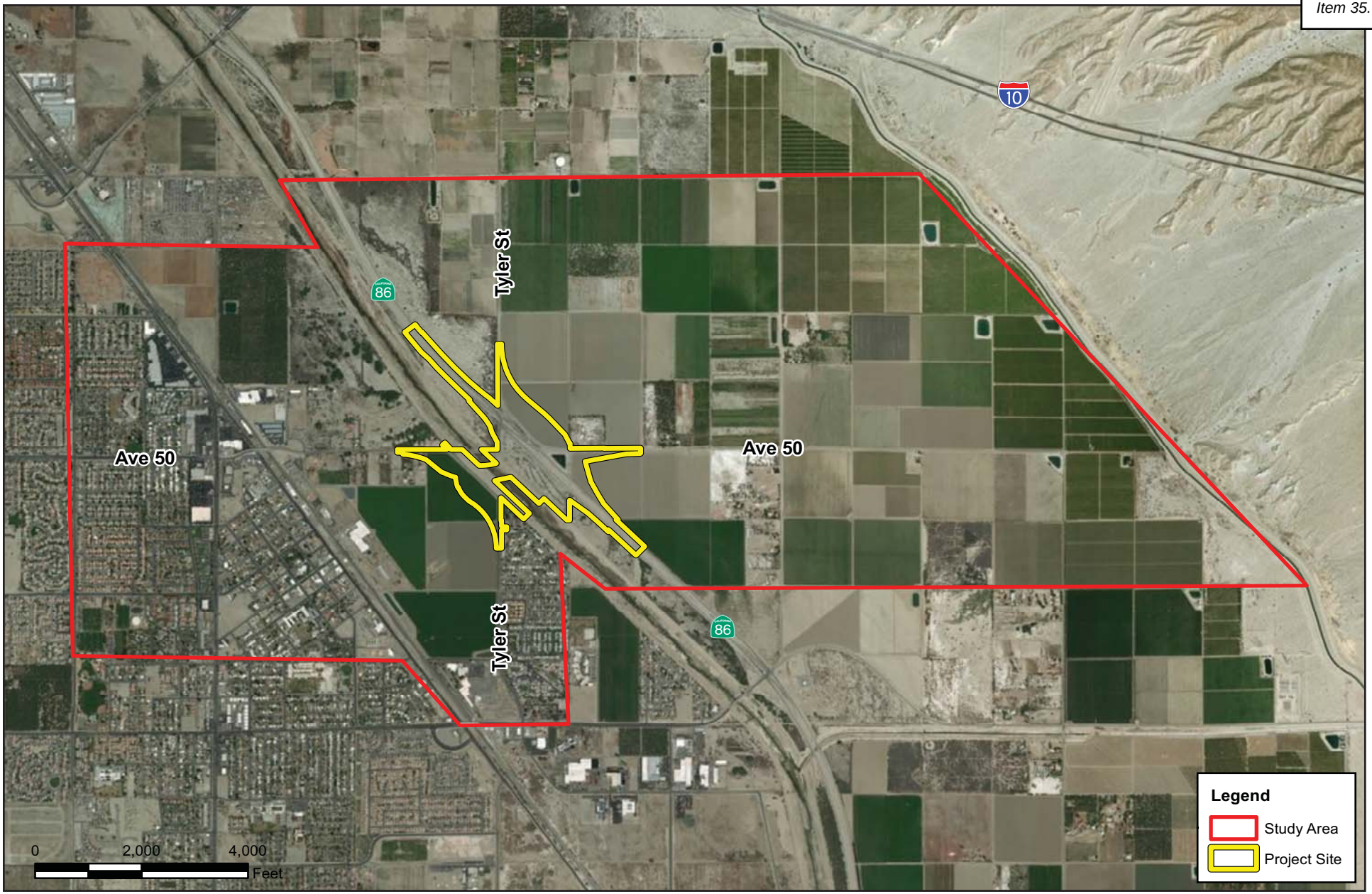
Demographics	BG 2 in CT 456.09	BG 1 in CT 457.06	BG 2 in CT 457.06	BG 1 in CT 457.07	City of Coachella	Riverside County
Total Population[1] (# of persons)	1,140	3,667	1,128	1,535	40,704	2,189,641
Average Household Size[1] (# of persons)	4.03	4.61	4.87	3.98	4.52	3.14
Median Age[1] (years)	34.6	25.4	35.4	28.7	24.5	33.7
Median Household Income[1] (dollars)	$22,656	$30,333	$30,964	$25,536	$40,423	$56,592
Low Income[1, 2] (percent)	25.4%	32.3%	31.5%	32.6%	27.9 %	13.1%

CT = Census Tract, BG = Block Group

Notes:
1. U.S. Census Bureau, 2015 American Community Survey 5-year estimates (2011-2015).
2. Percentage of families below poverty level.

Source: Community Impact Assessment, October 2018

Ethnic and Racial Composition: Table 2.1.4-2, Ethnic and Racial Composition, identifies the ethnic characteristics of the existing population within the study area block groups, the City, and the County. As shown in Table 2.1.4-2, the study area block groups have a similar ethnic and racial distribution to the City of Coachella. However, the study area block groups represent a dissimilar ethnic and racial distribution when compared to the County overall. In particular, the percentage of persons identifying as Hispanic or Latino in all the block groups, as well as the City, is more than double that of the County.

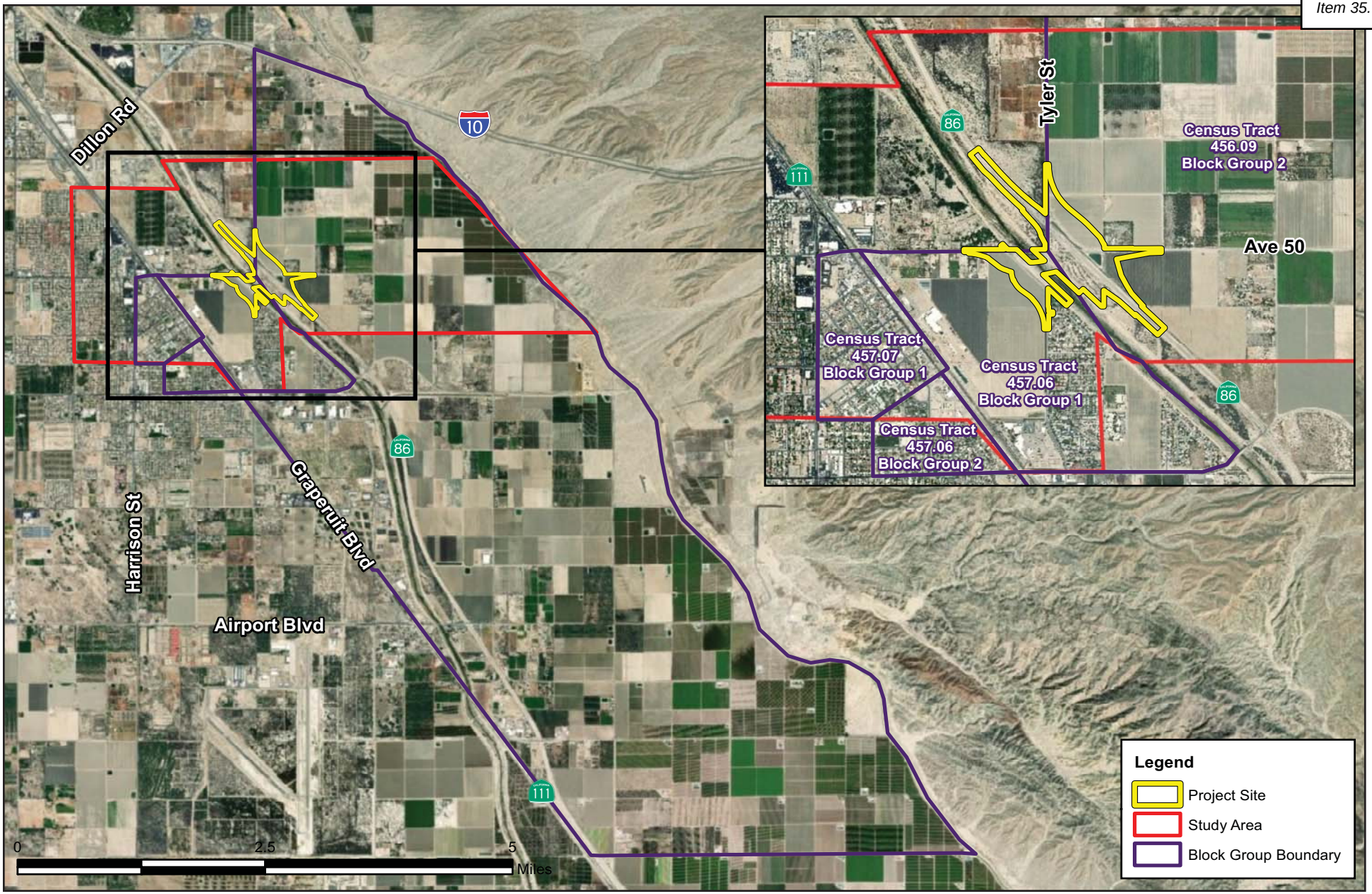


INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Community Impact Study Area

11/18 | JN 159814

Figure 2.1.4-1



INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Study Area Census Tract Block Groups

11/18 | JN 159814

Figure 2.1.4-2

Table 2.1.4-2: Ethnic and Racial Composition

Composition	BG 2 in CT 456.09	BG 1 in CT 457.06	BG 2 in CT 457.06	BG 1 in CT 457.07	City of Coachella	Riverside County
White Alone	41.8%	57.2%	45.5%	47.4%	48.1%	61.0%
Black or African American Alone	0.8%	0.7%	2.2%	0.6%	0.8%	6.4%
American Indian/Alaska Native Alone	1.0%	0.5%	1.0%	0.9%	0.7%	1.1%
Asian Alone	1.4%	0.4%	0.3%	0.0%	0.7%	6.0%
Native Hawaiian/Other Pacific Islander Alone	0.0%	0.1%	0.2%	0.3%	0.1%	0.3%
Some Other Race Alone	53.4%	38.2%	48.1%	47.2%	47.1%	20.5%
Two or More Races	1.5%	2.8%	2.7%	3.6%	2.6%	4.8%
Hispanic or Latino (any race)	96.5%	98.5%	98.1%	96.2%	96.4%	45.5%

CT: Census Tract, BG: Block Group

Note:
1. 2010 Decennial Census Data was used for this table because it is the Caltrans standard data set for discussion of minority populations.

Source: Community Impact Assessment, October 2018.

Housing: The City's General Plan Housing Element Technical Appendix contains a discussion of the City's housing stock characteristics. The proportion of units by housing type has remained stable over the last 20 years. Single-family units constitute the majority of the housing stock in the city. In 2000, 68 percent of the housing stock was single-family units, increasing to 73 percent in 2010. From the 2000 and 2010 US Census, structures with 5 or more units increased slightly; in 2000, when they represented 10 percent of the units, and in 2010, they represented 11 percent of the housing stock. From 2000 to 2010, the number of housing units in Coachella increased by 4,359.

From 2000 to 2010, there was a change in housing tenure (owner-occupied versus renter-occupied) within the City. Owner-occupied households outpaced renter-occupied households in Coachella, with 5,586 owner-occupied households and 3,412 renter-occupied households in 2010. Both renter and owner households have experienced numeric increases between 2000 and 2010. In comparison to Coachella, Riverside County has a higher proportion of owner households. Although both owners and renters continue to increase numerically, the proportion of owner households in the county continues to rise. Approximately 67 percent of county households were owners, while 62 percent of city households were owners.

Vacancy trends in housing are analyzed using a vacancy rate, which establishes the relationship between housing supply and demand. For example, if the demand for housing is greater than the available supply, then the vacancy rate is low and the price of housing will most likely increase. Additionally, the vacancy rate indicates whether or not Coachella has an adequate housing supply to provide choice and mobility. U.S. Department of Housing and Urban Development (HUD) standards indicate that a vacancy rate of five percent is sufficient to provide choice and mobility.

General existing housing stock conditions were also assessed based on an exterior survey of quality, condition and improvements needed. Each residential structure was scored according to structural criteria established by the California Department of Housing and Community Development in five categories: foundation, roofing, siding, windows and electrical. Based on scores assigned for each category, housing structures were rated as "sound," "dilapidated" or in need of minor, moderate or substantial repairs. Survey findings indicated that the majority of

units, 73 percent, were in sound condition or in need of minor repair, and approximately 27 percent of units were in need of moderate or substantial rehabilitation or were dilapidated.

The median housing unit value, based on the U.S. Census Bureau's most recent American Community Survey (2015), is $151,700. According to the General Plan Housing Element Technical Appendix, Coachella has remained relatively affordable as compared to other areas of the region in terms of housing costs. Based on the point-in-time analysis done for housing and rental costs, very low-income households have access to up to three-bedroom rental houses. Similarly, most of the houses currently for sale in the city are affordable to low-and moderate-income households.

Of the 9,903 existing housing units in Coachella, 197 units (2 percent) of the available housing units were vacant rental units. An additional 388 units (4 percent) were vacant for-sale units. The remaining 316 vacant housing units (3 percent) comprised rented and sold but unoccupied units, seasonal units or uncategorized units. Approximately 905 (9 percent) of the total housing units in the city were vacant in 2010. Based on the U.S. Census Bureau's most recent American Community Survey (2015) vacancy rate of 7.1 percent for the community,[1] it is anticipated that there will be sufficient single-family residences that are equal to or better than the displacement properties available for rent or purchase.

In addition, the City's Regional Housing Needs Allocation (RHNA) new construction goal is 6,771 housing units (2,614 of which are for lower-income households) in the 2014-2021 timeframe; a total of 4,795 units have been entitled.[2] The City has ample land to accommodate housing appropriate for households with a wide variety of needs and lifestyles, and has identified sites already approved for residential development as well as vacant parcels and underutilized sites that will be appropriate to meet the remaining lower-income RHNA for the current and previous planning cycles.

Economic Conditions

Jobs/Employment: Major employers in the study area include two schools, agricultural/produce processing facilities (all of which are located west of SR-86), and various commercial/retail, wholesale and food establishments in the downtown area as well as along the Harrison Street Corridor. Also located downtown within the study area are several city government agencies, a post office, and a public water agency (CVWD), located just to the southeast of downtown along Highway 111.

The number of jobs in the City overall has increased in the last decade. According to the Southern California Association of Governments' (SCAG) most recent city profile available for the City, in 2015, total jobs in the City numbered 12,222, an increase of 89.1 percent from 6,463 total jobs in 2007. The wholesale sector was the largest job sector, accounting for 22.8 percent of total jobs in the City. Other large sectors included education (13.7 percent), leisure (11.1 percent), and retail (9.7 percent). Agricultural jobs accounted for 9.0 percent, down from 29.1 percent in 2010.[3]

Unemployment Rates: Unemployment data from the U.S. Census Bureau are not available at the census tract or census block group level. Therefore, only City and County unemployment data are included herein. According to the 2015 American Community Survey (ACS), the

[1] U.S. Census Bureau website, https://factfinder.census.gov/, accessed 8-22-17.

[2] City of Coachella General Plan Update 2035 Housing Element, January 2014, Chapter 11, *Housing,* p. B-36 through B-38.

[3] Southern California Association of Governments (SCAG) Profile of the City of Coachella, May 2017, p. 27.

unemployment rate for the population age 16 and over in the City of Coachella in year 2015 was 17.9 percent, as compared to that of Riverside County at 12.9 percent. This represents an increase in the unemployment rate of 14.9 percent in year 2010 in the City, and 11.2 percent in the County, although the approximate 4 to 5 percent margin between the City and County remained similar.

Jobs/Housing Ratio: The jobs-housing ratio is a basic tool to measure whether the number of jobs and housing units within a community are roughly equivalent. According to the City's General Plan, the City's jobs-housing ratio was 0.65 (5,831 jobs ÷ 8,998 housing units) in 2010. The recommended standard for jobs-housing unit ratios is based on the assumption the average number of workers per household is approximately 1.5. As such, the City's jobs-housing ratio is significantly lower than the recommended standard, indicating the area is job-poor, requiring many of the workers to travel outside the jurisdiction to find employment.

The General Plan states that the City intends to attract employers to the area that will help diversify its employment base, while continuing employment growth through the existing base. In conjunction with implementation of the City's RHNA new home construction of 6,771 housing units in the 2014-2021 timeframe, improvement of the jobs-housing ratio is a goal the City intends to pursue.

Property Tax Revenue: The City of Coachella Comprehensive Annual Financial Report for Fiscal Year Ended June 30, 2017, provides a list of the top 25 principal property tax payers within the City, which include a variety of local businesses in several different industries including, but not limited to, agricultural producers, residential construction companies, real estate/land development companies, big-box retail establishments, combustible ordnance manufacturing, and others. In the 2016-17 fiscal year, the City estimated a total taxable property value of over $273 million for these principal property tax payers, which accounted for 16.42 percent of the total city taxable value.[4]

At the county level, the County of Riverside Assessor-County Clerk-Recorder 2017-18 Annual Report provides a breakdown of the annual assessment analysis for both secured and unsecured property, by land type. In 2017, the gross value of secured agricultural property in the County was nearly $3.3 billion with a 1.26 percent value percentage. The gross value of unsecured agricultural property in the County was approximately $99 million with a 1.18 percent value percentage.[5]

Property tax information for Peter Rabbit Farms and Cardinal Distributing Co. Inc. is currently unavailable. However, the Riverside County Assessor ParcelQuest website identifies a total land and improvement assessment value for year 2018 of $55,149 for Assessor's Parcel Number (APN) 778-170-011, and $165,631 for APN 603-330-010, for a total of assessment value of $220,780.[6] Of note, while several of the 25 principal property tax payers listed above are agricultural companies, Peter Rabbit Farms and Cardinal Distributing Co. Inc. are not included on the list.

Community Facilities

Community facilities are those services and institutions that the local population relies on for their health and welfare and as a means to interact with other members of the community. Such

[4] City of Coachella Comprehensive Annual Financial Report for Fiscal Year Ended June 30, 2017, p. 122.
[5] County of Riverside Assessor-County Clerk-Recorder 2017-18 Annual Report, pp. 10-11.
[6] County of Riverside Assessor-County Clerk-Recorder website, http://www.asrclkrec.com/Assessor/AssessorServices/PropertyInformationCenter.aspx, accessed 8-10-18.

places serve the normal daily functions of a community or neighborhood; these can generally include—but are not limited to—schools, religious institutions and/or places of worship, medical institutions, senior centers and community centers. Existing community facilities located within the study area include two elementary schools, one library, and one place of worship as listed below.

- Cesar Chavez Elementary School located at 49601 Avenida De Oro (student population of 988 students);
- Palm View Elementary School located at 1390 7th Street (student population of 556 students);
- Coachella Library located at 1538 7th Street; and
- Islamic Society of Palm Springs located at 84650 Avenue 49.

Community facilities can also include parking facilities and bike paths/walkways because they also influence the character of a community. A separate discussion of these facilities is included in the "Transportation and Traffic/Pedestrian and Bicycle Facilities" discussion below.

Art in Public Places: The City has implemented its Art in Public Places Program as part of its effort to enhance the enrichment of the community through fine arts, visual arts, performing arts, arts education, historic preservation and cultural issues. Art in public places are intended to promote the general welfare of the public through the acquisition and installation of public art works (Municipal Code Chapter 4.48),[7] and include various paintings and murals located on walls throughout the City. There are several facilities containing art as part of this Program within the study area (although none exist within the project footprint), such as those located on walls along Vine Street and 6th Street in the downtown area. It should be noted that the Program is an important vehicle for integration of cultural affairs into the social and economic fabric of the City, and as such, would be considered a resource that is integral to the health of the existing community character.

Transportation and Traffic/Pedestrian and Bicycle Facilities

The complete streets goals and policies in the General Plan Mobility Element address both automobile travel as well as the movement of bicycles, pedestrians, and transit users to create a balanced transportation system in which all modes of travel are treated equally. This balance would enhance roadway operations and the wellbeing of the community. Currently, there are no existing bike lanes or sidewalks in the study area with the exception of a sidewalk along the eastern side of Tyler Street. Figure 2.1.4-3, Existing and Planned Transportation Facilities and Public Transportation, shows existing and reasonably foreseeable transportation facilities for motorized use (roadways) and non-motorized use (bicycle lanes and trails) related to the study area.

Public transportation in Coachella is operated by SunLine Transit Agency (SunLine), which enables commuters to travel within the City and adjacent cities with minimal transfers. Sunline operates one bus route within the study area, Line 95. The alignment of Line 95 within the study area (along Avenue 50 and Tyler Street) is shown on Figure 2.1.4-3.

2.1.4.3 Environmental Consequences

The project footprint for both Build Alternatives is similar; therefore, the discussion of Alternatives 7 and 8 below is combined into a single discussion of Build Alternatives, since implementation of either of the Build Alternatives would result in similar impacts.

[7] City of Coachella website, accessed 3-3-16. http://www.coachella.org/residents/art-in-public-places.

Population and Housing

Temporary Impacts

Alternative 1 (No-Build Alternative)

Since no construction or physical changes to the environment would occur under the No-Build Alternative, no changes to the existing population characteristics or existing housing would result; therefore, no temporary impacts would occur under this alternative.

Alternatives 7 and 8 (Build Alternatives)

Phase 1 and 2 construction of the Build Alternatives would result in temporary noise and traffic impacts within the study area, which may affect existing populations residing in the study area. However, access to the neighborhoods within the study area would be maintained throughout the duration of construction, and a Transportation Management Plan (TMP) would be implemented during the Plans, Specifications, and Estimates (PS&E) phase. The Caltrans TMP Guidelines identifies the processes, roles, and responsibilities for preparing and implementing TMPs, as well as useful strategies for reducing congestion and managing work zone traffic impacts. The primary objective of the TMP is to maintain safe movement for vehicles, pedestrians, and bicyclists through the construction zone, as well as minimize traffic delays during the construction period. Temporary impacts regarding population and housing would not be substantial.

Permanent Impacts

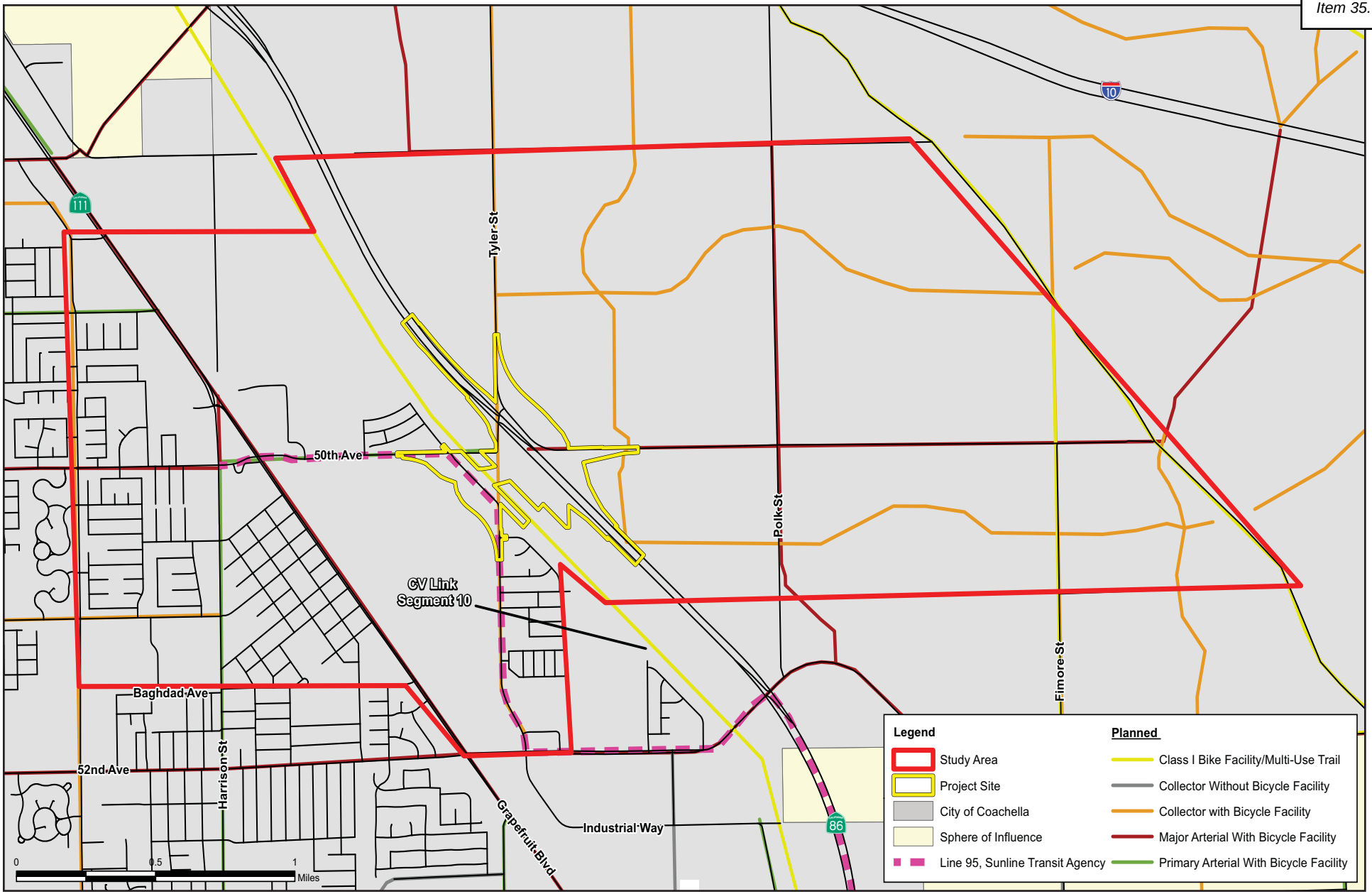
Alternative 1 (No-Build Alternative)

There would be no permanent impacts related to population and housing under the No-Build Alternative since no physical changes to the existing environment would occur.

Alternatives 7 and 8 (Build Alternatives)

The Build Alternatives would not result in impacts with regard to general demographics or ethnic and racial composition. The project would not divide neighborhoods, since the improvements would occur on existing roadways, nor would the project separate residences from any community facilities in the study area. It is not expected that the Build Alternatives would result in disproportionate effects to minority populations; refer to the “Environmental Justice” discussion below for further analysis regarding Environmental Justice.

The Build Alternatives propose implementation of transportation infrastructure improvements and would not construct any new housing. One residence would be displaced under the Build Alternatives during Phase 2 of the project. According to the Final Relocation Impact Memorandum (FRIM) that was prepared for the project, the City has sufficient replacement housing within its existing housing stock, and impacts related to housing under the Build Alternatives would be nominal. Refer to the “Relocations and Real Property Acquisition” discussion below for further analysis regarding relocations and real property acquisition.



Source: Coachella General Plan 2035.

Existing and Planned Transportation Facilities and Public Transportation

Economic Conditions

Temporary Impacts

Alternative 1 (No-Build Alternative)

Since no construction would occur under the No-Build Alternative, existing economic conditions would remain and no impacts regarding economic conditions would occur under this alternative.

Alternatives 7 and 8 (Build Alternatives)

The Build Alternatives involve construction of transportation infrastructure improvements that would require expenditures on labor and materials. No fiscal impact analyses were prepared for the project to quantify potential economic impacts related to employment. However, construction activities associated with both Phase 1 and Phase 2 of the Build Alternatives would provide minor temporary economic benefit to the region through these expenditures and through additional employment opportunities, but such effects would not be substantial given the small size of the development and the relatively large size and diversity of the local economy. Implementation of the Build Alternatives would not appreciably change the economic character or employment stability of the surrounding area.

Construction of the Build Alternatives is not anticipated to result in impacts to existing businesses in the project area regarding access to local businesses. As noted above, a TMP will be prepared during the PS&E phase. A component of the TMP will include ensuring access to business operations is maintained throughout the duration of construction.

Permanent Impacts

Alternative 1 (No-Build Alternative)

No permanent physical changes to the environment would be implemented under the No-Build Alternative and no impacts are anticipated.

Alternatives 7 and 8 (Build Alternatives)

Because the project involves transportation improvements and would not construct any residential or commercial uses or permanent employment opportunities, operation of the Build Alternatives is not expected to result in any change to the existing employment in the project area, and no impacts are anticipated.

Operation of the Build Alternatives is not anticipated to result in impacts with regard to jobs. Two agricultural/produce processing facilities located in the study area would be affected by real property acquisition in both Phase 1 and Phase 2 of the project, as discussed in the "Relocations and Real Property Acquisition" discussion below. These agricultural facilities currently provide employment in the City. Although, based on preliminary engineering efforts, potential partial and full permanent acquisition of parcels associated with Peter Rabbit Farms and Cardinal Distributing Co. Inc. are anticipated under either of the Build Alternatives, these businesses would not be displaced as a result of project implementation and employment opportunities would continue. Additionally, the project would not otherwise result in changes to locations of employment centers, or new permanent employment opportunities. As such, the Build Alternatives are not expected to affect existing unemployment rates.

As a transportation project, the Build Alternatives are not expected to contribute to the need for new housing or employment and are therefore not expected to result in any change to the existing jobs/housing ratio in the City.

Operation of the Build Alternatives is not anticipated to result in substantial impacts with regard to property tax revenue in the City. Two agricultural/produce processing facilities located in the study area would be affected by real property acquisition in both Phase 1 and Phase 2 of the project, as discussed in the "Relocations and Real Property Acquisition" discussion below. As discussed above, the 2018 land and improvement assessment value for the agricultural lands that will be affected by the project was $220,780, according to the Riverside County Assessor. This represents a very minor percentage (0.0008 percent) of the City's total taxable property value of over $273 million for the top 25 principal property tax payers in the City. A formal land value appraisal for these agricultural lands will be conducted at a later phase of the project, however, based on the preliminary analysis discussed above, agricultural acquisitions associated with either of the Build Alternatives are not expected to result in a substantial loss of property tax revenue.

Community Facilities

Temporary Impacts

Alternative 1 (No-Build Alternative)

No temporary impacts regarding community facilities would occur with implementation of the No-Build Alternative since no construction activity would occur with this alternative.

Alternatives 7 and 8 (Build Alternatives)

There are no community facilities situated within the design footprint associated with the Build Alternatives. However, as noted above, there are a number of community facilities located in the study area. Access to community facilities in the study area will not be impacted during construction of the project.

Permanent Impacts

Alternative 1 (No-Build Alternative)

No permanent impacts regarding community facilities would result with implementation of the No-Build Alternative since no physical changes to the environment would occur under this alternative.

Alternatives 7 and 8 (Build Alternatives)

There are no community facilities located within the design footprint associated with the Build Alternatives. Existing community facilities located within the study area include two elementary schools, one library, and one place of worship. Operation of the Build Alternatives would not impact these facilities. The Build Alternatives would provide direct and dependable access over the CVSC by replacing the existing low water crossing with a new bridge, allowing uninterrupted travel to and out of Coachella when flooding and debris flows occur. The Build Alternatives would also improve operational efficiency by replacing the existing SR-86/Avenue 50 at grade intersection with a new grade separated overcrossing structure, which would eliminate conflicts between local cross traffic and mainline traffic streams. These would be considered beneficial impacts relative to community facilities and patrons traveling to such facilities.

There are no identified locations of art in public places within the project footprint, and the locations of art in public places that are located within the overall study area would not be affected by the Build Alternatives due to their distances from the project area.

Project Features That Will Avoid or Minimize Community Impacts

Transportation and Traffic/Pedestrian and Bicycle Facilities

Temporary Impacts

Phase 1

Alternative 1 (No-Build Alternative)

No temporary impacts regarding access, circulation and parking or public transit would occur with implementation of the No-Build Alternative since no construction activity would occur with this alternative.

Alternatives 7 and 8 (Build Alternatives)

All construction activity associated with Phase 1 of the project will occur west of SR-86 and will not include any work on SR-86. The Build Alternatives would result in temporary construction impacts that are anticipated to result in some instances of vehicular travel within the construction area being restricted and/or detoured; however, these disruptions are expected to be temporary, and would cease once construction of the project is complete. Construction-related detours will be finalized during the final design phase; however, construction of the improvements have been examined relative to the existing transportation system and it has been determined that no long-term lane closures would be necessary. Refer to Figure 2.1.6-4, Phase 1 Detour Map, in Section 2.1.6 of this document. The current alignment Avenue 50 crossing the CVSC at ground level would remain open at all times during the construction of the bridge crossing over the channel, maintaining access to the local street network west of SR-86. In conjunction with constructing the completion of the access to the new bridge across the CVSC from the existing portion of Avenue 50, which turns north and becomes Tyler Street, flagging will be used to manage travel through this area. The duration of this construction activity is anticipated to be approximately one week. Following completion of this work, it is anticipated local traffic will be able to utilize the new bridge across the CVSC.

The Build Alternatives would also accommodate the planned CV Link multi-modal pathway, that would extend along the western side of the CVSC within the project area.

Traveler information strategies will include Portable Changeable Message Signs to advise motorists to divert at remote advance decision points beginning approximately one week ahead of the start of construction, as well as announcement of lane closure locations and detours on the City's website. This is expected to ensure sufficient advance notice of lane closures is provided to local residents and businesses.

Construction of the Build Alternatives will include re-alignment of the portion of existing Tyler Street from just south of the Calle Mendoza/Tyler Street intersection, north, to where existing Tyler Street turns toward Avenue 50. There are currently 11 parallel parking stalls located on the east side of Tyler Street along the park's western border; no parking is permitted along the west side of Tyler Street. The re-alignment of this part of Tyler Street will result in the existing on-street parking available on Tyler Street, immediately adjacent to Sierra Vista Park, being replaced with a

new cul-de-sac, that will be accessed from Calle Mendoza. The new cul-de-sac will be designed to provide angled parking for nine vehicles, plus angled parking for two dedicated (signed) handicap-access parking spaces, plus parallel parking spaces for six more vehicles. A temporary loss of parking for users of the Sierra Vista Park will occur during construction.

Construction of the re-alignment of Tyler Street is expected to be completed within one to three months. Throughout the duration of construction of the re-alignment of Tyler Street, pedestrian access to Sierra Vista Park will be maintained (aside from the maximum of one week when power pole relocation in Sierra Vista Park occurs). Park users would be able to park along the streets located in the neighborhood immediately south of the park during the re-alignment of Tyler Street and construction of the cul-de-sac. Roadside parking within walking distance of the park would be available specifically on Calle Mendoza, Calle Pizano, Corte Olivia, and Las Flores Avenue, all of which are located less than 0.25-mile from the park. Additionally, a sidewalk is currently provided along the eastern side of Tyler Street. The sidewalk along Tyler Street would remain open throughout project construction. Following project completion, access to Sierra Vista Park would be provided via a new driveway extending immediately north of Calle Mendoza. This driveway would include 11 diagonal parking spaces along the eastern side and six parallel parking spaces along both sides of the roadway. A cul-de-sac would be provided at the end of the driveway.

The existing sidewalk adjacent to Sierra Vista Park will be maintained, however, from the top of the cul-de-sac, a paved pedestrian/bicycle access ramp will be constructed to where a portion of the future CV Link will be constructed (on top of the embankment adjacent to the CVSC).

The City of Coachella would receive closure information related to Sierra Vista Park 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.

The components of the TMP that will be implemented during construction, will help to ensure that construction impacts to local traffic circulation are as minimal as possible. The TMP will be finalized during the PS&E phase associated with Phase 1 of the project.

Phase 1 construction of the Build Alternatives would not restrict accessibility for public transportation within the study area. The nearest bus stop is located approximately 0.25-mile to the southwest of the project site; there are no bus stops located within the project area. If road closures are required during construction, Line 95 would be temporarily diverted. Coordination with SunLine regarding potential bus route diversions during construction would occur throughout the construction phase and temporary impacts would not be substantial.

Phase 2

Alternative 1 (No-Build Alternative)

No temporary impacts regarding access, circulation, and parking or public transit would occur with implementation of the No-Build Alternative since no construction activity would occur with this alternative.

Alternatives 7 and 8 (Build Alternatives)

Most of the construction activity associated with Phase 2 of the project will occur east of SR-86, with the exception of the work necessary to complete the new on- and off-ramps to northbound and southbound SR-86. Construction of the new on- and off-ramps to northbound SR-86 will occur east of SR-86. Construction of the new on- and off-ramps to southbound SR-86 as well

as related local access to the new SR-86/Avenue 50 interchange from the west, will occur west of SR-86. The Build Alternatives would result in temporary construction impacts that are anticipated to result in some instances of vehicular travel within the construction area being restricted and/or detoured, however these disruptions are expected to be temporary, and would cease once construction of the project was complete.

Construction of realigned Tyler Street to realigned Avenue 50 is expected to result in a 10-day full closure at the intersection of Tyler Street and Avenue 50. A temporary detour will be constructed in advance to manage traffic through this existing intersection during construction. Construction of new alignment of Avenue 50 to existing alignment of Avenue 50 at the eastern limits of the project with respect to Avenue 50, is expected to be accomplished through flagging only and is anticipated to be completed in 10 days. Completion of construction of the northbound on-ramp to SR-86, which will involve permanent removal of access to SR-86 via the existing Tyler Street/ Avenue 50 intersection with northbound SR-86, is expected to be completed in one month. This part of Phase 2 construction will require a detour for traffic on Avenue 50 and for traffic on Tyler Street, to address access to northbound SR-86. Refer to Figure 2.1.6-5, Phase 2 Detour Map. Completion of construction of the southbound off-ramp to Avenue 50, which will involve permanent removal of access to SR-86 via the existing Tyler Street/Avenue 50 intersection with southbound SR-86, is expected to be completed in one month. This part of Phase 2 construction, which will coincide with the construction related to the northbound on-ramp, will require a detour for traffic on Avenue 50, to address access to southbound SR-86. The respective detours related to construction of the new on-ramp to northbound SR-86 and construction of the new off-ramp from southbound SR-86 will be in place until the new interchange is open for traffic.

Traveler information strategies will include Portable Changeable Message Signs to advise motorists to divert at remote advance decision points beginning approximately one week ahead of the start of construction, as well as announcement of lane closure locations and detours on the City's website. This is expected to ensure sufficient advance notice of lane closures is provided to local residents and businesses.

The portion of the project setting associated with Phase 2 currently includes no sidewalks or bicycle facility designations. As discussed in the "Permanent Impacts" discussion below, completion of Phase 2 of the project will result in construction of some new sidewalks and bicycle facilities. The bicycle facilities will involve usage of paved 10-foot shoulders and include "share the road" signage as well as "no parking" signage for regular motorized vehicles. The bicycle facilities will be shared and also signed for low-speed electric vehicles (LSEV).

Phase 2 construction of the Build Alternatives would not restrict accessibility for public transportation within the project area. The nearest bus stop is located approximately 0.25-mile to the southwest of the project site; there are no bus stops located within the project area. If road closures are required during construction, Line 95 would be temporarily diverted. Coordination with SunLine regarding potential bus route diversions during construction would occur throughout the construction phase and temporary impacts would not be substantial.

Permanent Impacts

Phase 1

Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, improvements that would improve mobility and traffic operations would not be constructed.

Alternatives 7 and 8 (Build Alternatives)

Long-term operation of either of the Build Alternatives would replace an existing low water crossing of the CVSC with a bridge structure; and improve operational performance by replacing an existing at grade intersection with a new grade separated overcrossing structure. In addition, a multi-modal pathway is proposed along the alignment of Avenue 50, and along the CVSC alignment, as part of the CV Link Project. Regional benefits that are anticipated with implementation of the CV Link include alternative transportation resulting in a reduction in traffic congestion and air quality improvement, and the enhancement of safety.[8] The project would fully accommodate the CV Link project design features within the project area.

Implementation of Phase 1 of the project would not construct any improvements that would affect existing transit service or transit stops within the project area. Long-term operation of either of the Build Alternatives would not reduce transit service or alter access to transit stops within the project area, including SunLine bus service and stops located along the alignment of Line 95. Therefore, the Build Alternatives would not result in impacts to public transportation.

Phase 2

Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, improvements that would improve traffic operations would not be constructed.

Alternatives 7 and 8 (Build Alternatives)

Long-term operation of either of the Build Alternatives is expected to result in beneficial traffic and transportation impacts. The project would construct a new interchange on SR-86 with a new overcrossing structure and access ramps, which would accommodate traffic for existing and planned development in the area. The project would also improve traffic operations by enhancing level of service (LOS) at local street intersections and adjacent interchanges. The improvements also include realignment and widening of Avenue 50 from the existing two-lane roadway to a six-lane major arterial, and realignment of Tyler Street on both the east and west side of SR-86.

As discussed in Section 2.1.1, Land Use, of this IS/EA, an increase of six parking stalls would be provided for Sierra Vista Park under the Build Alternatives, as compared to existing conditions. Therefore, the Build Alternatives would not result in the loss of any parking spaces for businesses or other facilities within the project area.

The project would result in beneficial changes to bicycle and pedestrian routes within the project area, as it would provide these facilities in areas where none currently exist. Refer to Figure 2.1.6-4, Proposed Typical Bicycle and Pedestrian Facilities, within Section 2.1.6 of this document, which shows a typical section of Avenue 50 and Tyler Street; Figure 2.1.6-5, Alternative 7 Proposed Bike Lanes, within Section 2.1.6 of this document; and Figure 2.1.6-6, Alternative 8 Proposed Bike Lanes, within Section 2.1.6 of this document, which shows the locations of bike lanes. As such, transportation connectivity would be enhanced as a result of these improvements, as envisioned in the General Plan Land Use goals and policies. The Build Alternatives would be designed and constructed in compliance with regulations included in the 1990 Americans with Disabilities Act (ADA), as required for federal-aid projects. The Build

[8] Coachella Valley Association of Governments, *CV Link Master Plan*, January 2016.

Alternatives both include planned access and mobility of non-motorized vehicles and pedestrians. These accommodations are consistent with the General Plan, in which Avenue 50 within the project area is proposed as a "Major Arterial with Bicycle Facility." Design facilities for both Build Alternatives would be fully accessible as described in the Caltrans' Design Information Bulletin 82-03 "Pedestrian Accessibility Guidelines for Highway Projects," and allows Americans with Disabilities Act-compatible crossings.

Implementation of Phase 2 of the project would not construct any improvements that would affect existing transit service or transit stops within the project area. Long-term operation of either of the Build Alternatives would not reduce transit service or alter access to transit stops within the project area, including SunLine bus service and stops located along the alignment of Line 95. Therefore, the Build Alternatives would not result in impacts to public transportation.

2.1.4.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

Relocations and Real Property Acquisition

2.1.4.5 Regulatory Setting

The Department's Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of the RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Please see Appendix C for a summary of the RAP.

All relocation services and benefits are administered without regard to race, color, national origin, persons with disabilities, religion, age, or sex. Please see Appendix B for a copy of the Department's Title VI Policy Statement.

2.1.4.6 Affected Environment

This section is based on the Final Relocation Impact Memorandum (FRIM) (February 6, 2019) that was prepared for the project. The FRIM described the existing setting and identified potential relocation impacts related to the project.

Based on the FRIM, within the project area, temporary and permanent partial and full right-of-way (ROW) acquisition of parcels situated within the realignment of Avenue 50 and SR-86 would be required. There are three existing structures associated with the single-family residence located on APN 763-030-010, which is located on the south side of Avenue 50 in the southwest quadrant of the SR-86/Avenue 50 intersection. According to the Riverside County Assessor's Office, this 9.85-acre parcel is located within Tax Rate Area 012-009. The main residence structure was constructed in 1950, has 4 bedrooms and a total area of 2,371 square feet. The most recent assessed value of the residence includes the land at $279,193 and the structure at $126,906, for a total assessed value of $406,099.[9]

[9] County of Riverside Assessor-County Clerk-Recorder website, http://www.asrclkrec.com/, accessed 8-22-17.

As discussed in Section 2.1.2, Farmlands, of this IS/EA, acquisition of existing agricultural lands would also occur under the Build Alternatives. Cultivated farmland, consisting of a variety of row crops, is located within both the northeast and southwest quadrants of the interchange area. Row crops within the project area have historically included fruits and vegetables (lettuce, celery, broccoli, strawberries, etc.) but can vary widely due to seasonal demand and market conditions. The cultivated land in the southwest quadrant has been designated as Prime Farmland by the California Department of Conservation, Division of Land Resource Protection (DLRP). In the northeast quadrant, there are both Prime Farmland and Farmland of Local Importance designations for the cultivated land. None of these farmlands are currently committed to future development.

2.1.4.7 Environmental Consequences

A detailed profile of all parcels that would be potentially affected by temporary and permanent ROW acquisition associated with the Build Alternatives, including APNs, acreages, property owners, relocation status, and land uses, are shown in Table 2.1.4-3, Phase 1 Potential Temporary ROW Acquisitions and Relocations, Table 2.1.4-4, Phase 2 Potential Temporary ROW Acquisitions and Relocations, Table 2.1.4-5, Phase 1 Potential Permanent ROW Acquisitions and Relocations, and Table 2.1.6-6, Phase 2 Potential Permanent ROW Acquisitions and Relocations below. In addition, Figures 2.1.4-4a through 2.1.4-4d, Alternative 7 Potential ROW Acquisition and Figures 2.1.4-5a through 2.1.4-5d, Alternative 8 Potential ROW Acquisition, show the areas of potential temporary and permanent ROW acquisition.

It should be noted that there is an acreage difference between the ROW acquisition acreages discussed in Section 2.1.2, Farmlands, of this IS/EA, and the ROW acquisition acreages discussed in this section. The acreages obtained for this section are the result of the use of the detailed grading/roadway design plans as the basis; refer to Figures 2.1.4-4a through 2.1.4-4d and 2.1.4-5a through 2.1.4-5d. The acreages obtained for Section 2.1.2 are the result of the use of a project footprint polygon developed in GIS as the basis for all technical studies prepared for the project and disclosed on the Farmland Conversion Impact Rating Form (Form AD-1006), which was submitted to the Natural Resources Conservation Service (NRCS). Areas within State ROW have been identified as farmlands due to underlying soil conditions per FMMP data.

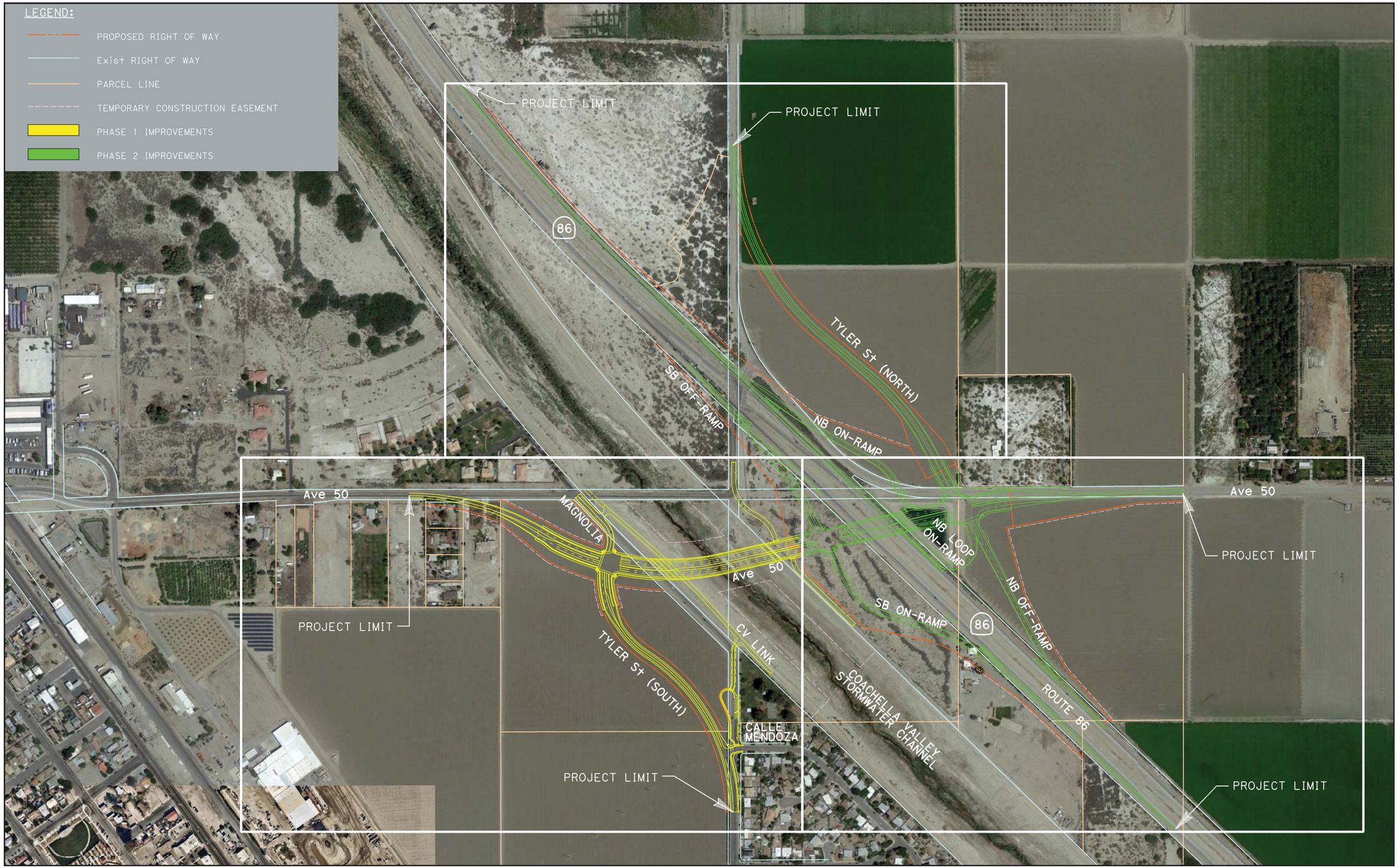
Temporary Impacts

Alternative 1 (No-Build Alternative)

No temporary relocations or real property acquisition impacts would occur with implementation of the No-Build Alternative since no construction activity would occur.

Alternatives 7 and 8 (Build Alternatives)

It is expected that Temporary Construction Easement (TCE) areas will be required for the Build Alternatives. Construction would occur in two phases and is anticipated to last approximately 27 months. Tables 2.1.4-3 and 2.1.4-4 below show the potential temporary ROW acquisitions that may occur under the Build Alternatives. A total of 0.630 acres for Build Alternative 7 and 0.858 acres for Build Alternative 8 would be temporarily acquired during Phase 1 project construction. A total of 1.726 acres for Build Alternative 7 and 1.670 acres for Build Alternative 8 would be temporarily acquired during Phase 2 project construction.



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11/18 | JN 159814

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Alternative 7 Potential ROW Acquisition Key Map

Figure 2.1.4-4a

Back of 11x17 figure.

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Alternative 7 Potential ROW Acquisition – Sheet 1

Figure 2.1.4-4b

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Alternative 7 Potential ROW Acquisition – Sheet 2

Figure 2.1.4-4c

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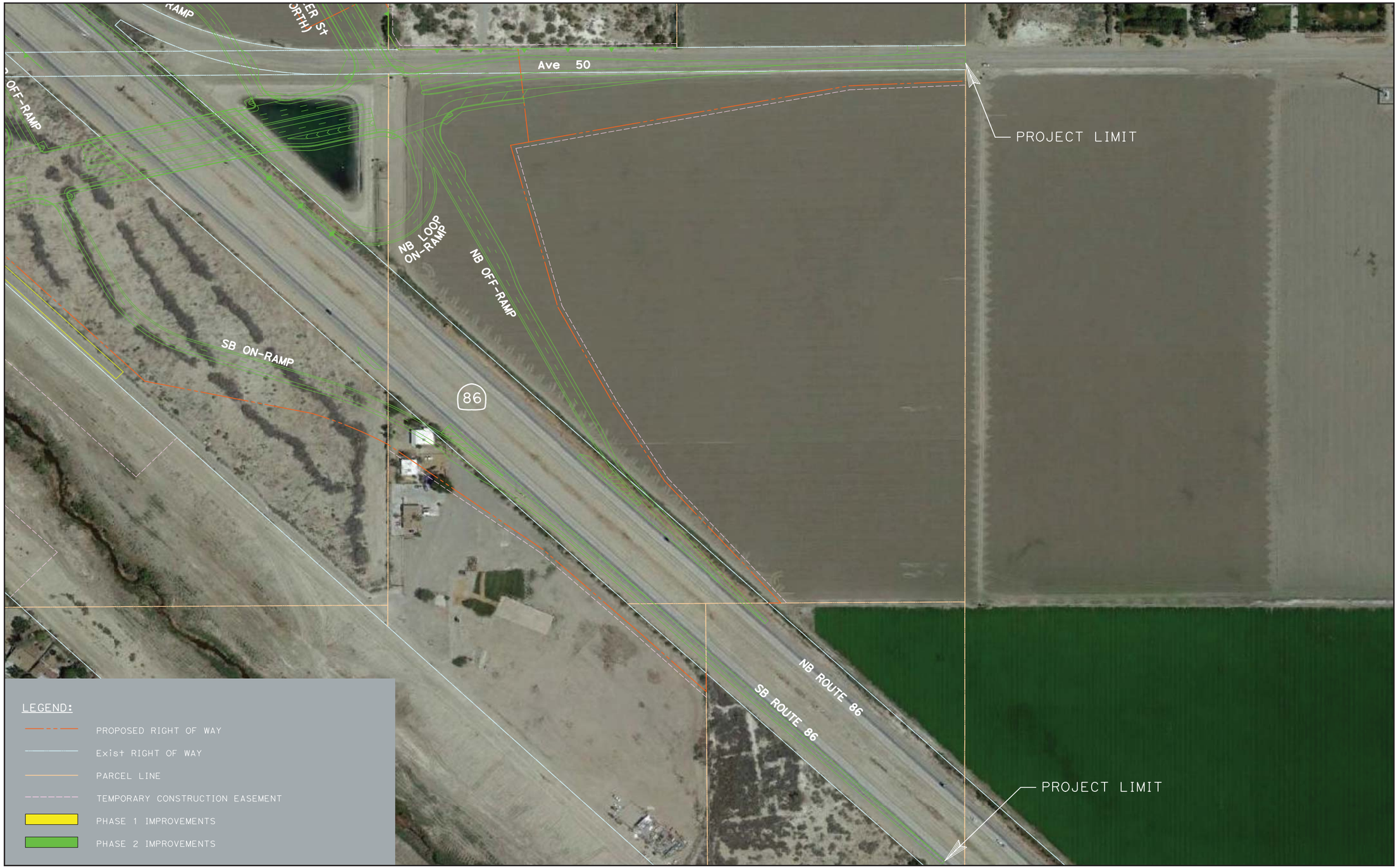

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Alternative 7 Potential ROW Acquisition – Sheet 3

Figure 2.1.4-4d

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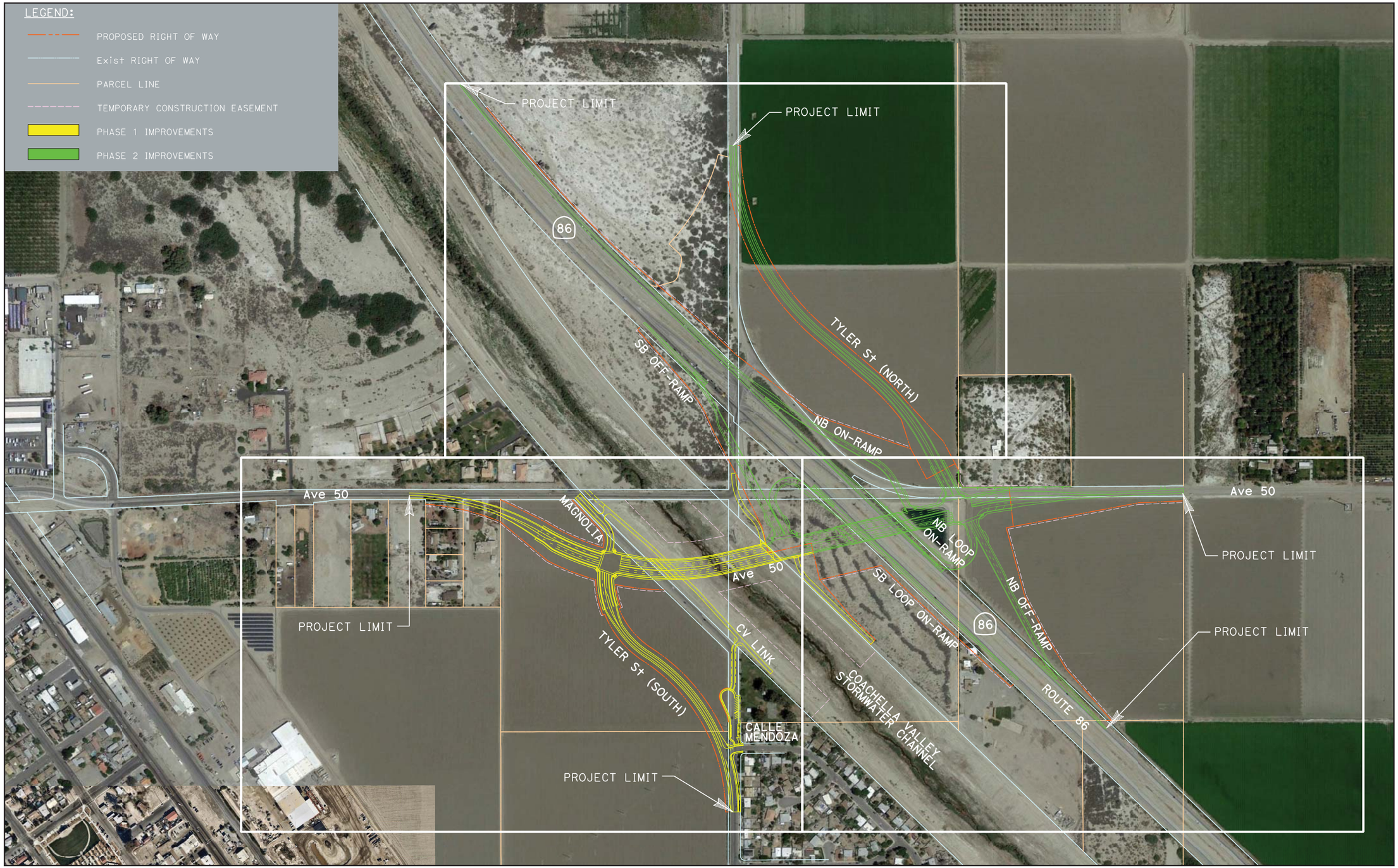

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Alternative 8 Potential ROW Acquisition Key Map

Figure 2.1.4-5a

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11/18 | JN 159814

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Alternative 8 Potential ROW Acquisition – Sheet 1

Figure 2.1.4-5b

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Alternative 8 Potential ROW Acquisition – Sheet 2

Figure 2.1.4-5c

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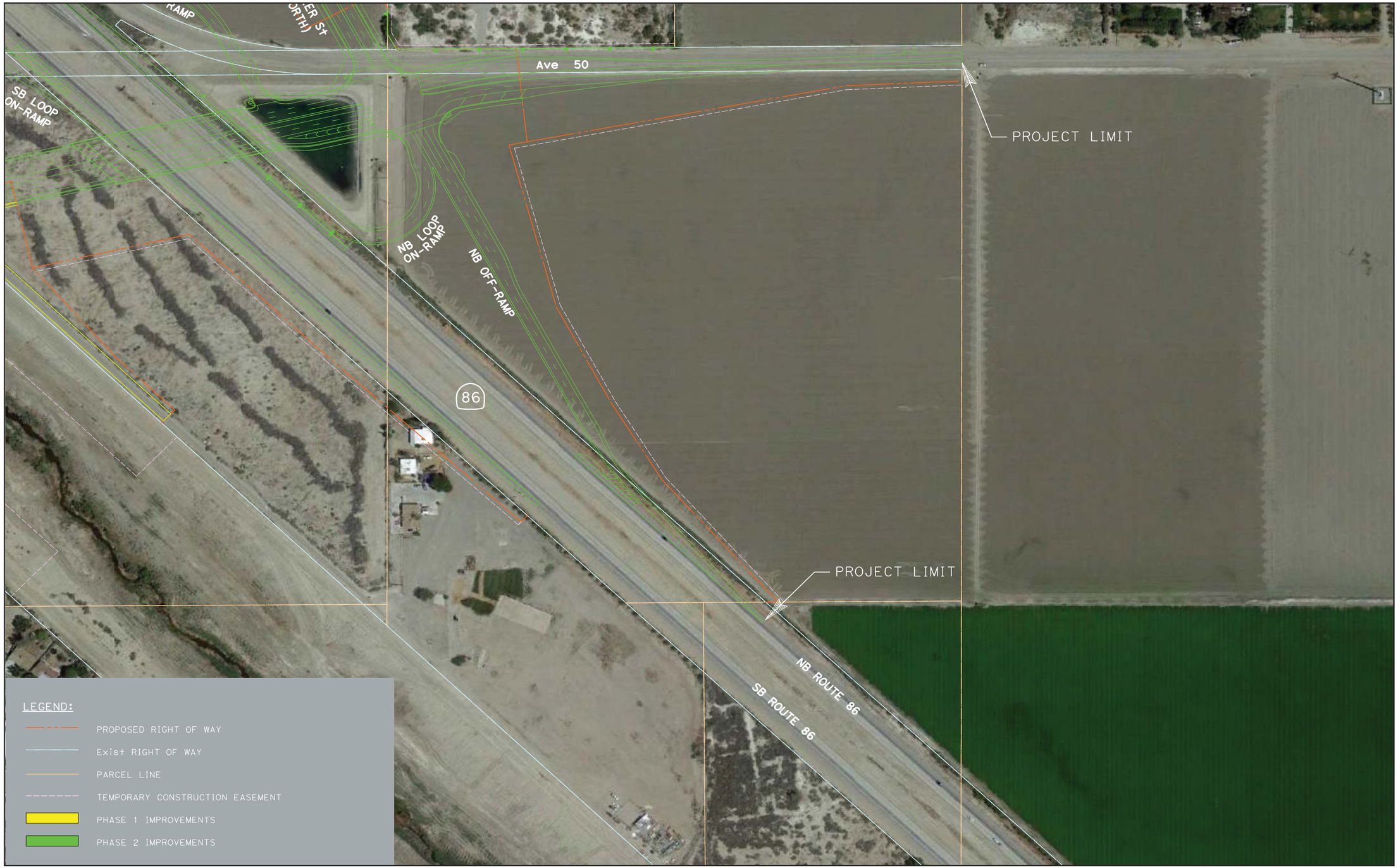

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Alternative 8 Potential ROW Acquisition – Sheet 3

Figure 2.1.4-5d

Back of 11x17 figure.

Table 2.1.4-3: Phase 1 Potential Temporary ROW Acquisitions and Relocations

APN	Address	Alternative 7 Impacts (Acres)	Alternative 8 Impacts (Acres)	Relocation	Current Land Use
763-020-021	No address reported	--	0.228	No	Vacant Land
778-170-005	85701 Avenue 50	0.051	0.051	No	Single-Family Residential
778-170-009	85751 Avenue 50	0.053	0.053	No	Single-Family Residential
778-170-011	No address reported	0.526	0.526	No	Agricultural
Totals		**0.630**	**0.858**		

Source: Community Impact Assessment, October 2018.

Table 2.1.4-4: Phase 2 Potential Temporary ROW Acquisitions and Relocations

APN	Address	Alternative 7 Impacts (Acres)	Alternative 8 Impacts (Acres)	Relocation	Current Land Use
603-300-024	No address reported	0.150	0.218	No	Vacant Land
603-300-027	No address reported	0.126	0.126	No	Vacant Land
603-300-028	No address reported	0.334	0.334	No	Vacant Land
603-330-003	No address reported	0.170	0.170	No	Vacant Land
603-330-010	No address reported	0.185	0.185	No	Agricultural
763-020-023	No address reported	0.542	0.542	No	Agricultural
763-030-010	86275 Avenue 50	0.219	0.095	Yes	Single-Family Residential
Totals		**1.726**	**1.670**		

Source: Community Impact Assessment, October 2018.

Permanent Impacts

Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, the existing SR-86 and Avenue 50 roadways, and surrounding transportation network would be maintained. No relocations or permanent property acquisition would occur.

Alternatives 7 and 8 (Build Alternatives)

According to the FRIM that was prepared for the project, there would be no significant impact to owners, tenants, businesses, or persons in possession of real property to be acquired who would qualify for relocation assistance benefits or entitlements under the Uniform Relocation Assistance and Real Property Act of 1970, as amended. The Preferred Alternative would convert a portion of SR-86 from the existing expressway to a freeway with a new overcrossing structure and associated access ramps, which would accommodate traffic for existing and planned development in the area. The improvements include realignment and widening of Avenue 50 from the existing two-lane roadway to a six-lane major arterial, and realignment of Tyler Street on both the west and east sides of SR-86. The project would also improve public safety and mobility by constructing a second new bridge structure over the CVSC. This new bridge structure would replace the existing low water crossing and eliminate flood-related hazards during inclement weather events.

There are three separate existing structures associated with one single-family residence located on Assessor's Parcel Number (APN) 763-030-010, which is located on the south side of Avenue 50 in the southwest quadrant of the SR-86/Avenue 50 interchange. Preliminary analysis of aerial imagery indicates the structures may include a primary living residence, a garage, and an accessory guest residence. However, the exact function of the three structures, as well as the type and number of occupants residing in the residence, will be determined during the ROW acquisition phase of the project. According to the Riverside County Assessor's Office, this 9.85-acre parcel is located within Tax Rate Area 012-009. The main residence structure was constructed in 1950, has four bedrooms and a total area of 2,371 square feet. Based on the FRIM, the most recent assessed value of the residence includes the land at $279,193 and the structure at $126,906, for a total assessed value of $406,099; the average number of persons per household is 2.75 persons. Partial permanent ROW acquisition of this parcel would occur under the Preferred Alternative, Build Alternative 7, which would require acquisition and removal of two of the three structures on the parcel.

Real estate research was conducted during the preparation of the FRIM to determine the availability of single-family residential replacement properties located within the City of Coachella. The parameters of this analysis included a sale price range of $350,000 to $400,000, and a location focused primarily in the northwestern portion of the City of Coachella and southeastern portion of the City of Indio. Since there currently are no similar properties available for sale east of SR-86, this portion of Coachella was omitted from the analysis. As indicated by the analysis, there are currently ample single-family residential replacement properties on the market similar to the displacement property, and it was determined that adequate housing stock is available in proximity to the project area to meet the decent, safe, and sanitary standards to relocate the displaced residents from the impacted area. In addition, the FRIM indicates that there is currently a 7.1 percent vacancy rate for the community; therefore, it is anticipated that there will be sufficient single-family residences that are equal to or better than the displacement properties available for rent or purchase.

No business relocations would occur under the Preferred Alternative. Although partial and full permanent acquisition of parcels associated with Peter Rabbit Farms (APNs 778-170-011 and 778-180-004) and Cardinal Distributing Co. Inc. (APNs 603-330-010, 603-330-011, 603-330-012, and 763-020-020) would occur under the Preferred Alternative, these businesses would not be displaced as a result of project implementation.

The Preferred Alternative would also require the relocation of public utilities including the following: water (City); sewer (Coachella Sanitary District); gas (Southern California Gas Company); electrical (Imperial Irrigation District); telecommunications (Frontier Communications and Charter Communications); and agricultural drain/tile drain/irrigation laterals (Coachella Valley Water District). These existing utility lines are currently located either overhead on utility poles or underground within the Avenue 50 roadway ROW. Utility relocation would not necessitate the displacement of any residences or businesses within the project area. Utilities would remain in full service throughout the construction period and the relocations would be coordinated throughout the construction phase.

Construction would occur in two phases and is anticipated to last approximately 27 months. Tables 2.1.4-5 and 2.1.4-6 below show the potential permanent ROW acquisitions that would occur under the Preferred Alternative; as shown, a total of 36.723 acres would be permanently acquired during Phase 1 project construction and a total of 21.680 acres would be permanently acquired during Phase 2 project construction.

Table 2.1.4-5: Phase 1 Potential Permanent ROW Acquisition and Relocations

APN	Address	Preferred Alternative Impacts (Acres)	Relocation	Current Land Use
603-330-011	No address reported	1.805 (full)	No	Agricultural
763-020-019	No address reported	7.044 (partial)	No	Vacant Land
763-020-021	No address reported	14.478 (full)	No	Vacant Land
778-170-005	85701 Avenue 50	0.130 (partial)	No	Single-Family Residential
778-170-009	85751 Avenue 50	0.460 (partial)	No	Single-Family Residential
778-170-011	No address reported	6.489 (partial)	No	Agricultural
778-170-012	No address reported	5.714 (partial)	No	Vacant Land
778-170-013	No address reported	0.029 (full)	No	Agricultural
778-180-004	No address reported	0.574 (partial)	No	Agricultural
Totals		**36.723**		

Source: Community Impact Assessment, October 2018.

Table 2.1.4-6: Phase 2 Potential Permanent ROW Acquisition and Relocations

APN	Address	Preferred Alternative Impacts (Acres)	Relocation	Current Land Use
603-300-024	No address reported	0.373 (partial)	No	Vacant Land
603-300-027	No address reported	0.512 (partial)	No	Vacant Land
603-300-028	No address reported	0.291 (partial)	No	Vacant Land
603-330-003	No address reported	0.009 (partial)	No	Vacant Land
603-330-010	No address reported	8.180 (partial)	No	Agricultural
603-330-012	No address reported	0.099 (full)	No	Agricultural
763-020-020	No address reported	2.720 (full)	No	Agricultural
763-020-023	No address reported	8.349 (partial)	No	Agricultural
763-030-010	86275 Avenue 50	1.147 (partial)	Yes	Single-Family Residential
Totals		**21.680**		

Source: Community Impact Assessment, October 2018.

According to the FRIM, there are currently ample single-family residential replacement properties on the market similar to the displacement property, and it was determined that adequate housing stock is available in proximity to the project area to meet the decent, safe, and sanitary standards to relocate the displaced residents from the impacted area. Implementation of Minimization Measure ROW-1, below, would reduce potential relocation impacts and impacts would not be substantial. Any person (individual, family, corporation, partnership, or association) who moves from real property or moves personal property from real property as a result of the acquisition of the real property, or required to relocate as a result of a written notice from the California Department of Transportation from the real property required for a transportation project is eligible for "Relocation Assistance." All activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources shall be available to all displacees free of discrimination. To minimize potential impacts on displacees, the RAP would provide advisory

services to assist individuals and businesses being displaced by the project. Additional plans to minimize hardships on potential displacees will be developed further during the ROW acquisition phase of the project. Interviews may be conducted at that time, which would provide a greater understanding of household demographics and financial challenges facing each respective owner and occupant.

Implementation of Minimization Measure ROW-1, below, would reduce potential relocation impacts and impacts would not be substantial.

2.1.4.8 Avoidance, Minimization, and/or Mitigation Measures

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.

Environmental Justice

2.1.4.9 Regulatory Setting

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,* signed by President William J. Clinton on February 11, 1994. This EO directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For 2018, this was $25,100 for a family of four.

All considerations under Title VI of the Civil Rights Act of 1964, and related statutes, have also been included in this project. The Department's commitment to upholding the mandates of Title VI is demonstrated by its Title VI Policy Statement, signed by the Director, which can be found in Appendix B of this document.

2.1.4.10 Affected Environment

Demographic information from the U.S. Census Bureau was used to identify minority and low-income populations in the project area. The same four census tract block groups that were used for general demographics were used for this Environmental Justice analysis; refer to the "Community Character and Cohesion" discussion and the corresponding Figure 2.1.4-2, Study Area Census Tract Block Groups above.

Racial and Ethnic Characteristics: Table 2.1.4-7, Racial and Ethnic Demographics, shows the minority population for the City, the County and the study area block groups. Three out of the four block groups (CT 456.09, BG 2; CT 457.06, BG 1; and CT 457.06, BG 2) have similar percentages of White populations, at 49.0 percent, 46.0 percent, and 48.0 percent, respectively, whereas CT 457.07, BG 1 has a lower White percentage of 24.5 percent. A similar trend occurs for the Black population in the block groups. Three out of the four block groups (CT 456.09, BG 2; CT 457.06, BG 1; and CT 457.07, BG 1) have Black populations of 1.8 percent, 1.0 percent, and 0.0 percent, respectively, whereas CT 457.06, BG 2 shows a Black population of 10.0 percent.

The City's White percentage is higher than CT 457.07, BG 1 at 31.0 percent, but lower than the rest of the block groups, whereas the County's White percentage is higher than all other areas

included in the study area at 64.6 percent. The City's Black percentage of 1.3 percent is similar to those of CT 456.09, BG 2; CT 457.06, BG 1; and CT 457.07, BG 1. The County has a Black population percentage of 6.3 percent.

All four block groups included in the study area show a high percentage of Hispanic or Latino populations, ranging from 90.0 percent to 99.3 percent. The City's Hispanic percentage is similar to the block groups at 97.5 percent, whereas the County's Hispanic population is lower than all other areas included in the study area at 47.0 percent. All four block groups also showed an absence of any American Indian and Alaska Native, Asian, and Native Hawaiian/ Other Pacific Islander populations. The City also shows a very low percentage of these populations, with a 0.5 percent American Indian and Alaska Native population, a 0.1 percent Asian population, and a 0.1 percent Native Hawaiian/Other Pacific Islander population. All four block groups and the City have fairly high percentages of Some Other Race populations, ranging from 49.3 percent to 74.1 percent. The City's Some Other Race population percentage is 66.6 percent, and the County's Some Other Race population percentage is lower than all the other areas in the study area at 17.5 percent.

Table 2.1.4-7: Racial and Ethnic Demographics

Demographic	BG 2 in CT 456.09	BG 1 in CT 457.06	BG 2 in CT 457.06	BG 1 in CT 457.07	City of Coachella	Riverside County
White Alone, Non-Hispanic %	558 (49.0%)	1,674 (46.0%)	541 (48.0%)	376 (24.5%)	13,443 (31.0%)	1,484,768 (64.6%)
Black or African American Alone, Non-Hispanic %	20 (1.8%)	36 (1.0%)	112 (10.0%)	0 (0%)	549 (1.3%)	143,976 (6.3%)
American Indian and Alaska Native Alone, Non-Hispanic %	0 (0%)	0 (0%)	0 (0%)	0 (0%)	209 (0.5%)	21,535 (0.9%)
Asian Alone, Non-Hispanic %	0 (0%)	0 (0%)	0 (0%)	0 (0%)	24 (0.1%)	142,136 (6.2%)
Native Hawaiian and Other Pacific Islander Alone, Non-Hispanic %	0 (0%)	0 (0%)	0 (0%)	0 (0%)	18 (0.1%)	6,601 (0.3%)
Some Other Race Alone, Non-Hispanic %	562 (49.3%)	1,947 (53.1%)	475 (42.1%)	1,137 (74.1%)	28,849 (66.6%)	401,152 (17.5%)
Two or More Races, Non-Hispanic %	0 (0%)	10 (0.3%)	0 (0%)	22 (1.4%)	216 (0.5%)	97,864 (4.3%)
Hispanic/Latino (any race) %	1,021 (90.0%)	3,621 (99.0%)	1,037 (92.0%)	1,524 (99.3%)	42,220 (97.5%)	1,079,778 (47.0%)
Total Population	**1,140**	**3,667**	**1,128**	**1,535**	**43,308**	**2,298,032**

Source: Community Impact Assessment, October 2018.

Poverty/Low-Income Characteristics: For the purposes of this discussion, the poverty threshold according to the U.S. Census Bureau was used to determine the percentages of families living below the poverty line. According to the Census Bureau, the poverty threshold for a family of four (including two adults and two children) was $24,858 in 2017 (the most recent year for which this data is available).[14] Low income is defined based on the Department of Health and Human Services (DHHS) poverty guidelines. According to the DHHS 2018 Poverty Guidelines, the

[14] U.S. Census Bureau website, accessed 8-8-18. https://www.census.gov/topics/income-poverty/poverty/guidance/poverty-measures.html.

poverty threshold for a family of four in the State of California is $25,100.[15] There is a nominal difference of $242 between the Census Bureau and DHHS poverty thresholds.

Table 2.1.4-8, Regional, Local, and Project Area Income and Poverty Levels, shows the percentage of families living below the poverty level (low income) for the City, the County, and the study area block groups. As shown, the figures between the City and four study area block groups are consistent, ranging from a low of 25.4 percent in Census Tract 456.09, Block Group 2, to a high of 32.3 percent in Census Tract 457.06, Block Group 1. The City's low-income population percentage is 27.9 percent, which is more than double that of the County overall. However, the variance of the number of families living below the poverty level within the study area is not considered to be substantial.

Table 2.1.4-8: Regional, Local, and Project Area Income and Poverty Levels

Demographic	City of Coachella	Riverside County	BG 2 in CT 456.09	BG 1 in CT 457.06	BG 2 in CT 457.06	BG 1 in CT 457.07
Total Population	40,704	2,189,641	1,140	3,667	1,128	1,535
Median Household Income	$40,423	$56,592	$22,656	$30,333	$30,964	$25,536
Families living below the poverty level	27.9%	13.1%	25.4%	32.3%	31.5%	32.6%

Notes:
1. CT: Census Tract, BG: Block Group.
2. The Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. The official poverty thresholds do not vary geographically, but they are updated for inflation using the Consumer Price Index (CPI-U). The official poverty definition uses money income before taxes and does not include capital gains or noncash benefits (such as public housing, Medicaid, and food stamps).

Source: Community Impact Assessment, October 2018.

2.1.4.11 Environmental Consequences

Temporary Impacts

To determine whether the project will have a "disproportionately high and adverse impact" on minority and low-income populations, various factors were considered, including potential beneficial and adverse impacts, both temporary and permanent, and mitigation measures that will be incorporated into the project, and offsetting benefits. Temporary impacts are those impacts resulting from construction of the project. Permanent impacts are those impacts resulting from operation of the project. Potential permanent beneficial and adverse impacts were evaluated in regard to traffic and transportation, air quality, noise and vibration, and community character and cohesion.

Alternative 1 (No-Build Alternative)

No temporary impacts regarding environmental justice populations would occur with implementation of the No-Build Alternative since no construction activity would occur with this alternative.

[15] U.S. Department of Health and Human Services (DHHS) website, accessed 8-3-18. https://aspe.hhs.gov/20185-poverty-guidelines.

Alternatives 7 and 8 (Build Alternatives)

Traffic and Transportation: The Build Alternatives may result in traffic congestion in the project area as a result of construction-related activities during the construction phases. Adverse construction-related impacts to traffic would occur with respect to the general public as a whole and would not be confined to minority or low-income populations, and these impacts would cease upon completion of the project. As discussed in Section 2.1.6 of this IS/EA, temporary traffic congestion would be addressed with implementation of a TMP, which would serve to minimize disruption to local traffic for all populations impacted during project construction. Any temporary lane closures would be publicized through a public awareness campaign and portable changeable message signs within the project limits. Access to properties in the project area would be maintained during project construction. Therefore, construction of the project would not result in disproportionate or adverse traffic impacts to low-income or minority populations in the project area.

Air Quality: The Build Alternatives may result in adverse air quality in the project area as a result of construction-related activities during the construction phase. Adverse construction-related impacts to air quality would occur with respect to the general public as a whole and would not be confined to minority or low-income populations, and these impacts would cease upon completion of the project. As discussed in Section 2.2.6 of this IS/EA, temporary air quality impacts would be addressed with implementation of standardized measures, which would reduce construction-related air emissions for all populations impacted during project construction. Therefore, construction of the project would not result in disproportionate or adverse air quality impacts to low-income or minority populations in the project area.

Noise: The Build Alternatives may result in adverse noise and vibration impacts in the project area as a result of construction-related activities during the construction phase. Adverse construction-related noise and vibration impacts would occur with respect to the general public as a whole and would not be confined to minority or low-income populations, and these impacts would cease upon completion of the project. As discussed in Section 2.2.7 of this IS/EA, temporary noise impacts would be addressed with implementation of standardized measures, which would reduce construction-related noise and vibration for all populations impacted during project construction. Therefore, construction of the project would not result in disproportionate or adverse noise and vibration impacts to low-income or minority populations in the project area.

Community Character and Cohesion: Community character and cohesion impacts generally are considered to be permanent because the project improvements would remain after construction is complete. Therefore, temporary impacts to community character and cohesion during project construction are not anticipated.

Permanent Impacts

Technical studies and analyses have been reviewed to determine whether the Build Alternatives would have any adverse effects on all segments of the population, including minority and low-income population groups. The technical studies addressing traffic and transportation, air quality, noise and vibration, and community character and cohesion, indicate that some potential adverse effects are expected as a result of the Build Alternatives. However, these impacts are either temporary, or will be mitigated to levels that are below significance. In addition, potential beneficial operational impacts that may result from implementation of the Build Alternatives are also addressed. Thus, no permanent effects are expected to disproportionately affect the minority and low-income populations within the Environmental Justice study area.

The following discussions summarize the impacts identified in these technical reports and the measures to avoid or reduce the impacts.

Alternative 1 (No-Build Alternative)

Traffic and Transportation: Under the No-Build Alternative, the existing roadway configuration would be maintained and neither the new bridge over Avenue 50 nor the new SR-86/Avenue 50 interchange would be constructed. As discussed in Section 2.1.6 of this IS/EA, long-term operational traffic impacts would occur under the No-Build Alternative. By the design horizon (2045) year, the Avenue 50 low water crossing between Tyler Street and SR-86 would operate at LOS F. In addition, the Avenue 50/Tyler Street intersection would remain as stop-controlled and operate at an unacceptable LOS F during both AM and PM peak hours, and the SR-86/Avenue 50 intersection would remain as an at-grade signal and operate at LOS F during both AM and PM peak hours. This deterioration in LOS on local roadways would adversely impact all segments of the population, including minority and low-income population groups.

Air Quality: As discussed in Section 2.2.6 of this IS/EA, the project would not result in a significant increase in truck average daily traffic (ADT) volumes between the No-Build and Build Alternative scenarios. The highest opening year No-Build average daily traffic (ADT) volumes would be 42,520, which include truck volumes of 8,249 ADT, which is slightly less than the highest opening year Build conditions ADT volumes of 43,130, which include truck volumes of 8,367 ADT. Horizon Year No-Build ADT volumes range from 15,370 to 61,180, which include truck volumes that range from 830 to 11,869 ADT, as compared to Build conditions, in which ADTs would range from 1,060 to 62,140, and truck volumes would range from 355 to 12,055 ADT. Therefore, the difference in air emissions between the No-Build Alternative and the Build Alternatives is not substantial and the No-Build Alternative is not anticipated to result in substantial air quality impacts. No permanent adverse air quality impacts to minority and low-income population groups would occur, and no long-term avoidance, minimization, and/or mitigation measures are required.

Noise: As discussed in Section 2.2.7 of this IS/EA, under the No-Build Alternative, none of the project improvements would be implemented; therefore, no operational noise impacts would occur. The No-Build Alternative would not result in permanent adverse noise impacts to minority and low-income population groups, and no long-term avoidance, minimization, and/or mitigation measures are required.

Community Character and Cohesion: As discussed above, it is unlikely that adverse community character and cohesion impacts would occur with regard to regional and local demographics or housing characteristics under the No-Build Alternative. However, in the absence of the project's transportation infrastructure, improvements that would provide direct and dependable access of the CVSC would not be constructed.

Alternatives 7 and 8 (Build Alternatives)

Traffic and Transportation: As discussed in Section 2.1.6 of this IS/EA, traffic operations in the study area would maintain existing LOS or experience improved LOS under the Build Alternatives. Specifically, the SR-86 mainline and ramps would operate at an acceptable LOS (LOS D or better) under the Build Alternatives in the design horizon year (2045) during both the AM and PM peak hours. In addition, the Build Alternatives would also substantially improve the Avenue 50/Tyler Street and SR-86/Avenue 50 intersections from an unacceptable LOS F without the project to an acceptable LOS C or better conditions.

In addition to improving levels of service, the Build Alternatives would also replace an existing low water crossing of the CVSC with a bridge structure; and improve operational performance by replacing an existing at grade intersection with a new grade separated overcrossing structure. These improvements are expected to reduce flood hazards along Avenue 50 with the provision of a bridge over the existing low-water crossing and eliminate cross traffic with the new SR-86/Avenue 50 interchange.

The beneficial traffic conditions under the Build Alternatives would occur with respect to the general public as a whole. Therefore, operation of the project would not result in disproportionate or adverse traffic impacts to low-income or minority populations in the project area.

Air Quality: As discussed in Section 2.2.6 of this IS/EA, the Build Alternatives will not cause permanent significant air quality impacts during its operation in the project area. Therefore, there will be no disproportionate impact to minority and low-income population groups.

Noise: As discussed in Section 2.2.7 of this IS/EA, the Build Alternatives will not cause permanent significant noise and vibration impacts during its operation in the project area. Noise levels under either Build Alternative would not approach or exceed the NAC of 67 dBA $L_{eq}(h)$ for Category B or C land uses or result in a substantial increase in noise. In fact, future noise levels at several modeled receptors would experience lower noise levels under design-year with project conditions as compared to existing conditions due to an increase in distance between the roadway and receptors. Therefore, there will be no disproportionate impact to minority and low-income population groups.

Community Character and Cohesion: As discussed above, there are substantial numbers of minority populations located within the census tract block groups that were analyzed for potential project impacts. The Build Alternatives would have a beneficial impact of improving access and circulation within the study area for the general public. Potential adverse community character and cohesion impacts specific to the low-income or minority populations are not anticipated to occur under the Build Alternatives because the project will not physically divide, or create barriers within, any such communities in the project area. In addition, the project will reduce flood hazards along Avenue 50 and improve the operational performance of roadways for all users of the roadways within the project area.

2.1.4.12 Avoidance, Minimization, and/or Mitigation Measures

Based on the above discussion and analysis, the Build Alternatives will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of EO 12898. No further environmental justice analysis is required.

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2.1.5 Utilities/Emergency Services

2.1.5.1 Affected Environment

Utilities

The following utilities exist within the project area and its vicinity:

Imperial Irrigation District (IID) – overhead transmission lines, transformers, and power poles:

- An overhead 92-kilovolt (kV) transmission line, running north-south, crosses the Coachella Valley Stormwater Channel (CVSC) and SR-86 within the project limits.
- An overhead 7.2/12.5- kV line running in the east-west direction along the existing Avenue 50 branches into two lines: One heading east crossing SR-86 and running along Avenue 50 on the eastside of SR-86 and the other heading north and crossing SR-86 at the existing intersection.
- A joint overhead of a 7.2/12.5-kV line and runs along the existing Tyler Street on the west side of SR-86.
- An overhead of a 7.2/12.5-kV line and runs in the north-south direction on the east side of the interchange.

Southern California Gas Company – distribution pipelines:

- An 8” gas line running along the existing Avenue 50/Tyler Street on the west side of the CVSC crosses the channel, turns to the north and crosses SR-86 at the existing intersection.

City of Coachella – water service lines:

- A 16” waterline running along the existing Avenue 50 on the west side of the CVSC crosses the channel, turns to the north and crosses SR-86 at the existing intersection.
- A 12” waterline branching off from the 16” waterline at the existing Avenue 50/Tyler Street intersection runs along the existing Tyler Street.

Coachella Valley Water District (CVWD) – underground agricultural/irrigation/tile drains:

- A 14” Irrigation Lateral 105.7-1.9 is located within the project limits and is part of the Coachella Valley irrigation distribution system.
- A 12” Tyler 0.25 drain runs in the north-south direction on the east side of the interchange and discharges into the CVSC.
- A 24” Avenue 50 drain runs along the existing Avenue 50 west of the CVSC and discharges into the CVSC.
- A number of tile drains exist within the project area farmlands.

Coachella Sanitary District – underground sewer lines:

- A 24" sewer line along the existing Avenue 50 on the eastside of SR-86.

Frontier Communications – telecommunication cable:

- A telephone line running along the north side of the existing Avenue 50 branches into two lines: One heading east crossing SR-86 and running along Avenue 50 on the eastside of SR-86 and the other heading north and crossing SR-86 at the existing intersection.

Charter Communications – telecommunication cable:

- An overhead cable runs along the existing Avenue 50 and Tyler Street on the west side of the CVSC.

Emergency Services

The following emergency service providers are located in the project area and its vicinity:

Police

Police protection services are provided through a contract with the City of Coachella and the Riverside County Sheriff's Department. The Coachella Police Department is located at 86625 Airport Boulevard in Thermal. The police department includes Administration, Traffic, Patrols, Investigations, Crime Stoppers, Crime Prevention, Forensics, and an Explorer Program.

The California Highway Patrol (CHP) also provides police services in the region, such as traffic regulation enforcement and emergency accident management and service but is primarily limited to the existing state route and interstate highway systems that extend throughout the region.

Fire

Fire protection services and emergency medical services in the study area are provided by the Coachella Fire Department through a contract with the County of Riverside Fire Department. The fire department provides these services to the City as part of the regional and integrated fire protection system provided via a cooperative agreement with the Riverside County Fire Department and Cal Fire. This contract includes fire suppression, fire prevention, emergency medical response, hazardous materials response team, urban search and rescue response team, and other related public services.

The nearest fire station to the project site is Fire Station #79, located at 1377 Sixth Street. The fire department operates with one fire engine and is staffed with one firefighter, one paramedic firefighter, one engineer, and one captain. The existing goal of the fire department is to provide service to all areas of the City using a 1.5-mile service radius with a response time of approximately five minutes or less, 90 percent of the time.

2.1.5.2 Environmental Consequences

2.1.5.2.1 Temporary Impacts

Utilities

Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, no construction would occur; therefore, temporary construction impacts to utilities would not occur.

Alternatives 7 and 8 (Build Alternatives)

The project's final design process (Plans, Specifications, and Estimates [PS&E] phase) will address all potential utility relocation that may be required for project implementation. An updated utility search will be conducted during final design to determine any utility conflicts requiring attention. Coordination with the identified utility companies will be carried out during the PS&E and construction phases. No service disruptions will occur to any of the utilities during construction. Accordingly, no impacts to utilities during construction of the project are anticipated.

Emergency Services

Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, no construction would occur; therefore, temporary construction impacts to emergency services would not occur.

Alternatives 7 and 8 (Build Alternatives)

Access to developed areas in proximity to the project may potentially be constrained intermittently during construction. As noted in Chapter 1.0 of the IS/EA, a Transportation Management Plan (TMP) has been included as a project feature to minimize potential traffic-related impacts during construction of the project. Travel through the project area will be maintained for emergency service vehicles during project construction. The Caltrans TMP Guidelines require consideration and notification of emergency service providers to provide for adequate emergency access during the temporary construction process. With preparation of the TMP during the PS&E phase, adverse effects would not occur in this regard.

2.1.5.2.2 Permanent Impacts

Utilities

Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, SR-86, Avenue 50, and the surrounding transportation network would be maintained; therefore, no permanent changes or impacts to existing utilities in the project area would occur.

Alternatives 7 and 8 (Build Alternatives)

Permanent impacts to utilities under the Build Alternatives would include multiple relocations as described in Table 2.1.5-1 below.

Table 2.1.5-1: Utility Relocations

Affected Utility		Relocation Information
Electrical Service	An overhead 92-kV transmission line, running north-south, crosses the Coachella Valley Stormwater Channel (CVSC) and SR-86 within the project limits.	Approximately 3 poles relocation (2 poles within State right of way).
	An overhead 7.2/12.5-kilovolt (kV) line running in the east-west direction along the existing Avenue 50 branches into two lines: One heading east crossing SR-86 and running along Avenue 50 on the eastside of SR-86 and the other heading north and crossing SR-86 at the existing intersection.	Approximately 12 poles relocation (2 poles within State right of way).
	A joint overhead of a 7.2/12.5-kV line and runs along the existing Tyler Street on the west side of SR-86.	Approximately 5 poles relocation.
	An overhead of a 7.2/12.5-kV line and runs in the north-south direction on the east side of the interchange.	Approximately 5 poles relocation (2 poles within State right of way).
Natural Gas	An 8" gas line running along the existing Avenue 50/Tyler Street on the west side of the CVSC crosses the channel, turns to the north and crosses SR-86 at the existing intersection.	Approximately 3,500 linear feet (LF) relocation (350 LF within State right of way).
Water	A 16" waterline running along the existing Avenue 50 on the west side of the CVSC crosses the channel, turns to the north and crosses SR-86 at the existing intersection.	Approximately 3,300 LF relocation (350 LF within State right of way).
	A 12" waterline branching off from the 16" waterline at the existing Avenue 50/Tyler Street intersection runs along the existing Tyler Street.	Approximately 2,100 LF relocation.
Agricultural	A 14" Irrigation Lateral 105.7-1.9 is located within the project limits and is part of the Coachella Valley irrigation distribution system.	Approximately 3,900 LF relocation (1,000 LF within State right of way).
	A 12" Tyler 0.25 drain runs in the north-south direction on the east side of the interchange and discharges into the CVSC.	Approximately 1,600 LF relocation (320 LF within State right of way).
	A 24" Avenue 50 drain runs along the existing Avenue 50 west of the CVSC and discharges into the CVSC.	It is not anticipated that this facility will require relocation.
	A number of tile drains exist within the project area farmlands.	Relocations will be required for tile drains.
Sewer Service	A 24" sewer line along the existing Avenue 50 on the eastside of SR-86.	Approximately 3,300 LF relocation.
Telephone Service	A telephone line running along the north side of the existing Avenue 50 branches into two lines: One heading east crossing SR-86 and running along Avenue 50 on the eastside of SR-86 and the other heading north and crossing SR-86 at the existing intersection.	Approximately 5,800 LF relocation (700 LF within State right of way).
Cable Service	An overhead cable runs along the existing Avenue 50 and Tyler Street on the west side of the CVSC.	Approximately 3,300 LF relocation.

Prior to the completion of final design, coordination with any affected utility providers in the vicinity of the SR-86/Avenue 50 new interchange project will be completed, to verify that the project will not disrupt services. For any utilities affected, all required coordination will be completed to establish exact procedures and specifications for addressing facilities impacted by the project, and as necessary, additional analysis will be completed, and any measures identified in conjunction with the completion of additional analysis will be implemented. Any required relocations of utilities will be completed prior to any project-related construction. Accordingly, no permanent impacts to utilities are anticipated.

Emergency Services

Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, SR-86, Avenue 50, and the surrounding transportation network would be maintained; therefore, no changes to the provision of emergency services in the project area would occur.

Alternatives 7 and 8 (Build Alternatives)

Alternatives 7 and 8 would improve mobility by providing direct and dependable access over SR-86 and CVSC, which would improve emergency vehicle response times during storm events; therefore, a beneficial impact is anticipated to occur with regard to emergency services in the long-term. Following completion, traffic operations are expected to improve. In conjunction with the construction of the bridge over the CVSC, emergency service providers would be able to travel through the project area more efficiently. Permanent impacts related to emergency services would not occur under the Build Alternatives.

2.1.5.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

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2.1.6 Traffic and Transportation/Pedestrian and Bicycle Facilities

2.1.6.1 Regulatory Setting

Caltrans, as assigned by the Federal Highway Administration (FHWA), directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of Federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all Federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 CFR 27) implementing Section 504 of the Rehabilitation Act (29 United States Code [USC] 794). The FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to federal-aid projects, including Transportation Enhancement Activities.

2.1.6.2 Affected Environment

This section is based on the State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report (Traffic Report), dated November 2017.

2.1.6.2.1 Existing Facilities

Roadway Facilities

Key travel routes in the study area include SR-86, Avenue 50, and Tyler Street. SR-86 is a regional highway that extends north-south in the City of Coachella. It begins at Interstate 10 (I-10), north of the City, maintaining access control until reaching Avenue 50/Tyler Street. South of Avenue 50/Tyler Street, it operates as a divided arterial with two lanes in each direction with an open median. The posted speed limit on SR-86 is 55 miles per hour throughout the length of the City. SR-86 is a major regional highway that provides access to I-10 to the north and continues south to the Salton Sea and City of Imperial, near the United States border with Mexico. The segment of SR-86 within the study area is an at-grade facility with two travel lanes in each direction. Based on Caltrans 2015 Traffic Data, the annual average daily traffic (AADT) volume of SR-86 in the study area is approximately 20,500.

Avenue 50 traverses the City in an east-west direction from the western city limits, and currently terminates west of the Coachella Branch of the All-American Canal at Fillmore Street. Avenue 50 within the project limits is currently a 2-lane roadway with a low water crossing through Coachella Valley Stormwater Channel (CVSC) and is classified in the City's General Plan Update as a "Major Arterial with Bicycle Facility." The existing Avenue 50 low water crossing is approximately 700 feet long and 32 feet wide and provides two 12-foot vehicle lanes. The existing Avenue 50 crossing is equipped with two 72-inch culverts conveying CVSC flows from north to south. The capacity of these culverts is often exceeded, resulting in roadway flooding during heavy storm events. Currently, State Route 86 (SR-86) and Avenue 50 is an at-grade

signalized intersection with a dedicated left-turn lane and right-turn lane in the northbound and southbound direction along SR-86.

Tyler Street is a two-lane north/south roadway that is a segmented and discontinuous collector street within the project limits. In a south to north direction, Tyler street follows the northeasterly boundary of Peter Rabbit farms and terminates at Avenue 50. Tyler Street re-starts where Avenue 50 turns to the north; it continues to a "T" intersection with the easterly segment of Avenue 50 east of SR-86. Tyler Street continues to the north of the intersection and Avenue 50 continues to the east of the intersection. The posted speed limit on Tyler Street is 40 miles per hour.

Unimproved roads include Cabazon Road (trending in a north to south direction) and two unnamed maintenance roads that serve the CVSC.

Pedestrian and Bicycle Facilities

Within site boundaries, a sidewalk exists along the easterly side of Tyler Street, immediately south of CVSC, adjacent to existing residences and Sierra Vista Park. No other pedestrian/ bicycle facilities occur along Tyler Street and Avenue 50, within the project limits. Bicycles are not permitted along SR-86 within the project limits.

2.1.6.2.2 Existing General Plan Designations

Based on the General Plan Mobility Element Figure 5-1, Future Roadway Network, within the project limits, Avenue 50 is designated as a Primary Arterial With Bicycle Facility west of Tyler Street and Major Arterial With Bicycle Facility east of Tyler Street; Tyler Street is designated as a Collector With Bicycle Facility, and the intersections of Avenue 50 with Tyler Street and SR-86 are designated as Freeway Interchange. It is acknowledged that the planned CV Link alignment, located parallel to, and west of, SR-86, is designated as a Class I Bicycle Facility/Multi-Use Trail. Per the General Plan Mobility Element Table 5-1, Street Typologies, descriptions for these identified street types are as follows:

- *Primary Arterial With Enhanced Bicycle Facilities* – These facilities provide superior accommodations for bicyclists as compared to regular arterials. In-street Bicycle lanes (Class II) facilities are provided. The bicycle lanes can vary from 5 to 6 feet. The travel lanes can vary from 11 to 12 feet.

- *Major Arterial With Enhanced Bicycle Facilities* – These facilities provide for all modes of travel, but they acknowledge that the arterial is a primary link in the City's vehicular transportation system. Major arterials have six travel lanes and can have right-of-way (ROW) up to 132 feet. Travel lanes can vary from 11 to 12 feet.

- *Collector With Enhanced Bicycle Facilities* – Collectors are meant to serve as intermediate facilities, connecting local areas to regional mobility corridors. Collectors prioritize bicycles and pedestrians through facility design and speed management. Bus and shuttle transit services can be provided on collectors, and vehicles use them for accessibility (but these modes are not prioritized in the corridor). This specific designation includes in-street bicycle lanes.

2.1.6.2.3 Study Area

The study area consists of study intersections along Avenue 50 (between Leoco Lane and SR-86), the SR-86 mainline segment between Dillon Road and Avenue 52, and SR-86 ramp intersections at Dillon Road and Avenue 52; refer to Figure 2.1.6-1. The Avenue 50/Harrison Street intersection (Study Intersection No. 1) has been removed from the study area analysis as this intersection will become a standalone project. Operations of this intersection will be analyzed in a separate study, which is anticipated to be completed in approximately one year. The study facilities are identified below and were evaluated during the weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak hours at study intersections and mainline/ramp locations and on a weekday basis for study arterial roadway segments. Figure 2.1.6-1, Traffic Study Area, depicts the traffic study area associated with the project.

Study Intersections

2. Avenue 50/Leoco Lane
3. Avenue 50/Peter Rabbit Lane
4. Avenue 50/Tyler Street
5. Avenue 50/Southbound SR-86 Ramps
6. Avenue 50/Northbound SR-86 Ramps
7. Dillon Road/Southbound SR-86 Ramps
8. Dillon Road/Northbound SR-86 Ramps
9. Avenue 52/Southbound SR-86 Ramps
10. Avenue 52/Northbound SR-86 Ramps/Tyler Street
11. Tyler Street/Calle Mendoza

SR-86 Mainline Segments

1. Northbound and Southbound SR-86: between Dillon Road and Avenue 50
2. Northbound and Southbound SR-86: between Avenue 50 and Avenue 52

SR-86 Ramp Junctions

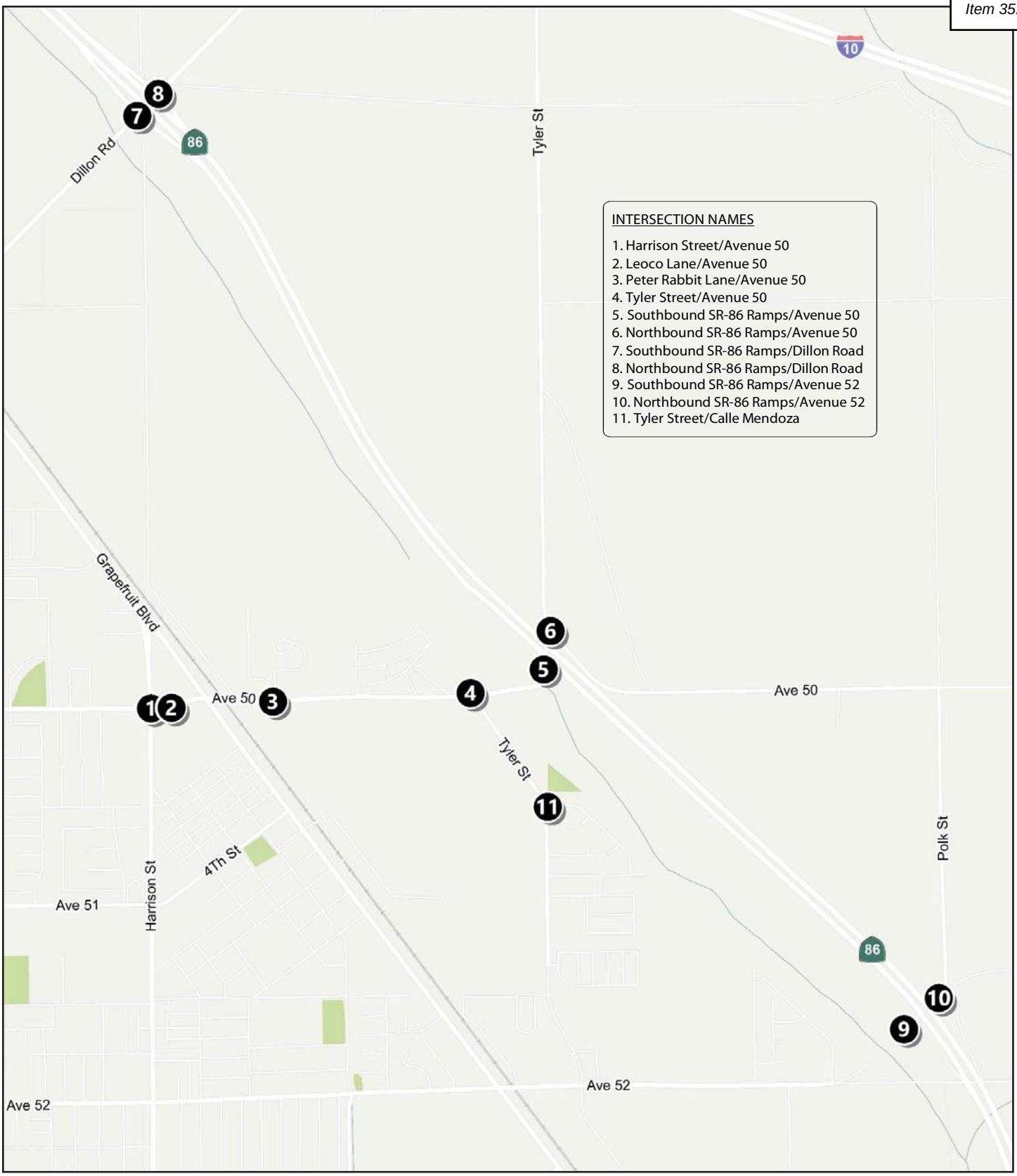
1. Northbound SR-86 Off-ramp to Avenue 50 (future)
2. Northbound SR-86 On-ramp from Avenue 50 (future)
3. Southbound SR-86 Off-ramp to Avenue 50 (future)
4. Southbound SR-86 On-ramp from Avenue 50 (future)

Study Roadway Segments

1. Avenue 50 Bridge: between Tyler Street and SR-86
2. Avenue 50: between Leoco Lane and Peter Rabbit Lane
3. Avenue 50: west of Harrison Street

2.1.6.2.4 Study Scenarios

The project includes two phases which have different opening years. Phase 1 of the project includes the Avenue 50 Bridge, which is expected to complete construction and be open to traffic by Year 2021. Phase 2 of the project includes the SR-86/Avenue 50 new interchange, which is expected to complete construction and be open to traffic by Year 2025. Two Build Alternatives are being analyzed for the project. Therefore, the following study scenarios are analyzed:



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Traffic Study Area

Figure 2.1.6-1

1. Existing (2015) Conditions
2. Opening Year 2021 No Build Conditions
3. Opening Year 2021 With Phase 1 (One Build Alternative for Avenue 50 Bridge)
4. Opening Year 2025 No Build Conditions
5. Opening Year 2025 With Phase 2 (Two Build Alternatives for SR-86/Avenue 50 Interchange)
6. Design Year 2045 No Build Conditions
7. Design Year 2045 With Phase 1 & Phase 2 combined (Two Build Alternatives for SR-86/Avenue 50 Interchange)

The study locations also vary by scenario. All the study locations listed above are analyzed under existing and Design Year 2045 conditions. Under Opening Year 2021, completion of Phase 1 (Avenue 50 Bridge) is not anticipated to result in significant traffic addition to the SR-86 mainline and adjacent ramps at Dillon Road and Avenue 52. Therefore, the study area under Phase 1 Opening Year 2021 consists of the six study intersections (accordingly, the tables include intersections 2 through 6 and 11) and three roadway segments along Avenue 50. None of the SR-86 mainline/ramp junctions or adjacent ramp intersections at Dillon Road and Avenue 52 are evaluated under Year 2021. Similarly, the study area under Phase 2 (SR-86/Avenue 50 Interchange) Opening Year 2025 consists of the SR-86 mainline/ramp junctions and ramp intersections at Dillon Road, Avenue 50, and Avenue 52. Other local intersections and roadway segments along Avenue 50 west of SR-86 are not analyzed under Year 2025.

2.1.6.2.5 Methodology

Traffic Forecasting Methodology

Traffic forecasts were developed using the Coachella Valley Model, which was developed in 2012 for the *General Plan Update* based on the Riverside County Traffic Analysis Model (RivTAM). The Coachella Valley Model assumed the build-out Socio-Economic Data (SED) for the City of Coachella and reflected a more refined roadway network in the Coachella Area. The Coachella Valley Model was updated to include the 2040 land use assumptions consistent with the SCAG's 2016 RTP (since this data reflects the most updated population and employment growth projections for the City of Coachella and the entire Coachella Valley Association of Governments [CVAG] region), and the updated model was used to develop traffic forecasts for the project.

Separate future year models were developed to forecast traffic volumes with and without the project. Future traffic forecasts at the study intersections and roadway segments under the Opening Year and Design Year were developed using the difference methodology, which is consistent with methodologies delineated in the National Cooperative Highway Research Program Report (NCHRP) 255 published by the Transportation Research Board (TRB): Highway Traffic Data for Urbanized Area Project Planning and Design (Transportation Research Board, December 1982). The Base Year and Future Year models were used to calculate the annual growth at study facilities, which was applied to existing traffic counts (collected in fall 2015) to develop the Opening Year and Design Year traffic projections. Since the future model reflects Year 2040 conditions, the Opening Year 2021/2025 and Design Year 2045 forecasts was developed using a calculated annual growth amount between existing and the 2040 traffic forecasts. The resulting traffic forecasts from the difference methodology were balanced where appropriate. The balanced forecasts for each scenario were compared to existing traffic counts and one another to ensure the reasonableness of the forecasts. Overall, after applying all difference method calculations and balancing operations, the average annual growth rate comes out to be approximately 3 – 5 percent per year.

Operations Analysis Methodology

Intersection Analysis: Intersection operations were conducted using methodologies contained in the Highway Capacity Manual (HCM 2010) (Transportation Research Board, 2010). The HCM 2010 methodology for signalized intersections estimates the average control delay for vehicles at the intersection while the methodology for unsignalized intersections estimates the worst-case movement control delay for two-way stop-controlled intersections and the average control delay for all-way stop-controlled intersections. After the quantitative delay estimates are complete, the methodology assigns a qualitative letter grade that represents the operations of the intersection. These grades range from level of service (LOS) A (minimal delay) to LOS F (congested conditions). LOS E represents at-capacity operations. Descriptions of the LOS letter grades for both signalized and unsignalized intersections are provided in Table 2.1.6-1.

Table 2.1.6-1: Intersection LOS

LOS	Description	Signalized Intersections	Unsignalized Intersections
		Average Stopped Delay per Vehicle (seconds/vehicle)	Average Control Delay (seconds/vehicle)
A	Very low delay occurs due to little or no conflicting traffic.	< 10.0	< 10.0
B	Low delay occurs although conflicting traffic becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0
C	Average delays result from increased conflicting traffic.	> 20.0 to 35.0	> 15.0 to 25.0
D	Longer delays occur due to a reduction in available gaps. At signals, individual cycle failures are noticeable.	> 35.0 to 55.0	>25.0 to 35.0
E	High delays and extensive queues occur. This value indicates volume-to-capacity ratios. This is considered to be the limit of acceptable delay.	> 55.0 to 80.0	> 35.0 to 50.0
F	Delays are unacceptable to most drivers due to over-saturation.	> 80.0	> 50.0

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 9.

Roadway Segment Analysis: Roadway segment operations were evaluated by comparing the daily traffic volumes to the roadway classification capacity identified in the General Plan Circulation Element (May 2014). The roadway capacity by classification is shown in Table 2.1.6-2. The volume-to-capacity (v/c) ratio was calculated for study roadway segments along Avenue 50. Any roadway segments with the v/c ratio equal to or greater than 1.0 are considered to have LOS F conditions.

Table 2.1.6-2: Roadway Segment AADT Capacity

Roadway Classification	Number of Lanes	AADT Capacity
Major Arterial	6 – Divided	56,000
Primary Arterial	4 – Divided	37,400
Secondary Arterial	4 – Divided	28,900
Major Collector	4 – Undivided	20,000
Minor Collector	2 – Undivided	12,000
Local Street	2 – Undivided	10,400

Source: City of Coachella General Plan Circulation Element (May 2014).

Freeway Analysis: Freeway mainline and ramps were evaluated using a Highway Capacity Software (HCS) equivalent tool which applies methodologies contained in the HCM 2010. The LOS was calculated for each study facility based on density in number of vehicles per hour per lane. Table 2.1.6-3 describes the LOS thresholds for freeway sections identified in the HCM 2010. The peak-hour density calculations provided are consistent with the definitions from the HCM, which defines four freeway section types: merge, diverge, weave, and basic.

Table 2.1.6-3: Freeway LOS Threshold

LOS	Description	Density (vplpm)[1]	
		Mainline (Basic)	Ramp/ Weave
A	Free-flow speeds prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	< 11	< 10
B	Free-flow speeds are maintained. The ability to maneuver with the traffic stream is only slightly restricted.	> 11 to 18	> 10 to 20
C	Flow with speeds at or near free-flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver.	> 18 to 26	> 20 to 28
D	Speeds decline slightly with increasing flows. Freedom to maneuver with the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort.	> 26 to 35	> 28 to 35
E	Operation at capacity. There are virtually no usable gaps within the traffic stream, leaving little room to maneuver. Any disruption can be expected to produce a breakdown with queuing.	> 35 to 45	> 35 to 45[2]
F	Represents a breakdown in flow.	> 45	> 45[2]

Notes:
1 Density is reported in vehicles per lane per mile.
2 The maximum density for ramp junctions and weaving sections under LOS E is not defined in the HCM. The maximum density for basic segments of 45 vplpm was assumed to apply to ramp junctions and weaving sections.

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 10.

Analysis Evaluation Criteria

The analysis evaluation criteria described below were used to determine if the project would result in any traffic operational deficiencies to the study area. The LOS criteria are in accordance with the City of Coachella and Caltrans guidelines.

City of Coachella

Intersection: According to General Plan Circulation Element, LOS D is the maximum acceptable level of congestion that should be maintained during the peak commute hours. Therefore, any of the intersections within Coachella's jurisdiction operating at LOS E or F are considered unsatisfactory; vehicular traffic on Coachella's roadway system should not exceed these capacities.

Roadway Segment: In accordance with the General Plan Circulation Element, LOS C or better should be maintained along County roads and state highways. LOS D is 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." For the purposes of this evaluation, the minimum acceptable LOS for roadway segments along Avenue 50 is LOS D.

Caltrans

Based on the Caltrans 2017 Transportation Concept Report for State Route 86 (2017 TCR), Caltrans strives to have freeway facilities operate at a level of service D. Therefore, LOS D was used as the threshold for freeway facilities analysis. Any future LOS on freeway facilities that are projected to operate at unacceptable LOS (worse than LOS D) requires mitigation. Therefore, LOS D is considered as the acceptable LOS criteria for all the study intersections, freeway segments, and roadway segments in this analysis.

2.1.6.2.6 Existing Traffic Operations

Peak period AM (7-9 AM) and PM (4-6 PM) traffic volumes at study intersections were collected in 2015. The 24-hour daily traffic volumes were collected at the Avenue 50 study segments in 2015 and at SR-86 near Avenue 50 in 2017. All traffic counts were collected when schools were in session. In addition, existing signal timings at the signalized intersections were collected from the City and Caltrans.

Figure 2.1.6-2, Existing Year 2015 Peak Hour Intersection Volumes, shows the existing lane configurations and traffic volumes for all study intersections. Figure 2.1.6-3, Existing Year 2015 Average Daily Traffic Volumes, shows the existing average daily traffic (ADT) volumes along SR-86.

Roadway Operations

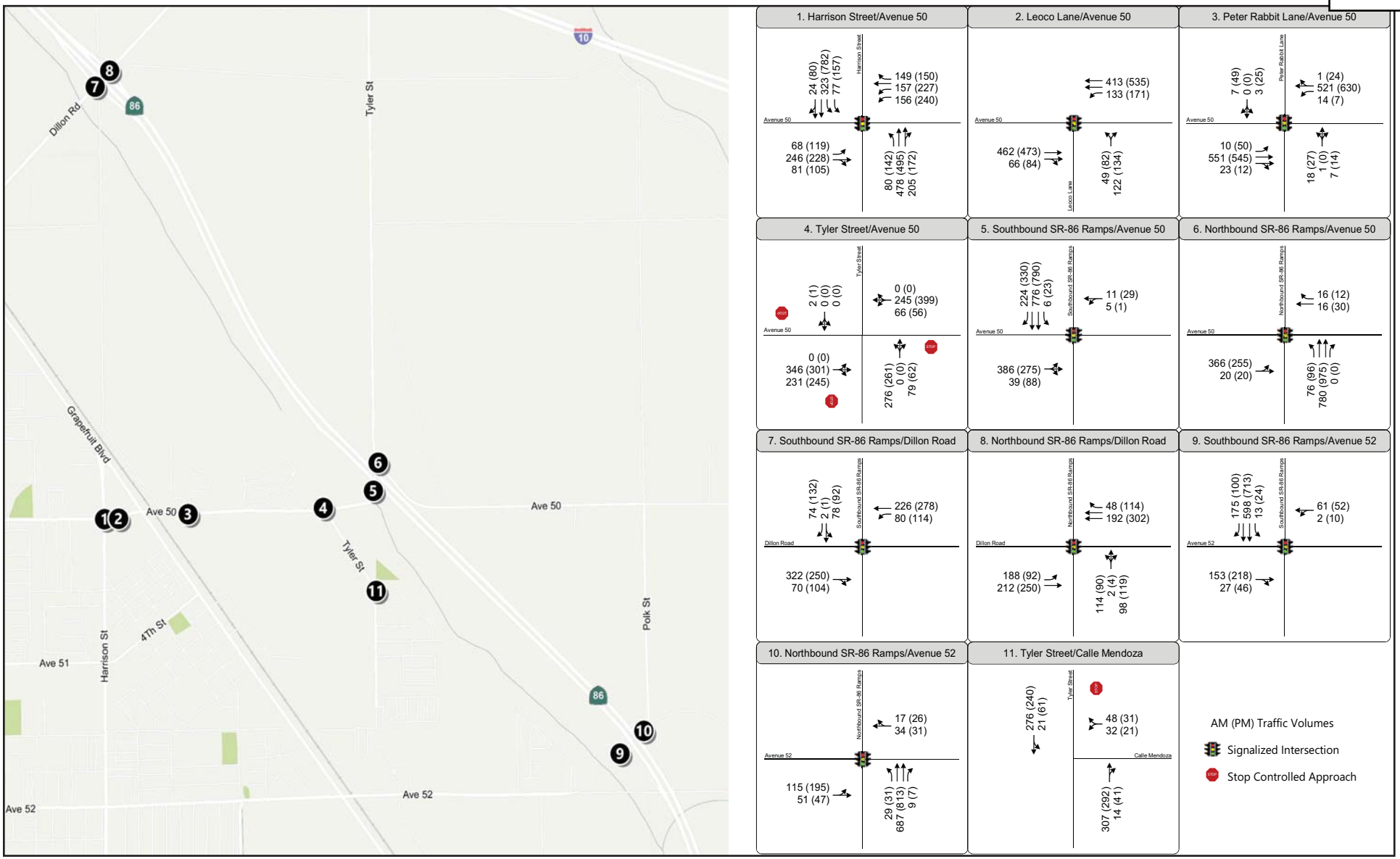
Table 2.1.6-4 presents the existing ADT volumes along Avenue 50 study roadway segments. All roadway segments currently operate at acceptable LOS C or better conditions using the capacity threshold identified in the General Plan Update Circulation Element.

Table 2.1.6-4: Existing Roadway Segment Analysis

Segment		Classification[1]	ADT	Capacity[2]	V/C	LOS[3]
1	Avenue 50: Low Water Crossing Between Tyler Street and SR-86	Major Arterial (2)	10,473	13,000[4]	0.81	D
2	Avenue 50: Between Leoco Lane and Peter Rabbit Lane	Primary Arterial (4)	16,203	37,400	0.43	A
3	Avenue 50: West of Harrison Street	Major Arterial (2)	10,144	13,000[4]	0.78	C

Notes:
1 Classification reflects future build-out of roadway segment from City of Coachella General Plan (2015).
2 Capacity from City of Coachella General Plan EIR Appendix 11.4 (2013), unless otherwise indicated.
3 LOS E represents at capacity operations.
4 Capacity is based on existing roadway condition and Riverside County Integrated Project General Plan's capacity thresholds for 2-lane Collector.

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 16.



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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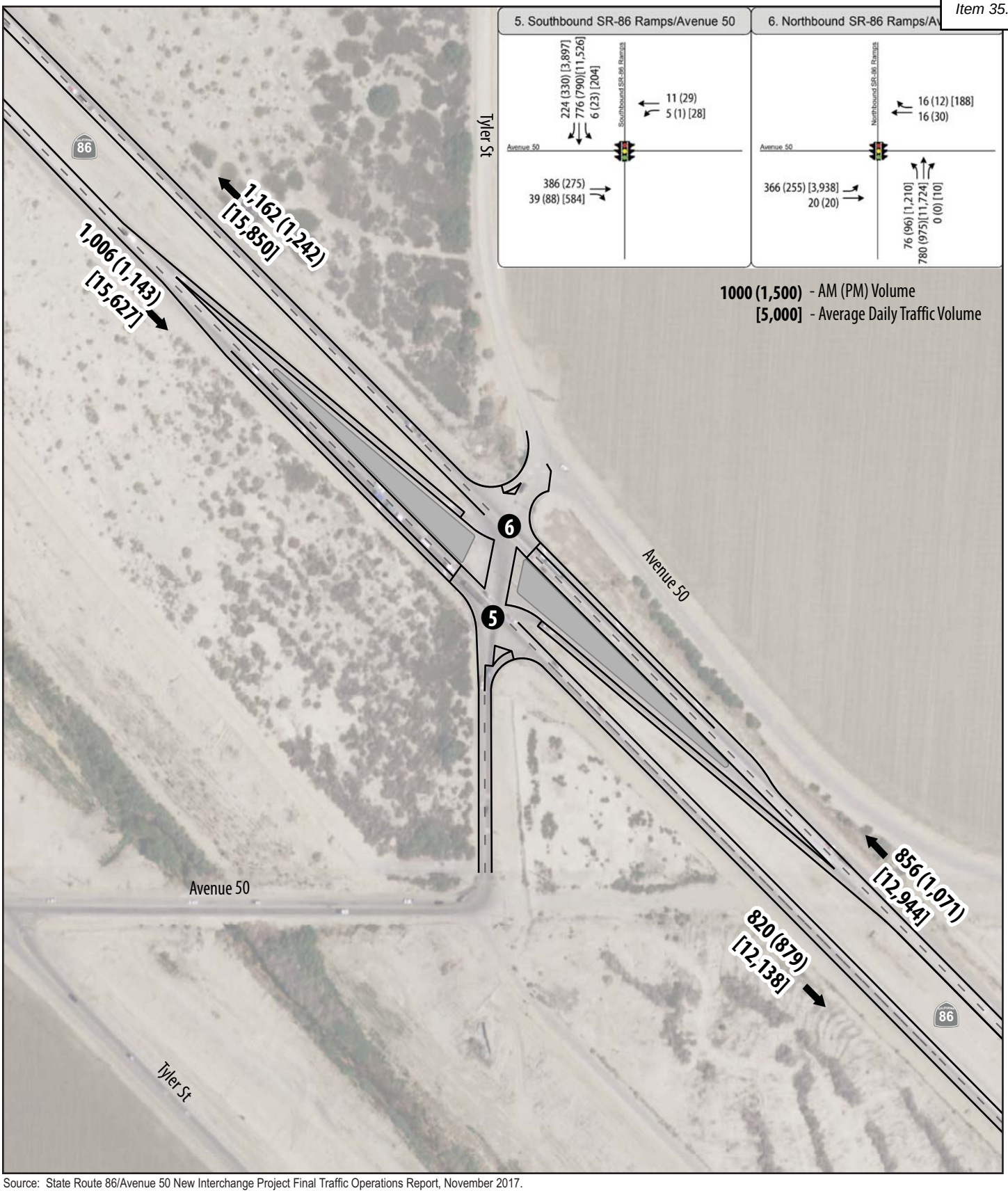
Existing Year 2015 Peak Hour Intersection Volumes

Figure 2.1.6-2



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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Existing Year 2015 Average Daily Traffic Volumes

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Figure 2.1.6-3

Freeway Operations

Under existing conditions, SR-86 in the study area operates as a multi-lane highway with at-grade access points, rather than a freeway. Therefore, no freeway operations were analyzed in the existing condition. All movements along SR-86 were analyzed as intersection operations described below.

Intersection Operations

Existing traffic volumes, lane configurations, and signal timing information were utilized to evaluate traffic operations at the study intersections during the AM and PM peak hours. The results are summarized in Table 2.1.6-5. Under existing conditions, all study intersections operate acceptably at LOS D or better conditions during both AM and PM peak hours, with the exception of the Avenue 50/Tyler Street intersection, which operates at an unacceptable LOS F during both AM and PM peak hours.

Table 2.1.6-5: Existing Intersection LOS Summary

Intersection		Control	AM		PM	
			Delay	LOS	Delay	LOS
2	Avenue 50/Leoco Lane	Signal	7.1	A	8.3	A
3	Avenue 50/Peter Rabbit Lane	Signal	6.4	A	8.4	A
4	Avenue 50/Tyler Street	Side-street stop	**127.1**	**F**	**176.1**	**F**
5 6	Avenue 50/Southbound SR-86 Ramps Avenue 50/Northbound SR-86 Ramps	Signal	36.8	D	32.0	C
7	Dillon Road/Southbound SR-86 Ramps	Signal	9.9	A	10.5	B
8	Dillon Road/Northbound SR-86 Ramps	Signal	19.9	B	12.3	B
9 10	Avenue 52/Southbound SR-86 Ramps Avenue 52/Northbound SR-86 Ramps	Signal	16.3	B	19.3	B
11	Tyler Street/Calle Mendoza	Side-street stop	12.9	B	12.9	B

Bold text indicates unacceptable level of service.
Note: For signalized intersections, delay shows whole intersection weighted average control delay using methods (HCM 2010).
Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 17.

Traffic Safety Review

Collision data for July 2012 through June 2015 were reviewed for the SR-86 segment and ramps within the project limits. This evaluation consisted of collecting and reviewing SR-86 collision data contained in Traffic Accident Surveillance and Analysis System (TASAS) Table B and TASAS Selective Accident Retrieval (TSAR) provided by Caltrans. Table 2.1.6-6 shows the actual three-year collision rates with a comparison to the statewide average collision rates on similar facilities. The collision rates on SR-86 are higher than the statewide average for similar facilities.

Table 2.1.6-6: SR-86 Mainline Collision Rate

Location Description	Actual (per million vehicle miles for mainline, per million vehicles for ramp)			Average (per million vehicle miles for mainline, per million vehicles for ramp)		
	Total	Fatal	Fatal+ Injury	Total	Fatal	Fatal+ Injury
SR-86 Mainline (PM R19.5 – R21.5)	0.56	0.019	0.27	0.46	0.008	0.16
Source: Draft Project Report (June 2018), Page 17.						

Table 2.1.6-7 shows collision data by collision type. As shown, rear end was the most common collision type in the study area between July 2012 and June 2015. Hit object and sideswipe were the next most common collision types.

Table 2.1.6-7: SR-86 Mainline Collision Type

Collision Type	Percentage
Head-On	3.4%
Sideswipe	10.3%
Rear End	65.5%
Hit Object	13.8%
Overturn	3.4%
Not Stated	3.4%
Total	**100%**
Note: Numbers may not add up to 100 percent due to rounding.	
Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 19.	

Table 2.1.6-8 shows the primary collision factor for collisions in the study area between July 2012 and June 2015. Unsafe speed was the primary collision factor for the majority of the traffic collisions in the study area. The high incidence of rear ends collision types taken with the high incidence of speeding as the primary collision factor indicate that these collisions could be due to the at-grade intersections along SR-86 with local arterials such as Avenue 50. SR-86/Avenue 50 is the first signalized intersection along SR-86 south of the I-10 interchange. The only preceding opportunity to access the local street network is at the SR-86/Dillon Road interchange. Accordingly, vehicles approaching the existing SR-86/Avenue 50 intersection are approaching the first at-grade intersection configuration on SR-86, which in this instance is a fully signalized intersection. Vehicles traveling from the expressway segment of SR-86 north of Dillon Road would likely be traveling at higher speeds, which could result in rear-end collisions with vehicles stopped at the signalized intersection at SR-86/Avenue 50.

Table 2.1.6-8: SR-86 Mainline Primary Collision Factor

Primary Collision Factor	Percentage
Influence Alcohol	13.8%
Improper Turn	13.8%
Speeding	58.6%
Other Violations	13.8%
Total	**100%**
Note: Numbers may not add up to 100 percent due to rounding.	
Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 20.	

2.1.6.3 Environmental Consequences

2.1.6.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

Under this alternative, no reconstruction or improvements would be made to the existing SR-86/Avenue 50 intersection or the local roadway (Avenue 50 and Tyler Street). As a result, the No-Build Alternative would not result in temporary impacts related to traffic and circulation.

Alternatives 7 and 8 (Build Alternatives)

Construction of the project would result in temporary traffic effects related to the circulation of vehicles, bicyclists, and pedestrians in the project area. The project is anticipated to be constructed in two phases.

The first phase, constructing the Avenue 50 bridge over CVSC, is anticipated to take approximately 12 months. Since Avenue 50 and Tyler Street are constructed on new alignments, the existing Avenue 50 and Tyler Street would remain operational with exceptions of tie-in work conforming and joining existing pavements that need minimum traffic control; refer to Figure 2.1.6-4, Phase 1 Detour Map.

The duration of the time needed to complete construction of the re-alignment of Tyler Street from just south of the Calle Mendoza/Tyler Street intersection, north, to where existing Tyler Street turns toward Avenue 50 is estimated to be approximately one to three months of work. Therefore, construction-related traffic delays are anticipated to be minimal. Access to the local street network west of SR-86 would be continuously maintained. In conjunction with constructing the completion of the access to the new bridge across the CVSC from the existing portion of Avenue 50, which turns north and becomes Tyler Street, traffic control/flagging will be used to manage travel through this area. The duration of this construction activity is anticipated to be approximately one week. Following completion of this work, it is anticipated local traffic will be able to utilize the new bridge across the CVSC.

Construction of Phase 1 of this project will have no impacts on the operational performance of SR-86.

Local Street Operational Performance Between Phase 1 and Phase 2 of the Project

With the Avenue 50 Bridge widening in place under the Build scenario, the Avenue 50/Tyler Street/Magnolia intersection will be constructed with a traffic signal, which would improve the operations at this intersection from LOS F to acceptable LOS C during both AM and PM peak hours under year 2021 conditions. The additional capacity provided by the Avenue 50 Bridge project is expected to attract more traffic to the Avenue 50/SR-86 intersection, resulting in increased delays at this intersection. However, this at-grade intersection is proposed to upgrade to an interchange by Year 2025 as Phase 2 improvements of the project. All other study intersections would operate at acceptable LOS D or better conditions under the 2021 Build scenario.

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Phase 1 Detour Map

Figure 2.1.6-4

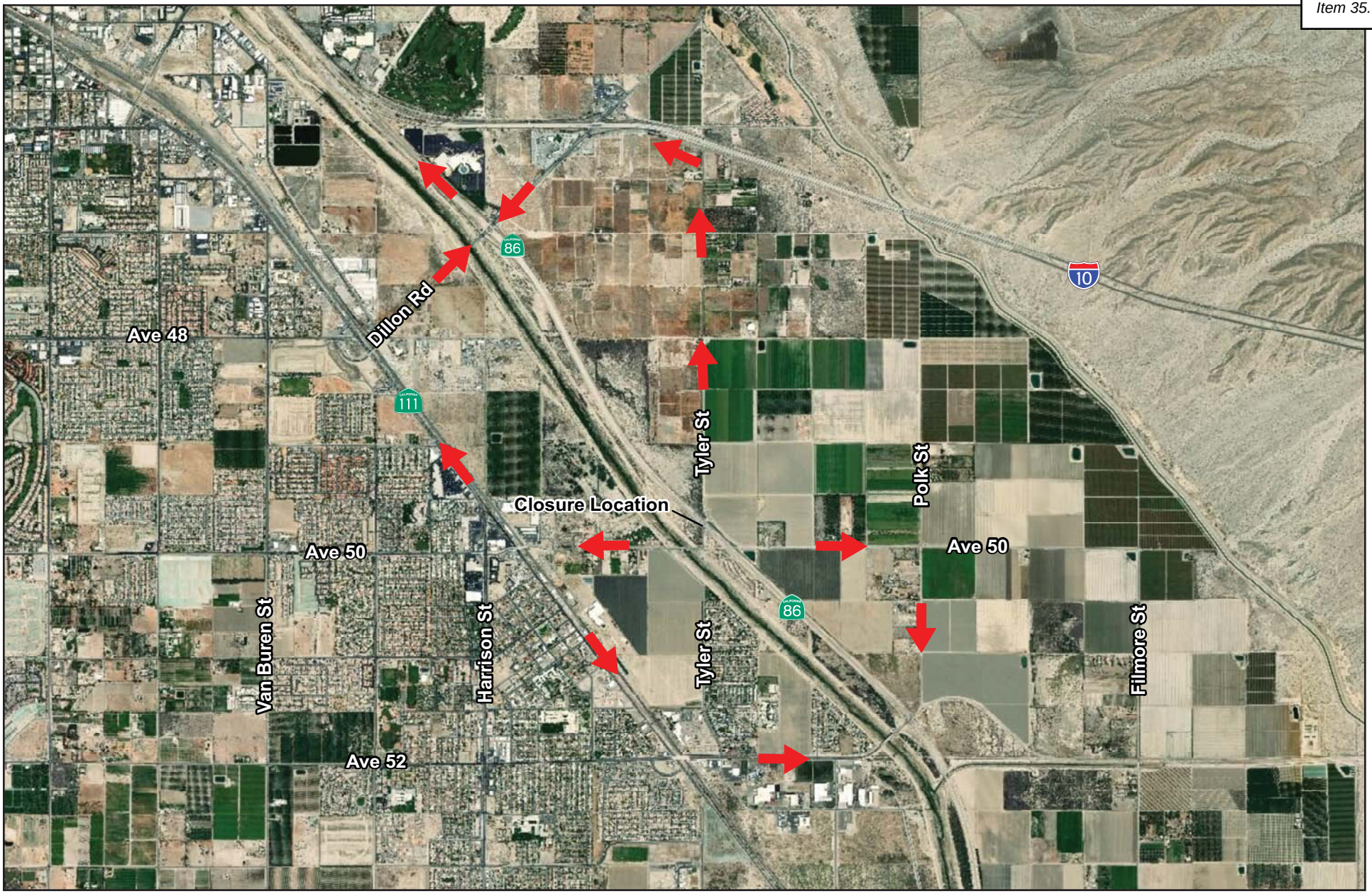
The second phase, constructing the SR-86/Avenue 50 interchange, is anticipated to take approximately 15 months. Full expressway and lane closures would be required during night times and on weekends to accommodate the following roadway and structure construction activities:

- Installation, moving and removal of k-rails;
- Striping and removal operations;
- Falsework erection and removal;
- Deck pouring;
- Placement of concrete pavement using rapid set concrete;
- Asphalt concrete pavement construction and overlay operations; and
- Utility work/traffic signal/lighting installations.

The existing SR-86/Avenue 50 at-grade intersection would remain operational during the interchange construction process with the exception of the work necessary to complete the new on- and off-ramps to northbound and southbound SR-86. Construction of realigned Tyler Street to realigned Avenue 50 is expected to result in a 10-day full closure at the intersection of Tyler Street and Avenue 50. A temporary detour pavement will be constructed in advance to manage traffic through this existing intersection during construction. Construction of the new alignment of Avenue 50 to the existing alignment of Avenue 50 at the eastern limits of the project with respect to Avenue 50, is expected to be accomplished through flagging only and is anticipated to be completed in 10 days. Completion of construction of the northbound on-ramp to SR-86, which will involve permanent removal of access to SR-86 via the existing Tyler Street/Avenue 50 intersection with northbound SR-86, is expected to be completed in one month. This part of Phase 2 construction will require a detour for traffic on Avenue 50 and for traffic on Tyler Street, to address access to northbound SR-86; refer to Figure 2.1.6-5, Phase 2 Detour Map. Completion of construction of the southbound off-ramp to Avenue 50, which will involve permanent removal of access to SR-86 via the existing Tyler Street/Avenue 50 intersection with southbound SR-86, is expected to be completed in one month. This part of Phase 2 construction, which will coincide with the construction related to the northbound on-ramp, will require a detour for traffic on Avenue 50, to address access to southbound SR-86. The respective detours related to construction of the new on-ramp to northbound SR-86 and construction of the new off-ramp from southbound SR-86 will be in place until the new interchange is open for traffic.

The existing sidewalk along Tyler Street, north and south of Calle Mendoza, will be protected in place and/or reconstructed to maintain connectivity between residential areas and Sierra Vista Park; refer to Table 2.1.6-23, Proposed Sidewalks.

As noted in Chapter 1.0 of this IS/EA, the project will include preparation and implementation of a Transportation Management Plan (TMP) during the Plans, Specifications, and Estimates (PS&E) phase. The Caltrans Transportation Management Plan Guidelines (TMP Guidelines) identifies the processes, roles, and responsibilities for preparing and implementing TMPs, as well as useful strategies for reducing congestion and managing work zone traffic impacts. The primary objective of the TMP is to maintain safe movement for vehicles, pedestrians, and bicyclists through the construction zone, as well as minimize traffic delays during the construction period.



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Phase 2 Detour Map

Figure 2.1.6-5

The TMP will include, but not be limited to, the following six major elements:

- Public information/public awareness campaign
- Traveler information strategies
- Incident management
- Construction strategies
- Demand management
- Alternate route strategies

With implementation of the TMP for the project, it is expected that adverse temporary effects related to traffic, pedestrian, and bicyclists will not occur.

2.1.6.3.2 Permanent Impacts

As noted above, the following scenarios are considered in the traffic analysis:

- Existing (2015) Conditions
- Opening Year 2021 No Build Conditions
- Opening Year 2021 With Phase 1 (One Build Alternative for Avenue 50 Bridge)
- Opening Year 2025 No Build Conditions
- Opening Year 2025 With Phase 2 (Two Build Alternatives for SR-86/Avenue 50 Interchange)
- Design Year 2045 No Build Conditions
- Design Year 2045 With Phase 1 & Phase 2 combined (Two Build Alternatives for SR-86/Avenue 50 Interchange)

Future traffic volumes and turn movements for all study scenarios for SR-86, Avenue 50, and Tyler Street are presented in this section of the IS/EA and/or in Figures 2.1.6-6 through 2.1.6-17.

Alternative 1 (No-Build Alternative)

Under this alternative for Opening Year 2021, no improvements would be made to the existing SR-86/Avenue 50 intersection or local roadway (Avenue 50 and Tyler Street) other than routine roadway maintenance. The No-Build Alternative assumes the completion of Phase 1 of the project (construction of Avenue 50 Bridge) for Opening Year 2025; however, Phase 2 improvements would not be constructed (SR-86/Avenue 50 interchange). Both Opening Year 2025 and Design Year 2045 scenarios assume background improvements over existing conditions.

Opening Year 2025 scenarios assume background improvements at the following locations:

- *Avenue 52 and SR-86 Southbound Ramps*. This location is assumed to be a part of a signalized diamond interchange with the SR-86 mainline grade separated from Avenue 52.

- *Avenue 52 and SR-86 Northbound Ramps*. This location is assumed to be part of a signalized diamond interchange with the SR-86 mainline grade separated from Avenue 52.

Design Year 2045 scenarios assume background improvements at the following locations:

- Avenue 50 and Peter Rabbit Lane. Avenue 50 is assumed to be a four-lane facility, with two through lanes in each direction. This assumption is consistent with the City's adopted General Plan, which classifies this segment of Avenue 50 as a four-lane Primary Arterial.

- Dillon Road and SR-86 Southbound Ramps with the SR-86 mainline grade separated from Dillon Road. Dillon Road is assumed to be a six-lane facility, with three through lanes in each direction. This assumption is consistent with the City's adopted General Plan, which classifies Dillon Road as a six-lane Major Arterial.

- Dillon Road and SR-86 Northbound Ramps with the SR-86 mainline grade separated from Dillon Road. Dillon Road is assumed to be a six-lane facility, with three through lanes in each direction. This assumption is consistent with the City's adopted General Plan, which classifies Dillon Road as a six-lane Major Arterial.

- Avenue 52 and SR-86 Southbound Ramps. This location is assumed to be a part of a signalized diamond interchange with the SR-86 mainline grade separated from Avenue 52.

- Avenue 52 and SR-86 Northbound Ramps. This location is assumed to be part of a signalized diamond interchange with the SR-86 mainline grade separated from Avenue 52.

Tables 2.1.6-9 through 2.1.6-13 show future levels of service for study area roadway segments and intersections for Opening Years 2021 and 2025, and Design Year 2045, respectively. As discussed previously, it should be noted that under the No-Build Alternative, SR-86 in the study area would remain as a multi-lane highway with at-grade access points, rather than a freeway. Since 2021 is opening year for the Avenue 50 Bridge, Avenue 50 roadway segments were not included as study locations for Freeway Interchange Opening Year 2025. In addition, Avenue 50 roadway segments were not included as study locations under Opening Year 2025. Therefore, no roadway segments were analyzed under year 2025 conditions.

Table 2.1.6-9: Opening Year 2021 Roadway Segment Analysis (Alternative 1)

	Segment	Classification[1]	ADT	Capacity[2]	V/C	LOS[3]
1	Avenue 50: Low Water Crossing Between Tyler Street and SR-86	Major Arterial (2)	**14,500**	**13,000[4]**	**1.12**	**F**
2	Avenue 50: Between Leoco Lane and Peter Rabbit Lane	Primary Arterial (4)	18,220	37,400	0.49	A
3	Avenue 50: West of Harrison Street	Major Arterial (2)	11,200	13,000[4]	0.86	D

Notes:
1 Classification reflects future build-out of roadway segment from City of Coachella General Plan (2015).
2 Capacity from City of Coachella General Plan EIR Appendix 11.4 (2013).
3 LOS E represents at capacity operations.
4 Capacity is based on existing roadway condition and Riverside County Integrated Project General Plan's capacity thresholds for 2-lane Collector.

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 27.

Opening Year 2021: As shown in Table 2.1.6-9, Avenue 50 between Tyler Street and SR-86 would operate unacceptably at LOS F due to constrained capacity under Alternative 1. As shown in Figure 2.1.6-6 and Table 2.1.6-10, the majority of the study intersections would operate acceptably at LOS D or better during both AM and PM peak hours under Alternative 1, with the exception of: 1) the Avenue 50/Tyler Street intersection, which would remain as stop-controlled and operate at an unacceptable LOS F during both AM and PM peak hours; and 2) the SR-86/Avenue 50 intersection would remain as an at-grade signal and operate at LOS E and F during both AM and PM peak hours, respectively.

Table 2.1.6-10: Opening Year 2021 Intersection LOS Summary (Alternative 1)

Intersection		Control	AM		PM	
			Delay	LOS	Delay	LOS
2	Avenue 50/Leoco Lane	Signal	8.8	A	10.7	B
3	Avenue 50/Peter Rabbit Lane	Signal	7.6	A	9.5	A
4	Avenue 50/Tyler Street	Side-street stop	**621.4**	**F**	**653.4**	**F**
5 6	Avenue 50/Southbound SR-86 Avenue 50/Northbound SR-86	Signal	**79.8**	**E**	**80.6**	**F**
11	Tyler Street/Calle Mendoza	Side-street stop	15.3	C	14.9	B

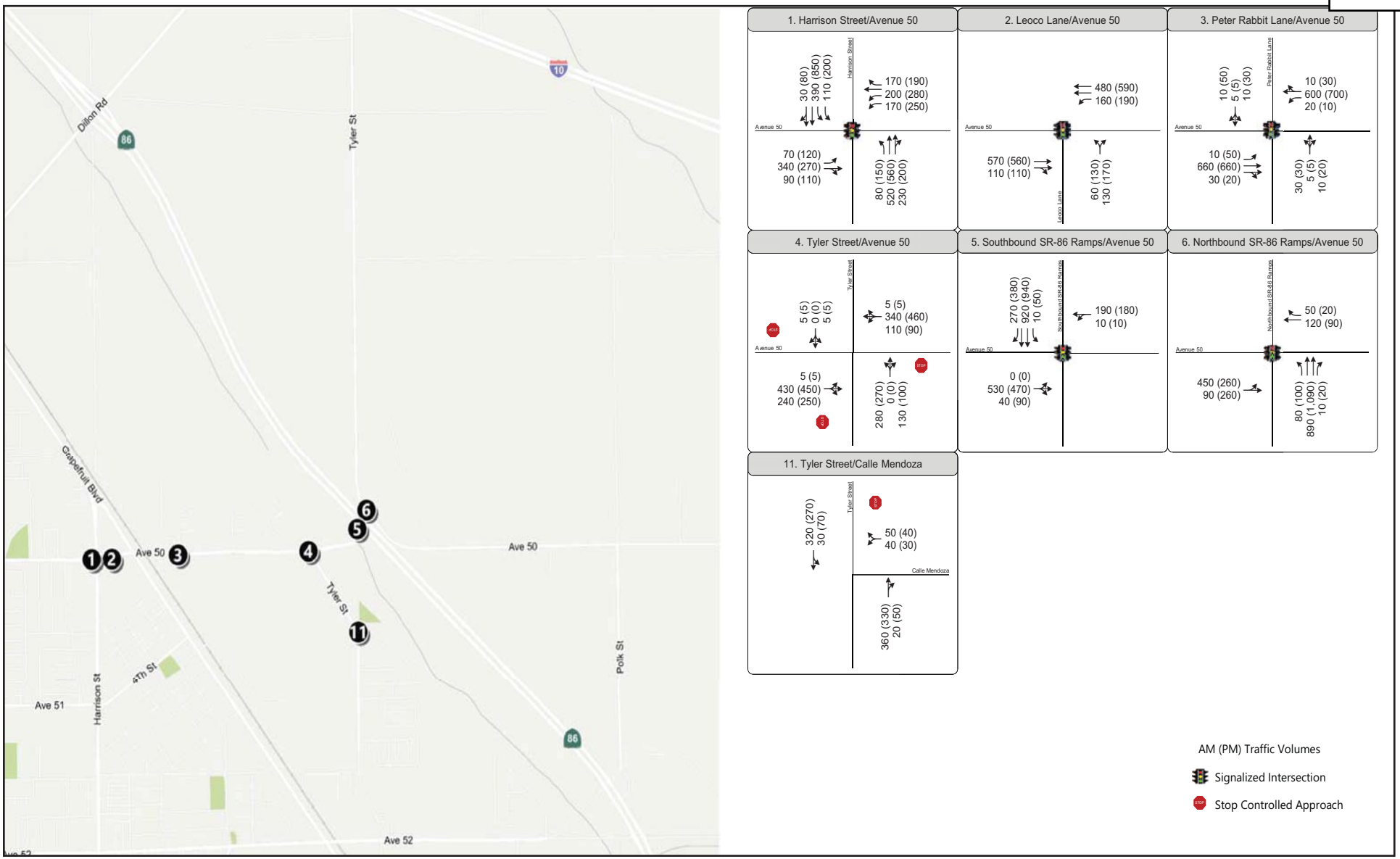
Bold text indicates unacceptable level of service.
Note: For signalized intersections, delay shows whole intersection weighted average control delay using methods (HCM 2010).
Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 29.

Opening Year 2025: As shown in Figure 2.1.6-7 and Table 2.1.6-11, all the study ramp terminal intersections would operate acceptably at LOS D or better conditions during both AM and PM peak hours under Alternative 1, with the exception of the SR-86/Avenue 50 intersection, which would remain as an at-grade signal and operate at LOS F during both AM and PM peak hours.

Table 2.1.6-11: Opening Year 2025 Intersection LOS Summary (Alternative 1)

Intersection		Control	AM		PM	
			Delay	LOS	Delay	LOS
5 6	Avenue 50/Southbound SR-86 Ramps Avenue 50/Northbound SR-86 Ramps	Signal	**162.2**	**F**	**182.2**	**F**
7	Dillon Road/Southbound SR-86 Ramps	Signal	12.1	B	26.8	C
8	Dillon Road/Northbound SR-86 Ramps	Signal	16.8	B	13.1	B
9	Avenue 52/Southbound SR-86 Ramps	Signal	12.6	B	9.7	A
10	Avenue 52/Northbound SR-86 Ramps	Signal	13.5	B	13.2	B

Bold text indicates unacceptable level of service.
Note: For signalized intersections, delay shows whole intersection weighted average control delay using methods (HCM 2010).
Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 39.



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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Opening Year 2021 (Alternative 1) Peak Hour Intersection Volumes

Figure 2.1.6-6

Design Year 2045: As shown in Table 2.1.6-12, all roadway segments along Avenue 50 would operate at an acceptable LOS D or better under Alternative 1, with the exception of the Avenue 50 low water crossing between Tyler Street and SR-86, which would operate at LOS F. As shown in Figure 2.1.6-8 and Table 2.1.6-13, the majority of the study intersections would operate acceptably at LOS D or better conditions during both AM and PM peak hours under the No Build scenario, with the exception of 1) the Avenue 50/Tyler Street intersection, which would remain as stop-controlled and operate at an unacceptable LOS F during both AM and PM peak hours; and 2) the SR-86/Avenue 50 intersection, which would remain as an at-grade signal and operate at LOS F during both AM and PM peak hours.

Table 2.1.6-12: Design Year 2045 Roadway Segment Analysis (Alternative 1)

	Segment	Classification[1]	ADT	Capacity[2]	V/C	LOS[3]
1	Avenue 50: Low Water Crossing Between Tyler Street and SR-86	Major Arterial (2)	**30,570**	**13,000[4]**	**2.35**	**F**
2	Avenue 50: Between Leoco Lane and Peter Rabbit Lane	Primary Arterial (4)	26,270	37,400	0.70	C
3	Avenue 50: West of Harrison Street	Major Arterial (6)	15,370	56,000	0.27	A

Notes:
1 Classification reflects future build-out of roadway segment from City of Coachella General Plan (2015)
2 Capacity from City of Coachella General Plan EIR Appendix 11.4 (2013).
3 LOS E represents at capacity operations.
4 Capacity is based on existing roadway condition and Riverside County Integrated Project General Plan's capacity thresholds for 2-lane Collector.

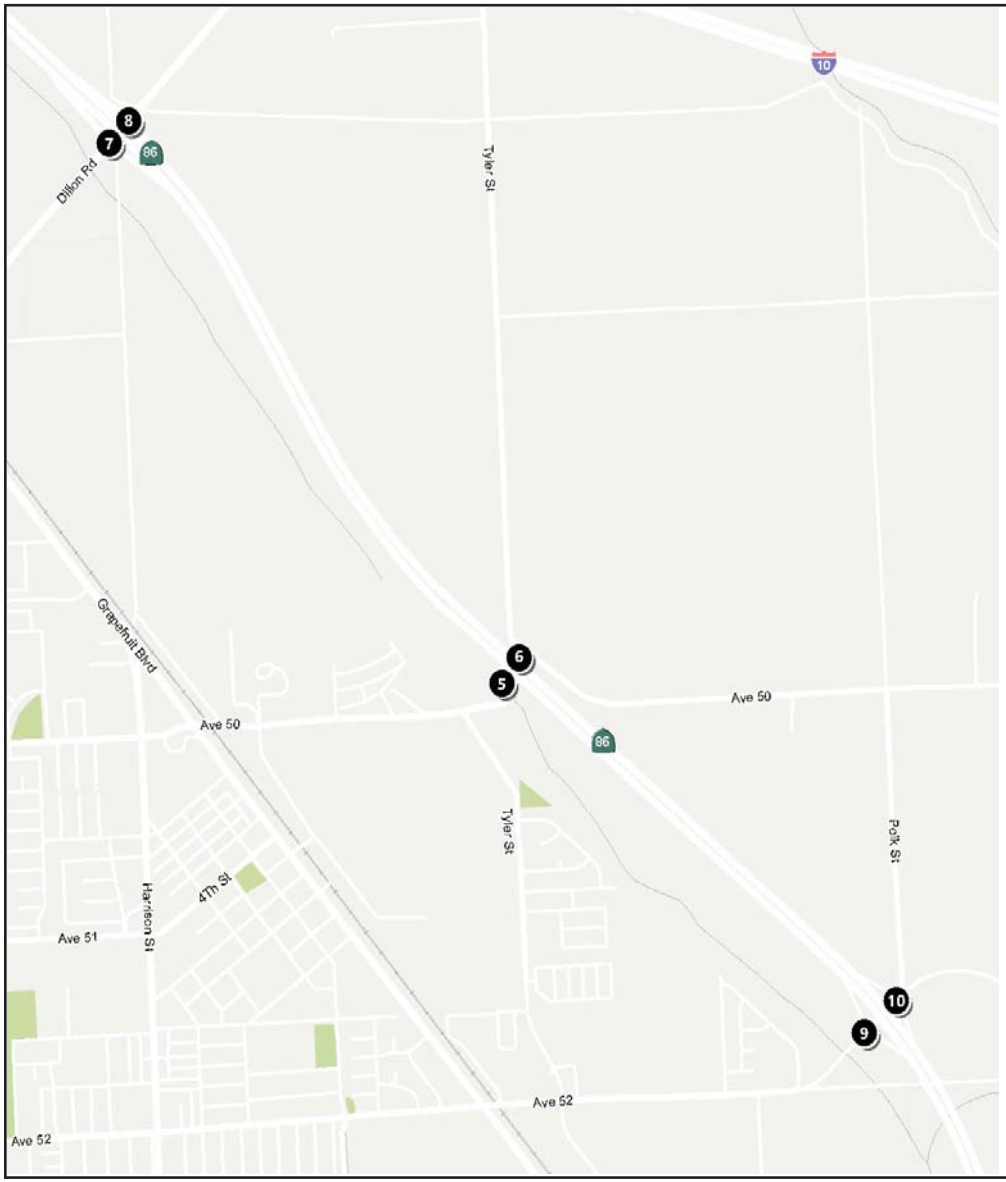
Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 49.

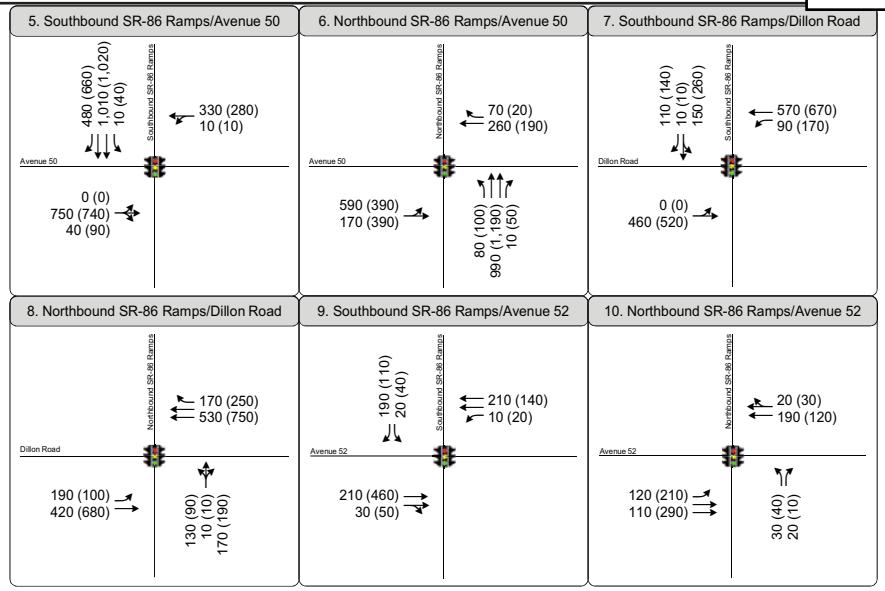
Table 2.1.6-13: Design Year 2045 Intersection LOS Summary (Alternative 1)

Intersection		Control	AM		PM	
			Delay	LOS	Delay	LOS
2	Avenue 50/Leoco Lane	Signal	14.0	B	30.9	C
3	Avenue 50/Peter Rabbit Lane	Signal	8.9	A	8.7	A
4	Avenue 50/Tyler Street	Side-street stop	**1,817.2**	**F**	**877.2**	**F**
5	Avenue 50/Southbound SR-86 Ramps	Signal	**450.8**	**F**	**431.7**	**F**
6	Avenue 50/Northbound SR-86 Ramps					
7	Dillon Road/Southbound SR-86 Ramps	Signal	12.4	B	32.1	C
8	Dillon Road/Northbound SR-86 Ramps	Signal	31.2	C	18.2	B
9	Avenue 52/Southbound SR-86 Ramps	Signal	11.3	B	10.3	B
10	Avenue 52/Northbound SR-86 Ramps	Signal	10.1	B	9.0	A
11	Tyler Street/Calle Mendoza	Side-street stop	20.4	C	18.8	C

Bold text indicates unacceptable level of service.
Note: For signalized intersections, delay shows whole intersection weighted average control delay using methods (HCM 2010).

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 52.





Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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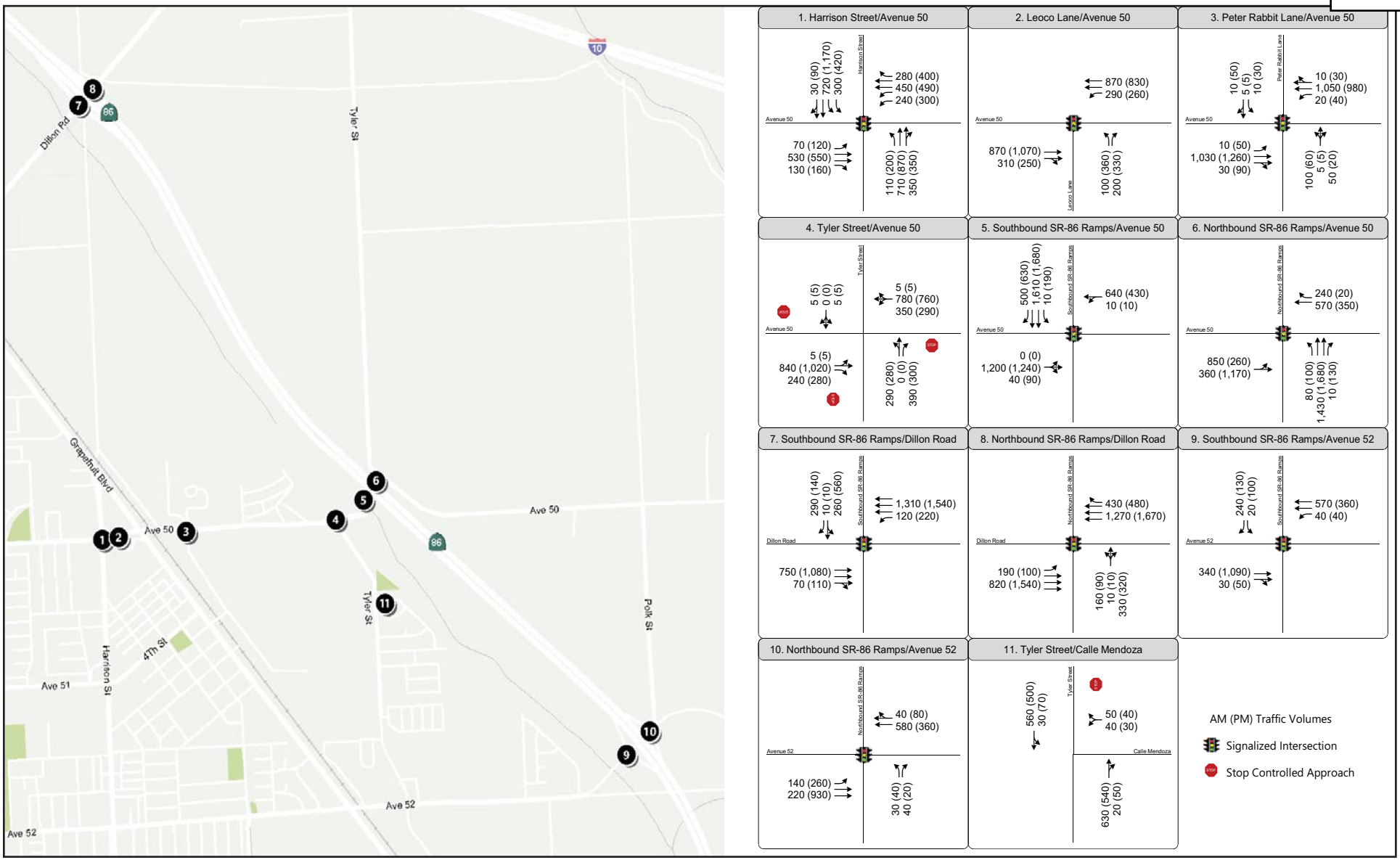
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Opening Year 2025 (Alternative 1) Peak Hour Intersection Volumes

Figure 2.1.6-7



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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Design Year 2045 (Alternative 1) Peak Hour Intersection Volumes

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Figure 2.1.6-8

Alternatives 7 and 8 (Build Alternatives)

Tables 2.1.6-14 through 2.1.6-22 show future levels of service under the Build Alternatives for study area roadway and freeway segments and intersections for Opening Years 2021 (Phase 1) and 2025 (Phase 2), and Design Year 2045, respectively. As discussed previously, SR-86 in the study area would remain as a multi-lane highway with at-grade access points, rather than a freeway by 2021. Therefore, SR-86 mainline segments were not included as study locations under 2021 conditions. The ramp terminal intersections at Dillon Road and Avenue 52 were also not included as study locations under 2021 conditions. In addition, Avenue 50 roadway segments were not included as study locations under Opening Year 2025.

Table 2.1.6-14: Opening Year 2021 (Phase 1)
Roadway Segment Analysis (Build Alternatives)

Segment		Classification[1]	ADT	Capacity[2]	V/C	LOS[3]
1	Avenue 50: Bridge Between Tyler Street and SR-86	Major Arterial (6)	16,480	56,000	0.29	A
2	Avenue 50: Between Leoco Lane and Peter Rabbit Lane	Primary Arterial (4)	18,960	37,400	0.51	A
3	Avenue 50: West of Harrison Street	Major Arterial (2)	11,260	13,000[4]	0.87	D

Notes:
1 Classification from City of Coachella General Plan Update (2015).
2 Capacity from City of Coachella General Plan EIR Appendix 11.4 (2013).
3 LOS E represents at capacity operations.
4 Capacity is based on existing roadway condition and Riverside County Integrated Project General Plan's capacity thresholds for 2-lane Collector.

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 28.

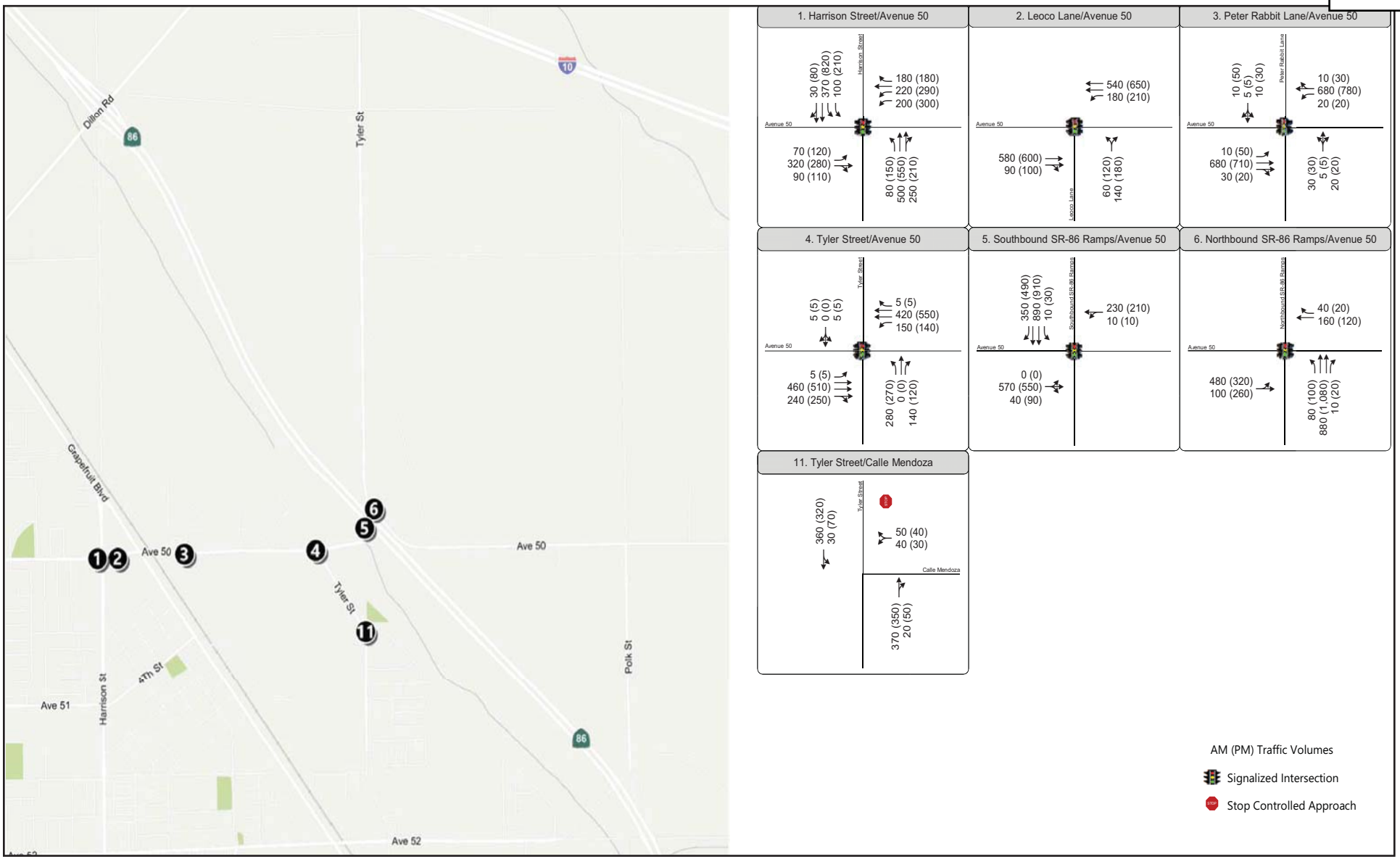
Opening Year 2021 (Phase 1): As shown in Table 2.1.6-14, all the roadway segments along Avenue 50 would operate at acceptable LOS D or better conditions under the Build Alternatives. As shown in Figure 2.1.6-9 and Table 2.1.6-15, the study area intersections would operate acceptably at LOS D or better during both AM and PM peak hours under the Build Alternatives, with the exception of the SR-86/Avenue 50 intersection, which would remain as an at-grade signal and operate at LOS F during both AM and PM peak hours.

Table 2.1.6-15: Opening Year 2021 (Phase 1)
Intersection LOS Summary (Build Alternatives)

Intersection		Control	AM		PM	
			Delay	LOS	Delay	LOS
2	Avenue 50/Leoco Lane	Signal	8.8	A	10.4	B
3	Avenue 50/Peter Rabbit Lane	Signal	9.1	A	12.0	B
4	Avenue 50/Tyler Street	Signal	28.2	C	23.0	C
5	Avenue 50/Southbound SR-86	Signal	**95.5**	**F**	**96.8**	**F**
6	Avenue 50/Northbound SR-86					
11	Tyler Street/Calle Mendoza	Side-street stop	16.2	C	16.0	C

Bold text indicates unacceptable level of service.
Note: For signalized intersections, delay shows whole intersection weighted average control delay using methods (HCM 2010).

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 29.



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

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Opening Year 2021 Phase 1 (Build Alternatives) Peak Hour Intersection Volumes

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Figure 2.1.6-9

With the Avenue 50 Bridge widening in place under the Build Alternatives, the Avenue 50/Tyler Street intersection would be constructed with a traffic signal, which would improve the operations at this intersection from LOS F without the project to an acceptable LOS C during both AM and PM peak hours under year 2021. Prior to the construction of Phase 2 (for approximately 24 months), the additional capacity provided by the new Avenue 50 bridge is expected to attract more traffic using the Avenue 50/SR-86 intersection and result in higher delay at this intersection. As shown in Tables 2.1.6-10 and 2.1.6-15, during the AM peak hour, the travelers on Avenue 50/SR-86 intersection would experience a 95.5 seconds delay (an increase of 15.7 seconds) resulting in an LOS F. In the PM peak hour, the delay will be 96.8 seconds (an increase of 16.2 seconds) resulting in an LOS F. However, this at-grade intersection is proposed to upgrade to an interchange by Year 2025 as Phase 2 improvements of the project. As shown in Table 2.1.6-17, below, Phase 2 improvements would reduce delay time to 16.1 seconds in the AM (an improvement of 79.4 seconds) resulting in an improved LOS B and 22.8 seconds in the PM (an improvement of 60.1 seconds) resulting in an improved LOS C at the Avenue 50/Southbound SR-86 Ramps. At the Avenue 50/Northbound SR-86 Ramps, delays would be reduced to 11.9 seconds in the AM (an improvement of 83.6 seconds) and 16.0 seconds in the PM (an improvement of 80.8 seconds), both resulting in an improved LOS B. All other study intersections would operate at acceptable LOS C or better conditions under the Build Alternatives in 2021.

Opening Year 2025 (Phase 2): Under the Build Alternatives, a portion of SR-86, between Avenue 52 and Dillon Road, would be converted from an at-grade signalized intersection into a grade-separated full interchange which would eliminating cross traffic. As shown in Figures 2.1.6-10 and 2.1.6-11 and Table 2.1.6-16, all study freeway locations along SR-86 would operate at acceptable LOS C or better under both Build Alternatives. As shown in Figures 2.1.6-12 and 2.1.6-13 and Tables 2.1.6-17 and 2.1.6-18, the two ramp terminal intersections at SR-86 and Avenue 50 would improve from LOS F without the project to an acceptable LOS C or better during both AM and PM peak hours under both Build Alternatives. All other study intersections would operate at acceptable LOS B conditions under the Build Alternatives.

Table 2.1.6-16: Opening Year 2025 (Phase 2)
Freeway Analysis Summary (Build Alternatives)

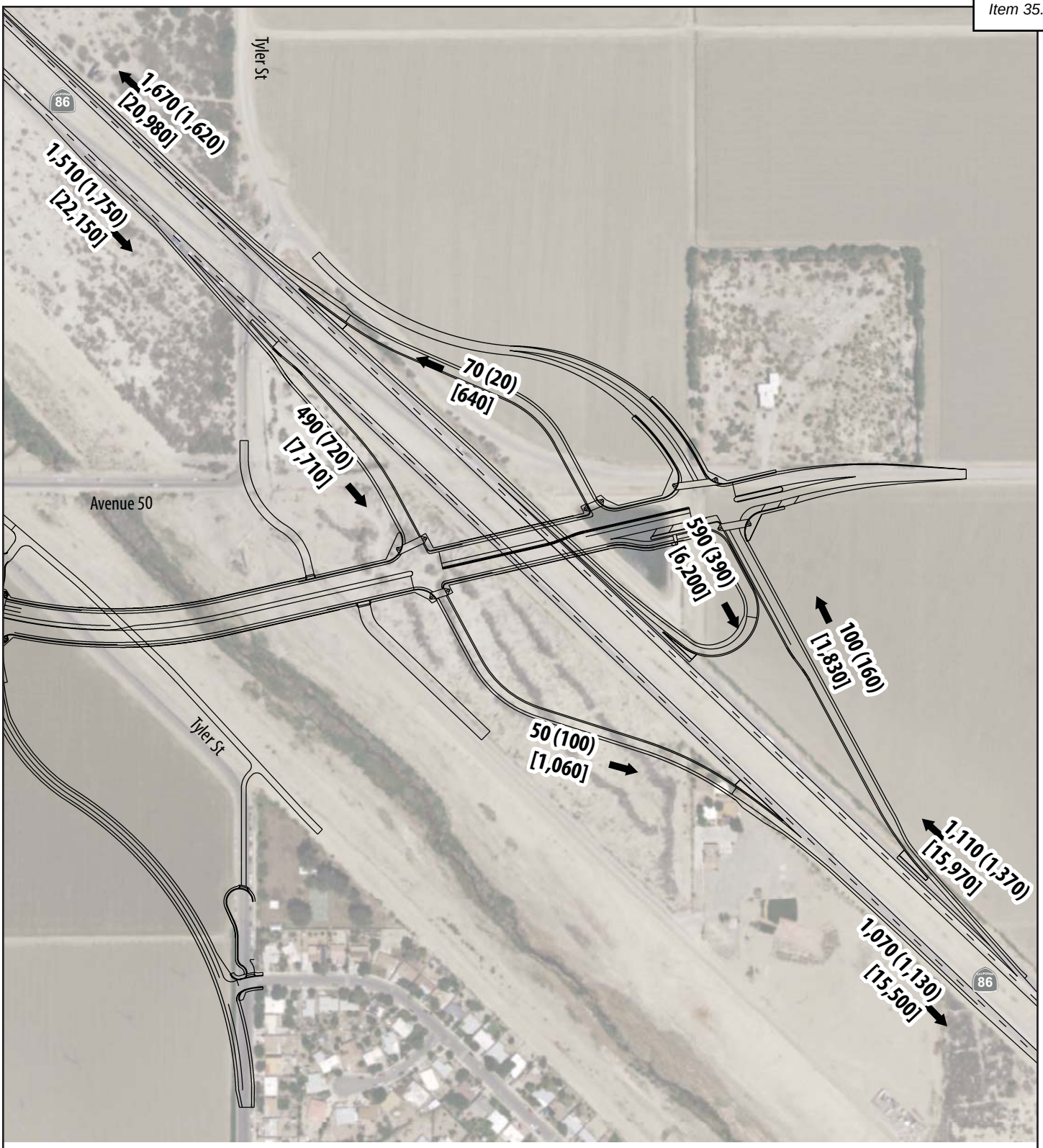
Segment	Type	Build Alternative 7				Build Alternative 8			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Density[1]	LOS	Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
Northbound SR-86									
NB Mainline south of Avenue 50	Basic	10.5	A	11.1	B	10.5	A	11.1	B
Avenue 50 Off-ramp	Diverge	15.5	B	16.2	B	15.5	B	16.2	B
Avenue 50 Loop On-ramp	Merge	16.8	B	15.6	B	16.8	B	15.6	B
Avenue 50 Slip On-ramp	Merge	18.8	B	16.0	B	18.8	B	16.0	B
Mainline (Avenue 50 to Dillon Road)	Basic	15.8	B	13.1	B	15.8	B	13.1	B
Dillon Road Off-ramp	Diverge	21.3	C	18.1	B	21.3	C	18.1	B
Southbound SR-86									
Dillon Road On-ramp	Merge	16.0	B	18.5	B	16.0	B	18.5	B
Mainline (Dillon Road to Avenue 50)	Basic	13.2	B	15.8	B	13.2	B	15.8	B
Avenue 50 Off-ramp	Diverge	18.8	B	22.0	C	18.8	B	22.0	C
Avenue 50 Slip On-ramp	Merge	11.9	B	12.7	B	11.9	B	12.7	B
Mainline north of Avenue 50	Basic	9.4	A	10.2	A	9.4	A	10.2	A

Bold text indicates unacceptable operations.

Note:

1 Density was reported in number of vehicles per lane per mile.

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 38.



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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Opening Year 2025 Phase 2 (Alternative 7) Mainline Traffic Volume Forecasts

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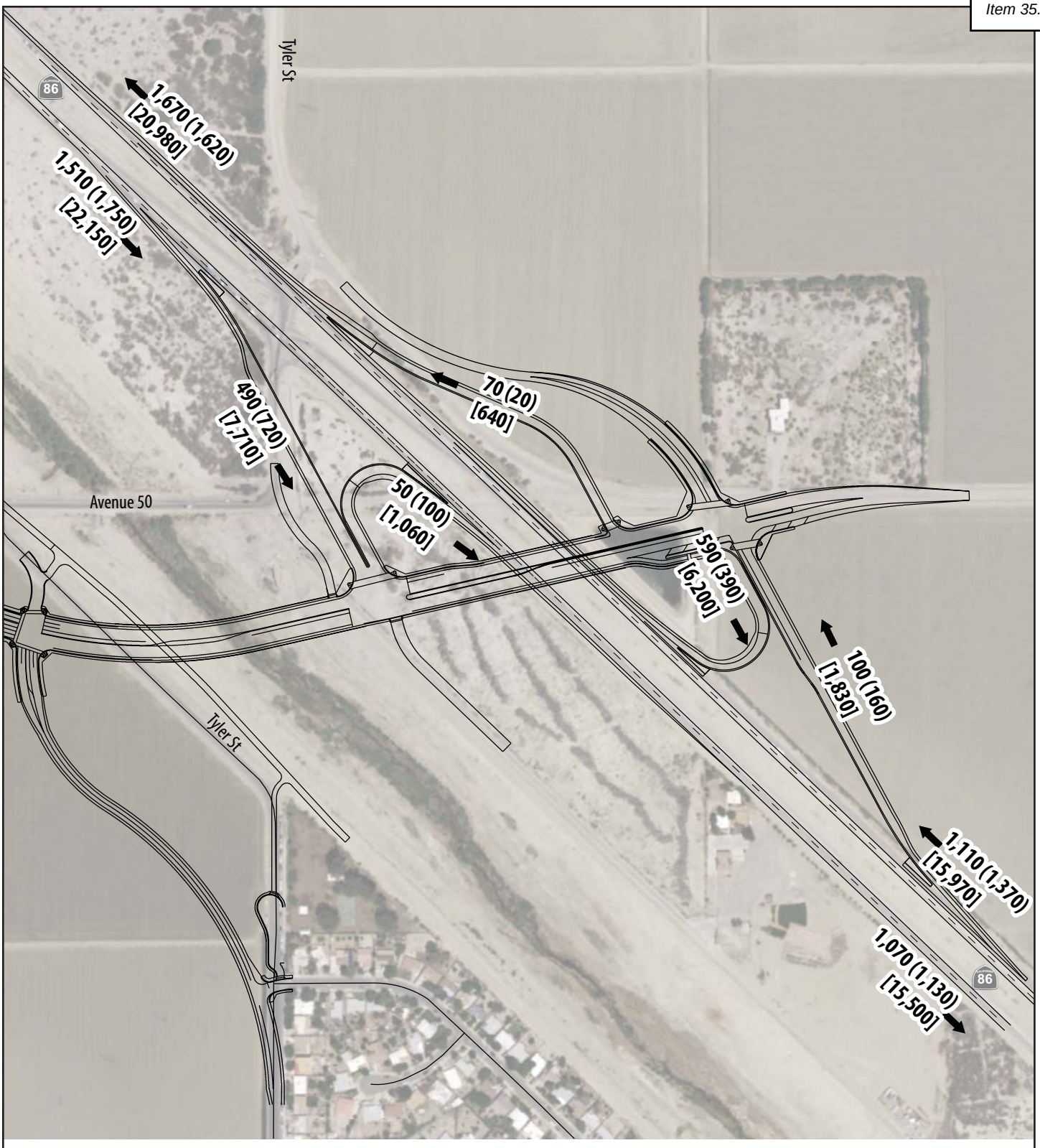
Figure 2.1.6-10



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Opening Year 2025 Phase 2 (Alternative 8) Mainline Traffic Volume Forecasts

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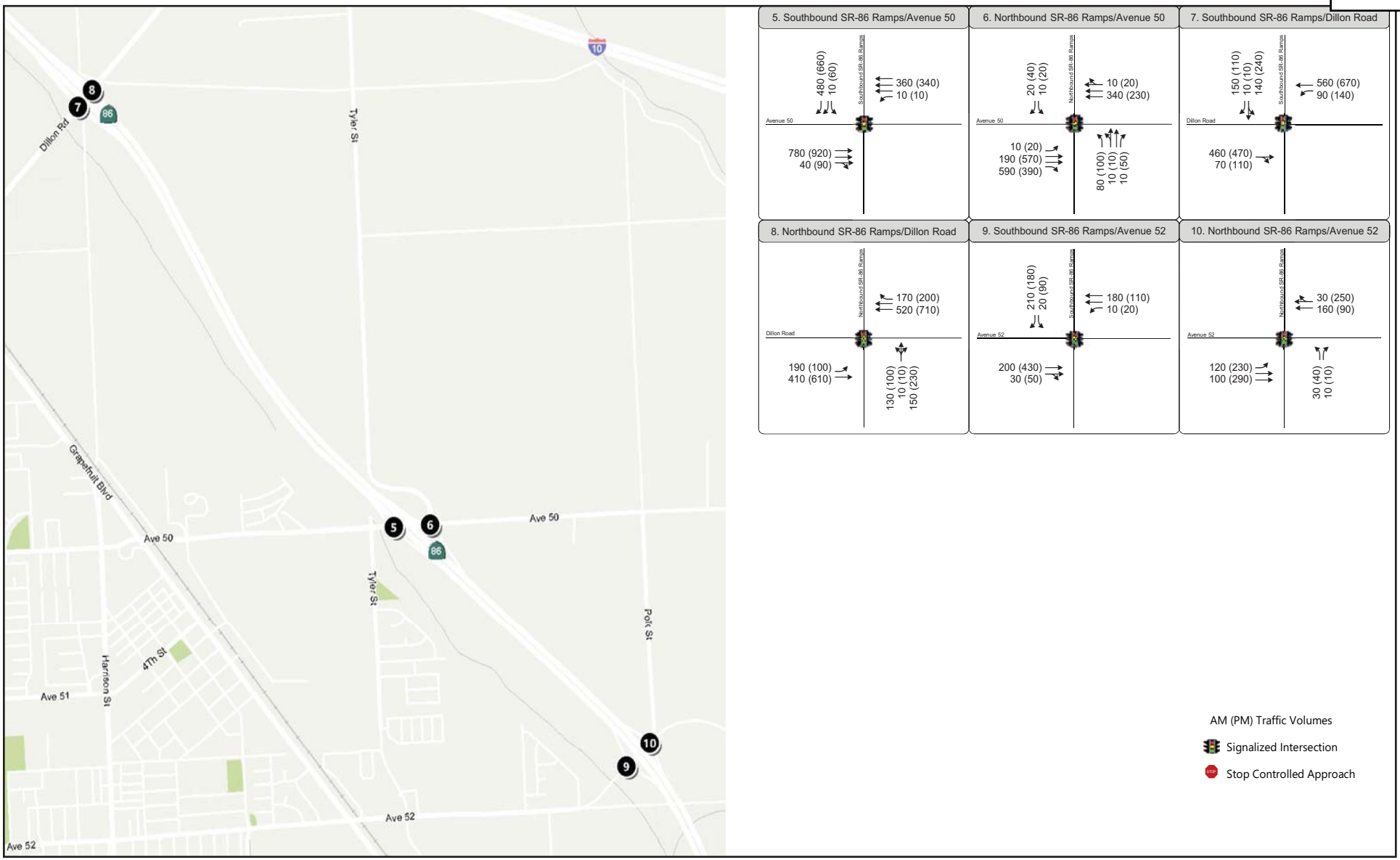
Figure 2.1.6-11



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

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Opening Year 2025 (Alternative 7) Peak Hour Intersection Volumes

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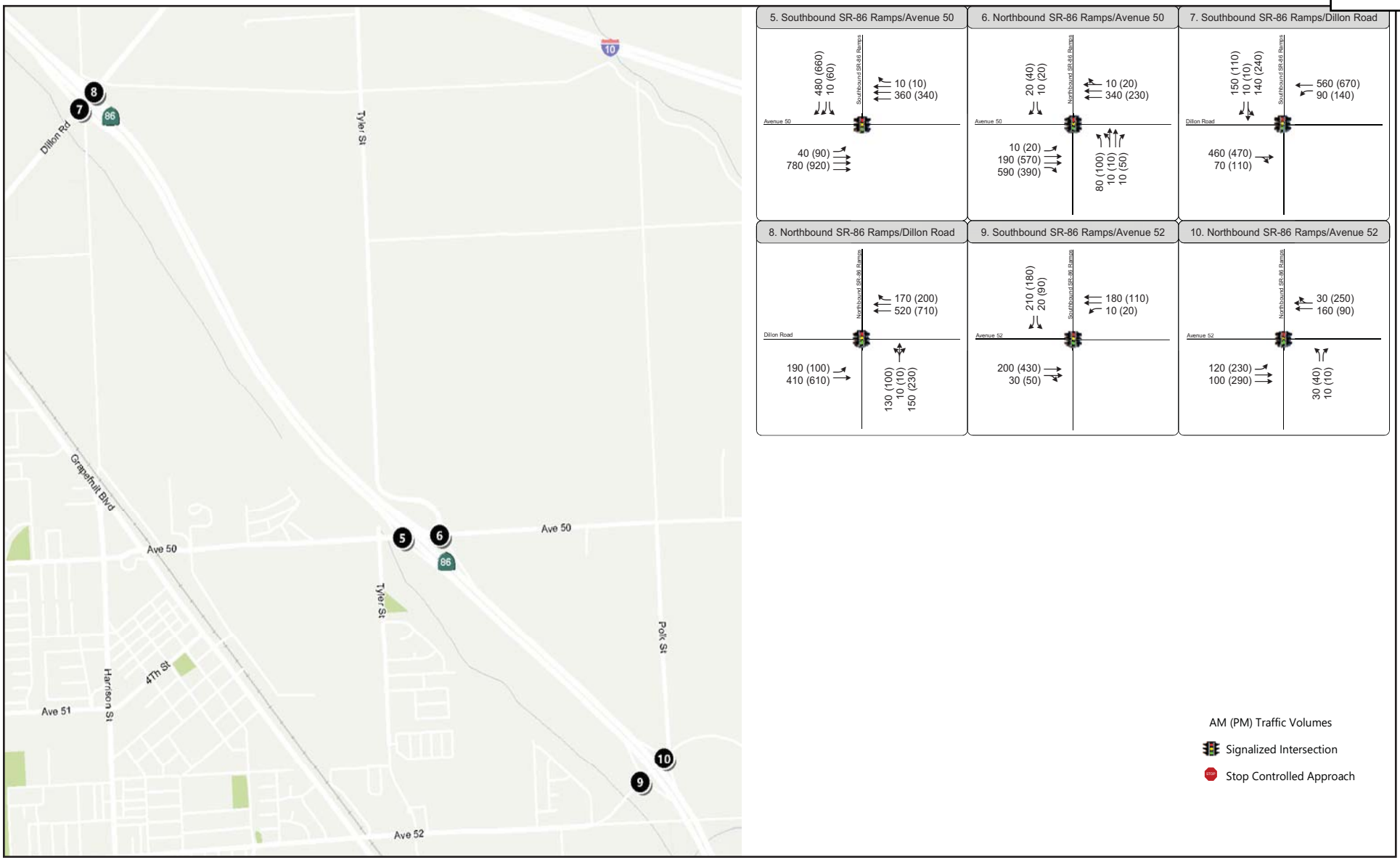
Figure 2.1.6-12



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

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Opening Year 2025 (Alternative 8) Peak Hour Intersection Volumes

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Figure 2.1.6-13

Table 2.1.6-17: Opening Year 2025 (Phase 2) Intersection LOS Summary (Build Alternative 7)

Intersection		Control	AM		PM	
			Delay	LOS	Delay	LOS
5	Avenue 50/Southbound SR-86 Ramps	Signal	16.1	B	22.8	C
6	Avenue 50/Northbound SR-86 Ramps	Signal	11.9	B	16.0	B
7	Dillon Road/Southbound SR-86 Ramps	Signal	11.9	B	19.6	B
8	Dillon Road/Northbound SR-86 Ramps	Signal	15.9	B	17.0	B
9	Avenue 52/Southbound SR-86 Ramps	Signal	13.6	B	13.2	B
10	Avenue 52/Northbound SR-86 Ramps	Signal	13.9	B	12.8	B
Note: For signalized intersections, delay shows whole intersection weighted average control delay using methods (HCM 2010).						
Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 39.						

Table 2.1.6-18: Opening Year 2025 (Phase 2) Intersection LOS Summary (Build Alternative 8)

Intersection		Control	AM		PM	
			Delay	LOS	Delay	LOS
5	Avenue 50/Southbound SR-86 Ramps	Signal	15.5	B	19.9	B
6	Avenue 50/Northbound SR-86 Ramps	Signal	11.9	B	16.2	B
7	Dillon Road/Southbound SR-86 Ramps	Signal	11.9	B	19.6	B
8	Dillon Road/Northbound SR-86 Ramps	Signal	15.9	B	17.0	B
9	Avenue 52/Southbound SR-86 Ramps	Signal	13.6	B	13.2	B
10	Avenue 52/Northbound SR-86 Ramps	Signal	13.9	B	12.8	B
Note: For signalized intersections, delay shows whole intersection weighted average control delay using methods (HCM 2010).						
Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 40.						

Design Year 2045: As shown in Table 2.1.6-19 below, all study area roadway segments along Avenue 50 would operate at acceptable LOS D or better conditions under the Build Alternatives. With the increased capacity provided by the project, Avenue 50 would expect an increase in traffic demand. However, the study area roadway segments would accommodate the traffic demand increase and still operate at LOS D or better under both Build Alternatives.

Table 2.1.6-19: Design Year 2045 Roadway Segment Analysis (Build Alternatives)

Segment		Classification[1]	ADT	Capacity[2]	V/C	LOS[3]
1	Avenue 50: Bridge Between Tyler Street and SR-86	Major Arterial (6)	32,350	56,000	0.58	A
2	Avenue 50: Between Leoco Lane and Peter Rabbit Lane	Major Arterial (4)	31,240	37,400	0.84	D
3	Avenue 50: West of Harrison Street	Major Arterial (6)	16,930	56,000	0.30	A
Notes: 1 Classification from City of Coachella General Plan Update (2015). 2 Capacity from City of Coachella General Plan EIR Appendix 11.4 (2013). 3 LOS E represents at capacity operations.						
Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), p. 50.						

As shown in Figures 2.1.6-14 and 2.1.6-15 and Table 2.1.6-20, all study locations along SR-86 would operate at an acceptable LOS D or better under both Build Alternatives by 2045.

Table 2.1.6-20: Design Year 2045 Freeway Analysis Summary (Build Alternatives)

Segment	Type	Build Alternative 7				Build Alternative 8			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Density[1]	LOS	Density[1]	LOS	Density[1]	LOS	Density[1]	LOS
Northbound SR-86									
NB Mainline south of Avenue 50	Basic	13.5	B	16.8	B	13.5	B	16.8	B
Avenue 50 Off-ramp	Diverge	19.2	B	23.1	C	19.2	B	23.1	C
Avenue 50 Loop On-ramp	Merge	22.2	C	22.5	C	22.2	C	22.5	C
Avenue 50 Slip On-ramp	Merge	25.2	C	23.5	C	25.2	C	23.5	C
Mainline (Avenue 50 to Dillon Road)	Basic	22.2	C	20.1	C	22.2	C	20.1	C
Dillon Road Off-ramp	Diverge	28.5	D	26.3	C	28.5	D	26.3	C
Southbound SR-86									
Dillon Road On-ramp	Merge	21.6	C	24.3	C	21.6	C	24.3	C
Mainline (Dillon Road to Avenue 50)	Basic	18.5	C	21.3	C	18.5	C	21.3	C
Avenue 50 Off-ramp	Diverge	25.1	C	28.2	D	25.1	C	28.2	D
Avenue 50 Slip On-ramp	Merge	17.6	B	18.0	B	17.6	B	18.0	B
Mainline north of Avenue 50	Basic	14.6	B	15.0	B	14.6	B	15.0	B

Note:
1 Density was reported in number of vehicles per lane per mile.

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), Page 51.

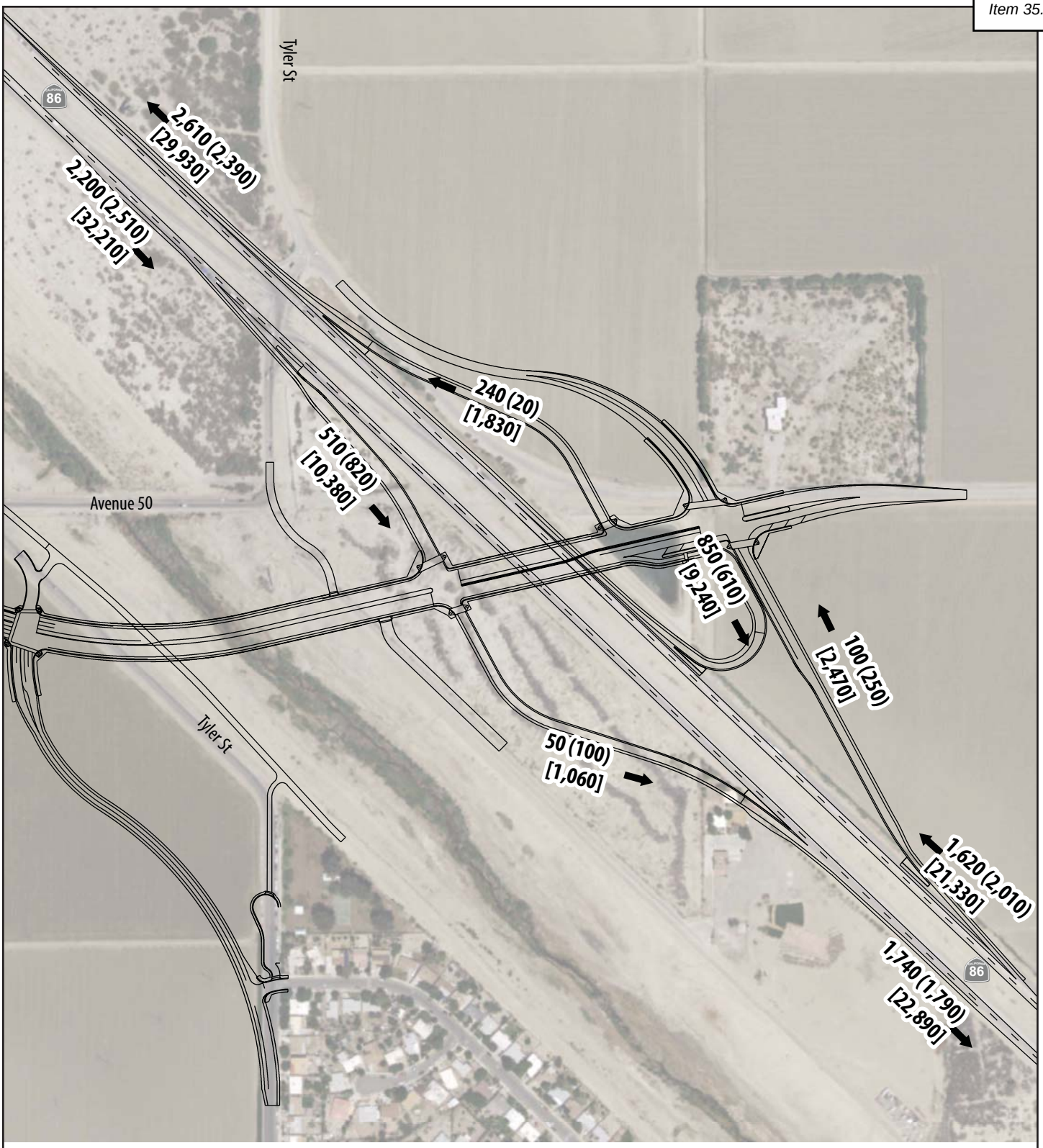
As shown in Figures 2.1.6-16 and 2.1.6-17 and Tables 2.1.6-21 and 2.1.6-22 below, both the Avenue 50/Tyler Street and SR-86/Avenue 50 intersections would improve from LOS F without the project to an acceptable LOS C or better during both AM and PM peak hours under both Build Alternatives.

Table 2.1.6-21: Design Year 2045 Intersection LOS Summary (Build Alternative 7)

Intersection		Control	AM		PM	
			Delay	LOS	Delay	LOS
2	Avenue 50/Leoco Lane	Signal	19.0	B	50.0	D
3	Avenue 50/Peter Rabbit Lane	Signal	10.4	B	12.6	B
4	Avenue 50/Tyler Street	Signal	34.0	C	33.0	C
5	Avenue 50/Southbound SR-86 Ramps	Signal	13.9	B	31.6	C
6	Avenue 50/Northbound SR-86 Ramps	Signal	8.2	A	15.9	B
7	Dillon Road/Southbound SR-86 Ramps	Signal	12.8	B	25.9	C
8	Dillon Road/Northbound SR-86 Ramps	Signal	24.6	C	29.3	C
9	Avenue 52/Southbound SR-86 Ramps	Signal	12.4	B	22.0	C
10	Avenue 52/Northbound SR-86 Ramps	Signal	10.0	B	14.4	B
11	Tyler Street/Calle Mendoza	Side-street stop	18.5	C	24.0	C

Bold text indicates unacceptable level of service.
Note: For signalized intersections, delay shows whole intersection weighted average control delay using methods (HCM 2010).

Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), Page 53.



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Design Year 2045 (Alternative 7) Mainline Traffic Volume Forecasts

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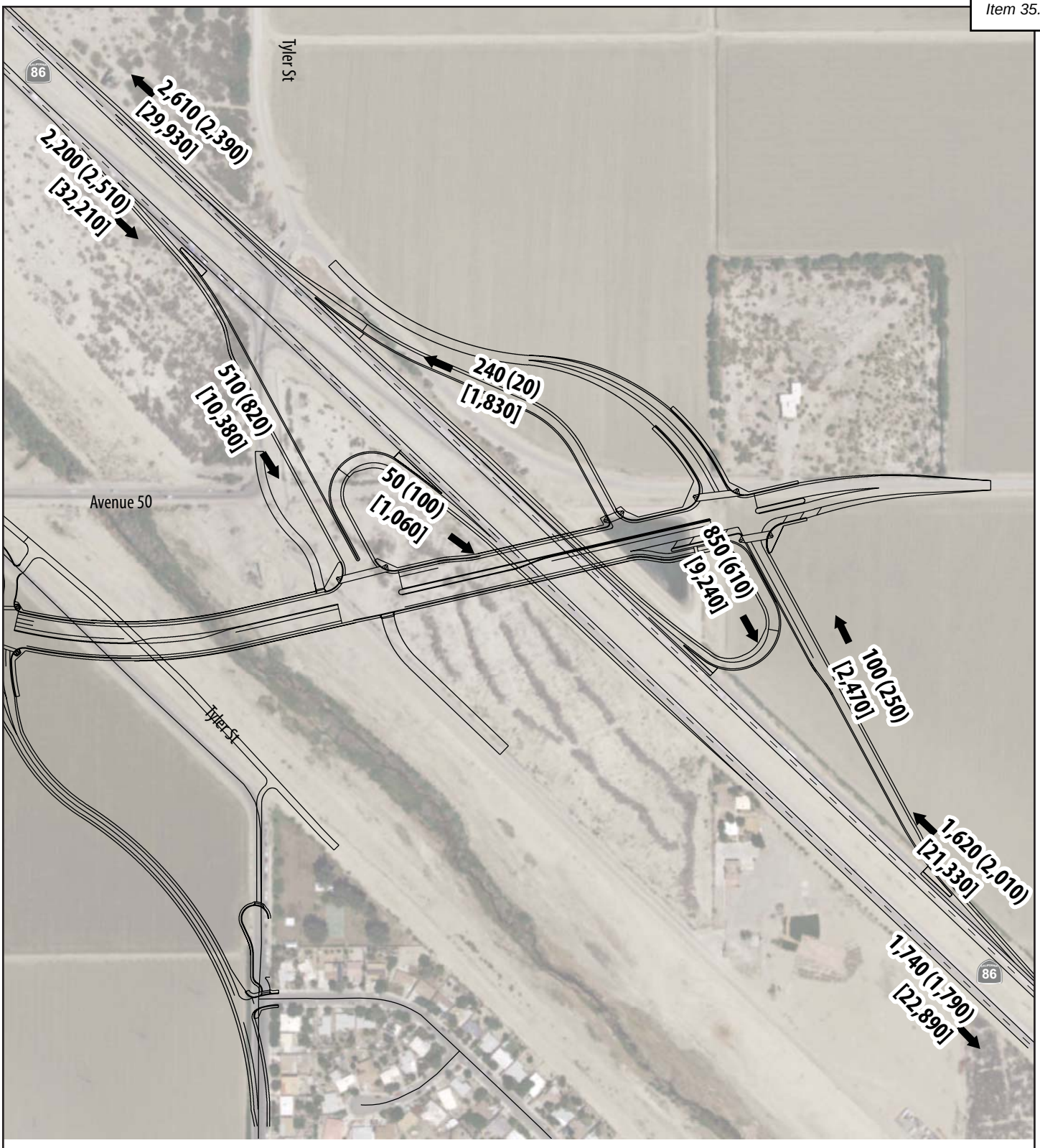
Figure 2.1.6-14



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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Design Year 2045 (Alternative 8) Mainline Traffic Volume Forecasts

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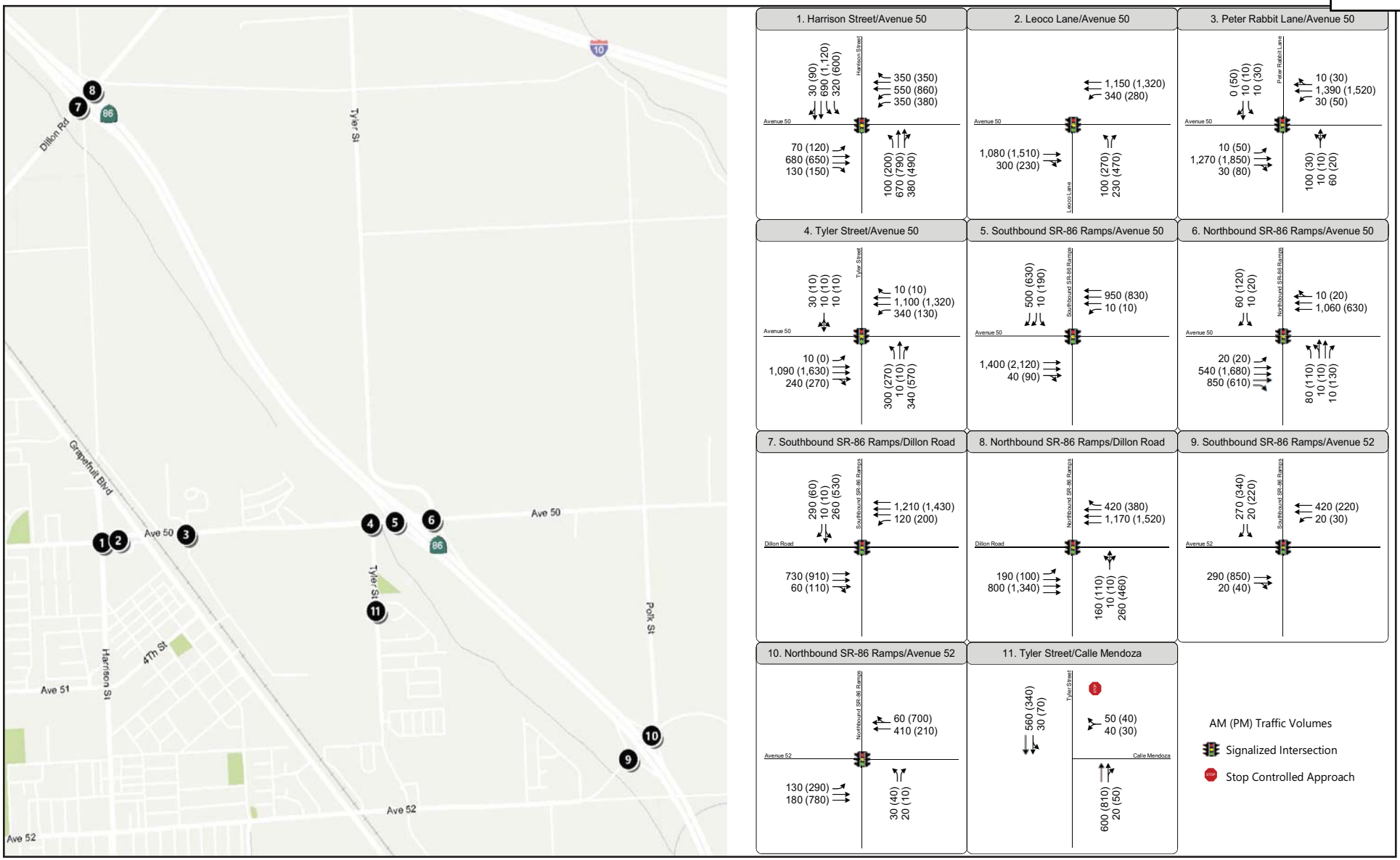
Figure 2.1.6-15



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

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Design Year 2045 (Alternative 7) Peak Hour Intersection Volumes

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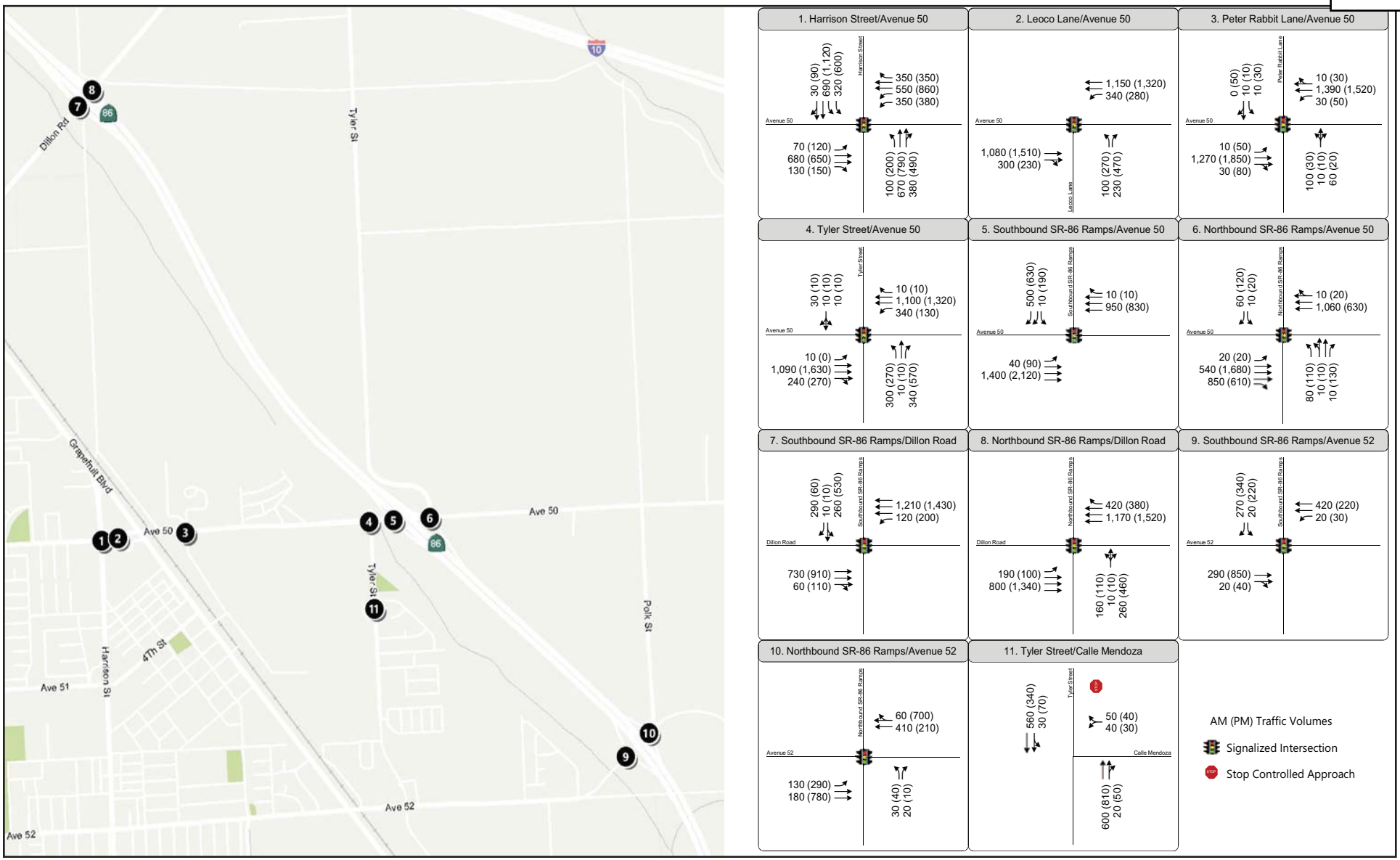
Figure 2.1.6-16



Source: State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report, November 2017.

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STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Design Year 2045 (Alternative 8) Peak Hour Intersection Volumes

Figure 2.1.6-17

Table 2.1.6-22: Design Year 2045 Intersection LOS Summary (Build Alternative 8)

Intersection		Control	AM		PM	
			Delay	LOS	Delay	LOS
2	Avenue 50/Leoco Lane	Signal	19.0	B	50.0	D
3	Avenue 50/Peter Rabbit Lane	Signal	10.4	B	12.6	B
4	Avenue 50/Tyler Street	Signal	34.0	C	33.0	C
5	Avenue 50/Southbound SR-86 Ramps	Signal	13.7	B	20.8	B
6	Avenue 50/Northbound SR-86 Ramps	Signal	10.9	B	16.5	B
7	Dillon Road/Southbound SR-86 Ramps	Signal	12.8	B	25.9	C
8	Dillon Road/Northbound SR-86 Ramps	Signal	24.6	C	29.3	C
9	Avenue 52/Southbound SR-86 Ramps	Signal	12.4	B	22.0	C
10	Avenue 52/Northbound SR-86 Ramps	Signal	10.0	B	14.4	B
11	Tyler Street/Calle Mendoza	Side-street stop	18.5	C	24.0	C

Bold text indicates unacceptable level of service.
Note: For signalized intersections, delay shows whole intersection weighted average control delay using methods (HCM 2010).
Source: Fehr & Peers, SR-86/Avenue 50 New Interchange Project Final Traffic Operations Report (November 2017), Page 54.

Pedestrian and Bicycle Facilities

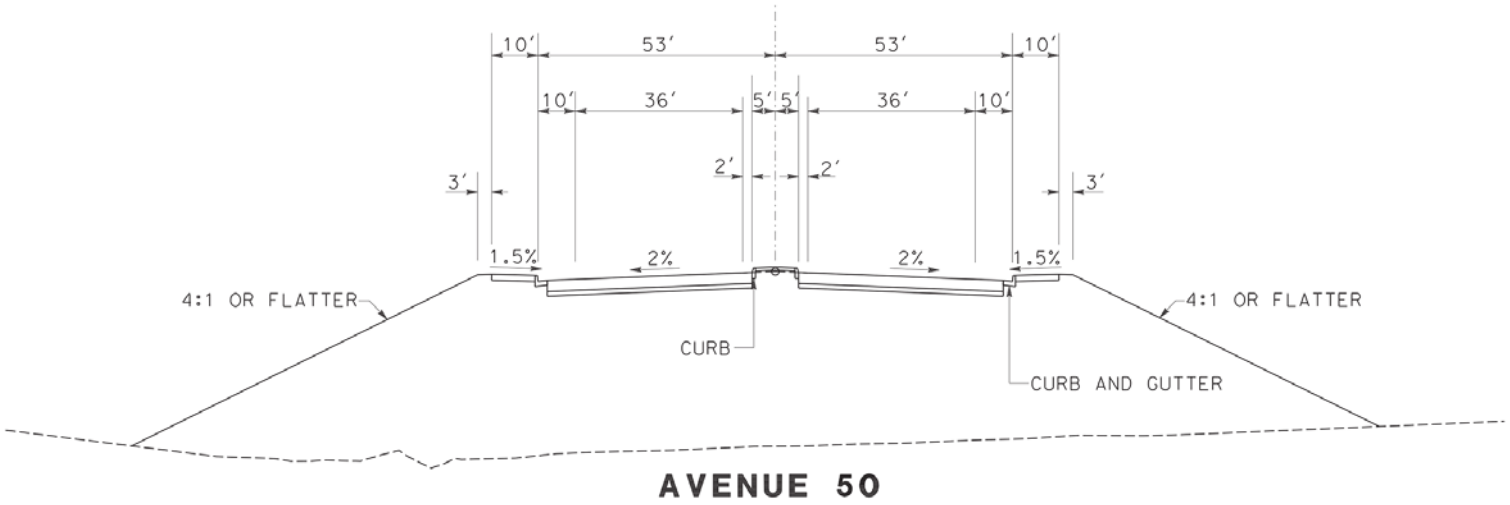
The project would include facilities intended to promote connectivity for system linkages related to pedestrian and bicycle movement. As shown in Table 2.1.6-23, Proposed Sidewalks, the project proposes sidewalk along both sides of Avenue 50 through project boundaries. In addition, the existing sidewalk along the easterly side of Tyler Street south of CVSC (adjacent to existing residences and Sierra Vista Park) would be protected in place and/or reconstructed to maintain connectivity between residential areas and Sierra Vista Park.

Table 2.1.6-23: Proposed Sidewalks

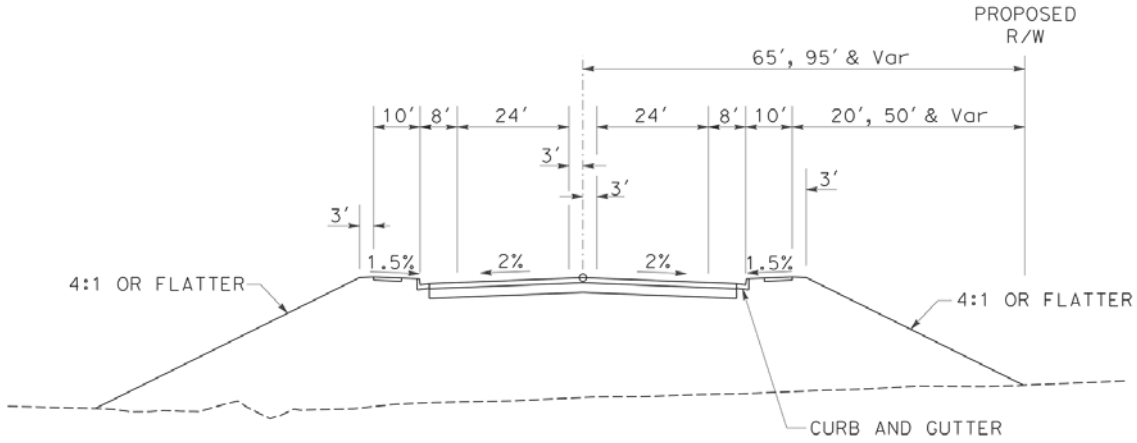
Location	Length (feet)	Width (feet)
Avenue 50*	2,800	10
Tyler Street (North)	200	10
Tyler Street (South)	200	10

*Six feet, two inches on bridges.

As noted above, there are no existing bicycle facilities within site boundaries along Avenue 50 or Tyler Street. As show in Table 2.1.6-24, Proposed Bicycle and Low Speed Electric Vehicle Lanes, along Avenue 50 through the project site, the project would provide a 10-foot wide shoulder, shared and striped as a Class II lane for bicycle and low speed electric vehicle (LSEV) use. A 7-foot-wide bike/LSEV lane would be provided between the through lanes and right-turn-only lanes, to ensure that bicyclists and LSEV drivers can safely cross ramp intersections. Refer to Figures 2.1.6-18, Proposed Typical Bicycle and Pedestrian Facilities, 2.1.6-19, Alternative 7 Proposed Bike Lanes, and 2.1.6-20, Alternative 8 Proposed Bike Lanes.



AVENUE 50



TYLER STREET

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Proposed Typical Bicycle and Pedestrian Facilities

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Figure 2.1.6-18

TYLER ST (NORTH)
NB ON-RAMP
SB OFF-RAMP
ACCESS DRIVEWAY TO APN 603-300-024
MAGNOLIA
Ave 50
CV LINK
TYLER St (SOUTH)
COACHELLA VALLEY STORMWATER CHANNEL
ACCESS DRIVEWAY TO APN 763-090-010
SB ON-RAMP
SB ROUTE 86
NB LOOP ON-RAMP
NB OFF-RAMP
NB ROUTE 86
SIERRA VISTA PARK
CALLE MENDOZA

LEGEND:
- PROPOSED BIKE LANE
- PROPOSED BIKE/LSEV SHARED LANE
- PROPOSED CV LINK (20'-WIDE CONCRETE PATHWAY)

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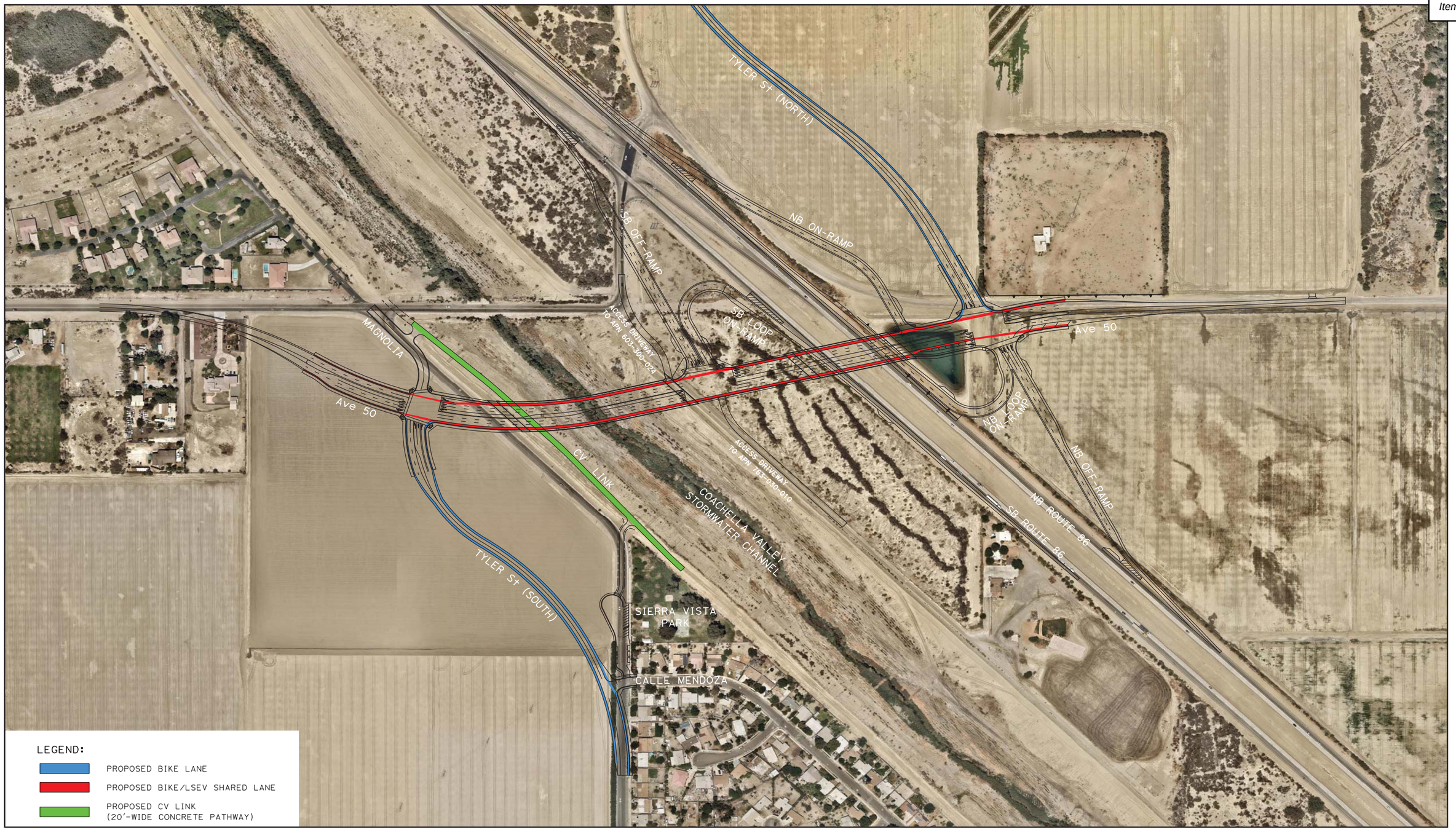
Alternative 7 Proposed Bike Lanes

Figure 2.1.6-19

Back of 11x17 figure.



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Alternative 8 Proposed Bike Lanes

Figure 2.1.6-20

Back of 11x17 figure.

Table 2.1.6-24: Proposed Bicycle and Low Speed Electric Vehicle Lanes

Location	Length (feet)	Width (feet)	Type
Avenue 50 east of Tyler Street (North) Intersection*	2,400	10	Class II
Avenue 50 west of Tyler Street (North) Intersection	400	5	Class II
Tyler Street (North)	2,500	8	Class II
Tyler Street (South)	1,600	5 to 8	Class II

*At the intersections, a 7-foot-wide bike/LSEV lane would be provided between the through lanes and right-turn-only lanes to accommodate both LSEVs and bicycles (in-lieu of a standard 4-foot bicycle only lane).

The project site includes a future alignment of the planned Coachella Valley (CV) Link project. CV Link is a planned public CVAG multi-modal transportation pathway that would be constructed along the western side of the CVSC within the project area; refer to Figure A-1 of Appendix A. The CV Link Master Plan identifies all proposed public access points to the CV Link facility. The project is located within the southern portion of Segment 9 and the northern portion of Segment 10 of CV Link, which will include an access point to CV Link from the cul-de-sac adjacent to where Sierra Vista Park is located, and a second access point south of the existing Avenue 50 off of what will be an extension of Magnolia (see Figure 2.1.6-20, above). In addition to the access points from near Sierra Vista Park and from the extension of Magnolia, the design elements for Phase 1 of the project would include construction of slope protection, which includes a flat 20-foot pavement/ramp per CV Link design standards and specifications along the southern riverbank of the CVSC within the project area (approximately 1,425 linear feet). Figure A-2 of Appendix A, CV Link Proposed Improvements, shows the improvements relative to CV Link. Figure A-3 of Appendix A, CV Link Proposed Concrete Slope Protection Detail, is a focused graphic detailing the specific improvement limits and dimensions relative to CV Link.

Following completion of Phase 1 of the project, the slope protection and the concrete pavement would be consistent and match the remainder of Segments 9 and 10 of CV Link when it is constructed.

The project would result in beneficial permanent effects related to bicycle and pedestrian movement within the study area, as it would provide non-motorized facilities in areas where limited facilities exist. As such, transportation connectivity would be enhanced as a result of these improvements, as envisioned in the General Plan Land Use goals and policies. The Build Alternatives would be designed and constructed in compliance with regulations included in the 1990 Americans with Disabilities Act (ADA), as required for federal-aid projects. The Build Alternatives both include planned access and mobility of non-motorized vehicles and pedestrians. These accommodations are consistent with the General Plan, in which Avenue 50 within the study area is proposed as a “Major Arterial with Bicycle Facility.” Design facilities for both Build Alternatives would be fully accessible as described in the Caltrans’ Design Information Bulletin 82-03 “Pedestrian Accessibility Guidelines for Highway Projects,” and allows Americans with Disabilities Act-compatible crossings. The project would further result in beneficial pedestrian/bicycle improvements through the construction of access ramps and slope protection/pavement beneath the Avenue 50 bridge over CVSC, to accommodate the planned CV Link multi-modal pathway. The planned 50-mile CV Link facility would serve as an alternative transportation corridor for bicycles, pedestrians, and LSEVs. The project would also include a pathway connecting the northerly terminus of the Tyler Street cul-de-sac (adjacent to Sierra Vista Park) with the planned CV Link alignment.

2.1.6.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.1.7 Visual/Aesthetics

2.1.7.1 Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969, as amended, establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings (42 United States Code [USC] 4331[b][2]). To further emphasize this point, the Federal Highway Administration (FHWA), in its implementation of NEPA (23 USC 109[h]), directs that final decisions on projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

The California Environmental Quality Act (CEQA) establishes that it is the policy of the State to take all action necessary to provide the people of the State "with…enjoyment of aesthetic, natural, scenic and historic environmental qualities" (CA Public Resources Code [PRC] Section 21001[b]).

2.1.7.2 Affected Environment

This section is based on the Visual Impact Assessment for State Route 86/Avenue 50 New Interchange Project (VIA) (May 2018).

The project location and setting provide context for determining the type and severity of changes to the existing visual environment. The terms visual character and visual quality are used to further describe the existing environment. Visual character includes attributes such as form, line, color, texture, and is used to describe, not evaluate. A change in visual character cannot be described as having good or bad attributes until it is compared with the viewer response to that change. If there is public preference for the established visual character of a regional landscape and resistance to a project that will contrast that character, then changes in the visual character can be evaluated. Visual quality is evaluated by identifying the vividness, intactness, and unity present in the project corridor. FHWA states that this method should correlate with public judgments of visual quality well enough to predict those judgments. This approach is particularly useful in highway planning because it does not presume that a highway project is necessarily an eyesore. This approach to evaluating visual quality can also help identify specific methods for mitigating each adverse impact that may occur as a result of a project. The project setting is also referred to as the corridor or project corridor which is defined as the area of land that is visible from, adjacent to, and outside of the highway right-of-way (ROW), and is determined by topography, vegetation, and viewing distance.

The project is located on SR-86 between Avenue 52 and Dillon Road in the City of Coachella, Riverside County, California. The project is located in the eastern portion of the Coachella Valley, an extensive (approximately 10-mile wide) and moderately flat expanse oriented in a generally northwest to southeast direction, with a gentle gradient from San Gorgonio Pass (approximately 2,600 feet above mean sea level [msl]) to the Salton Sea (surface 227 feet below msl) to the southeast. The Coachella Valley and the Salton Sea are part of the greater Salton Trough that includes a portion of the Colorado Desert Geomorphic Province. The Coachella Valley is surrounded by the Santa Rosa Mountains (Toro Peak, 8,715 feet above msl) approximately seven miles to the southwest, and the San Jacinto Mountains (San Jacinto Peak, 10,834 feet above msl) to the northwest. The northeastern part of the valley is defined by the Little San Bernardino Mountains (up to 5,267 feet above msl) located approximately two

miles to the northeast.[1] The landscape is characterized by agricultural land, lower density development, and mountainous ridgelines to the south, west, and southwest. The land use within the corridor is primarily rural desert agricultural and vacant land, but also includes areas of suburban developed uses. The project site does not include any officially designated or eligible State scenic highways.[2]

The project corridor is defined as a visual assessment unit (VAU) for analysis of the project. A VAU is typically defined by the limits of a particular viewshed and will often correspond to a place or district that is commonly known among local viewers. One VAU (VAU1) was selected for analysis of the project based on the homogenous character of the project site and since all land uses within the VAU are within similar proximity to the project site and have similar views to the project site. Geographic features that form this VAU include ridgelines associated with the Joshua Tree National Park to the north/east, Santa Rosa Mountains to the south, San Jacinto Mountains to the west, and eastern foothills of the San Bernardino National Forest to the northwest. These ridgelines and sloping hills visually contrast with the relatively flat form of the Coachella Valley, allowing for more distant views.

The project site is located between the foothills of Joshua Tree National Park to the north/east, and the Santa Rosa Mountains to the south. The developed area of the City of Coachella is located to the west/southwest, residential uses are positioned to the south and west, and agricultural land is situated to the north, east, and southwest of the project site. The Coachella Valley Stormwater Channel (CVSC) traverses through the project site in a north-south direction. The project site is approximately 60 to 80 feet below msl. VAU1 is defined mainly by undeveloped land and agricultural uses in the Coachella Valley with surrounding views of the hillsides and ridgelines of Joshua Tree National Park to the north/east, eastern foothills of the San Bernardino National Forest to the northwest, Santa Rosa Mountains to the south, and San Jacinto Mountains to the west. Vegetation within the area generally consist of arrowhead scrub, saltbrush scrub, ornamental vegetation, and agricultural land. These various vegetation types generally vary in color (brown/yellow and green) and height (from grasses to shrubs). Some flowering species existing within the area.

Five Key Views were selected to assess the existing visual character of the project site and surrounding area, and to determine the potential aesthetic impact that may result from implementation of the project. Each Key View location is described in detail below and depicted on Figure 2.1.7-1, Key View Locations Map. Figures 2.1.7-2a through 2.1.7-6b provide a photograph of existing conditions, and with-project conditions, at each respective Key View from various vantage points. A description of the five Key Views is provided below.

- *Key View 1* (refer to Figure 2.1.7-2a and Figure 2.1.7-2b) is located in the western portion of VAU1, along Avenue 50 near residential uses to the west of the project site. Key View 1 represents a typical view from eastbound Avenue 50 motorists and bicyclists, as well as views from residential uses along Avenue 50. Key View 1 depicts the realignment and widening of Avenue 50, and the SR-86/Avenue 50 interchange.

[1] City of Indio, College of the Desert Indio Educational Center Draft Environmental Impact Report, October 7, 2011.

[2] California Department of Transportation, California Scenic Highway Mapping System, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed May 22, 2018.

- *Key View 2* (refer to Figure 2.1.7-3a and Figure 2.1.7-3b) is located in the south-central portion of VAU1 along Tyler Street. Key View 2 represents a typical view from northbound Tyler Street motorists, bicyclists, and pedestrians, as well as from Sierra Vista Park visitors. Key View 2 depicts the realignment and widening of Tyler Street associated with the project, and implementation of the future Coachella Valley Link (CV Link) connector within the project limits.

- *Key View 3* (refer to Figure 2.1.7-4a and Figure 2.1.7-4b) is located in the southern portion of VAU1 along Tyler Street, near the southernmost limits of the project site. Key View 3 represents a typical view from northbound Tyler Street motorists, bicyclists, and pedestrians, as well as a general view from residences located along Tyler Street. Key View 3 depicts the realignment and widening of Tyler Street associated with the project, and implementation of the future CV Link connector within the project limits.

- *Key View 4* (refer to Figure 2.1.7-5a and Figure 2.1.7-5b) is located in the southeastern portion of VAU1 along SR-86, to the southeast of the SR-86/Avenue 50 interchange. Key View 4 represents a typical view from northbound SR-86 motorists. Key View 4 depicts the SR-86/Avenue 50 interchange overcrossing structure and new SR-86/Avenue 50 interchange.

- *Key View 5* (refer to Figure 2.1.7-6a and Figure 2.1.7-6b) is located in the eastern portion of VAU1 along Avenue 50, to the east of the project site. Key View 5 represents a typical view from westbound Avenue 50 motorists. Key View 5 depicts the new SR-86/ Avenue 50 interchange overcrossing structure, and the widening/realigned Avenue 50.

2.1.7.3 Environmental Consequences

2.1.7.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not result in temporary impacts related to visual character and aesthetics.

Alternatives 7 and 8 (Build Alternatives)

The project would require staging areas to allow for construction activities and the storage of equipment. Construction vehicle access and staging of construction materials would be visible from motorist traveling along the project site as well as residents located in the project vicinity. However, views of construction-related activities and equipment/vehicles would be temporary in nature. The project would be required to comply with Caltrans Standard Specifications for Construction, which would minimize visual impacts through the use of opaque temporary construction fencing that would be situated around the staging areas. Thus, the potential visual impacts during construction of both Build Alternatives would not be adverse.

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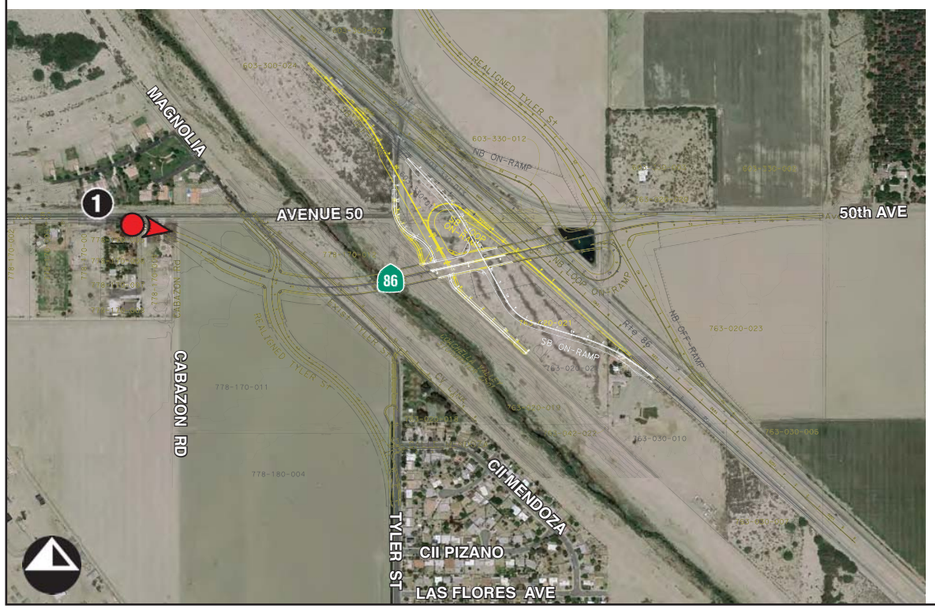
Key View Locations Map

Figure 2.1.7-1



Similar Build Alternative Features
Build Alternative 7 Only
Build Alternative 8 Only
Direction of Photo Key View Location
1 Key View Number

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Key View 1 – Existing Condition

Figure 2.1.7-2a

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Back of 11x17 figure.

For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area.
These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area.

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Key View 1 – Proposed Condition

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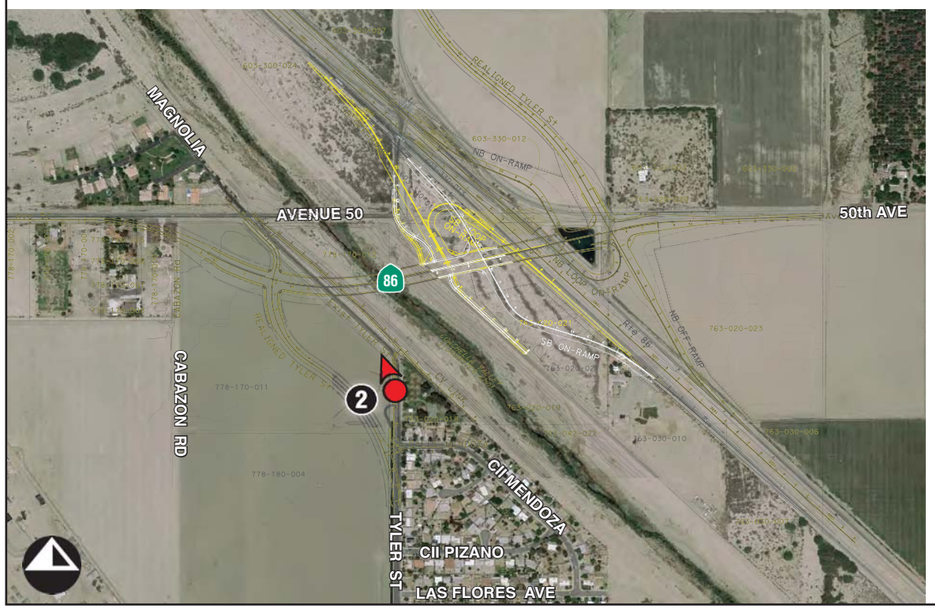
Figure 2.1.7-2b

Back of 11x17 figure.



Similar Build Alternative Features
Build Alternative 7 Only
Build Alternative 8 Only
Direction of Photo Key View Location
1 Key View Number

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Key View 2 – Existing Condition

Figure 2.1.7-3a

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Back of 11x17 figure.

For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area.
These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area.

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Key View 2 – Proposed Condition

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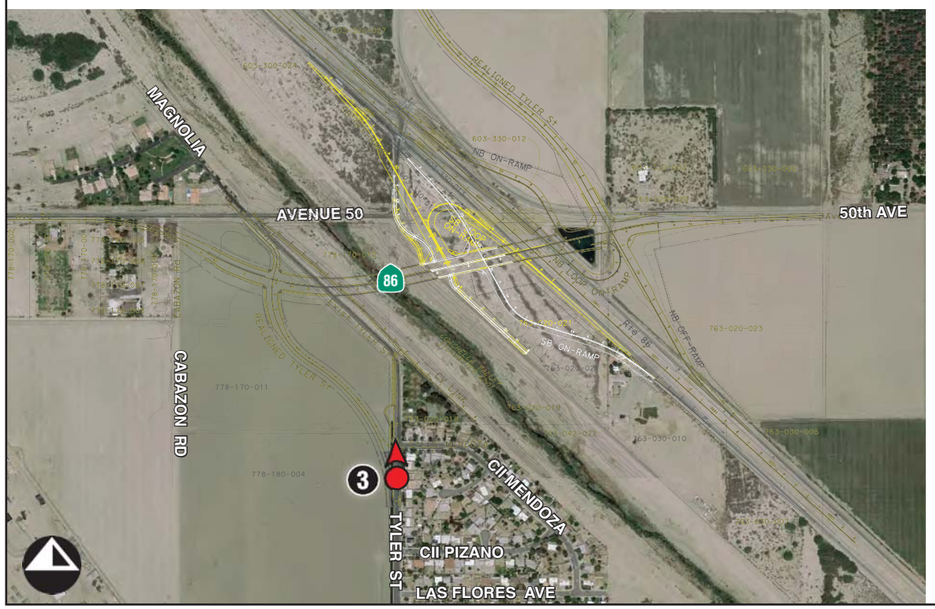
Figure 2.1.7-3b

Back of 11x17 figure.



Similar Build Alternative Features
Build Alternative 7 Only
Build Alternative 8 Only
Direction of Photo Key View Location
1 Key View Number

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Key View 3 – Existing Condition

Figure 2.1.7-4a

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Back of 11x17 figure.

For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area.
These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area.

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Key View 3 – Proposed Condition

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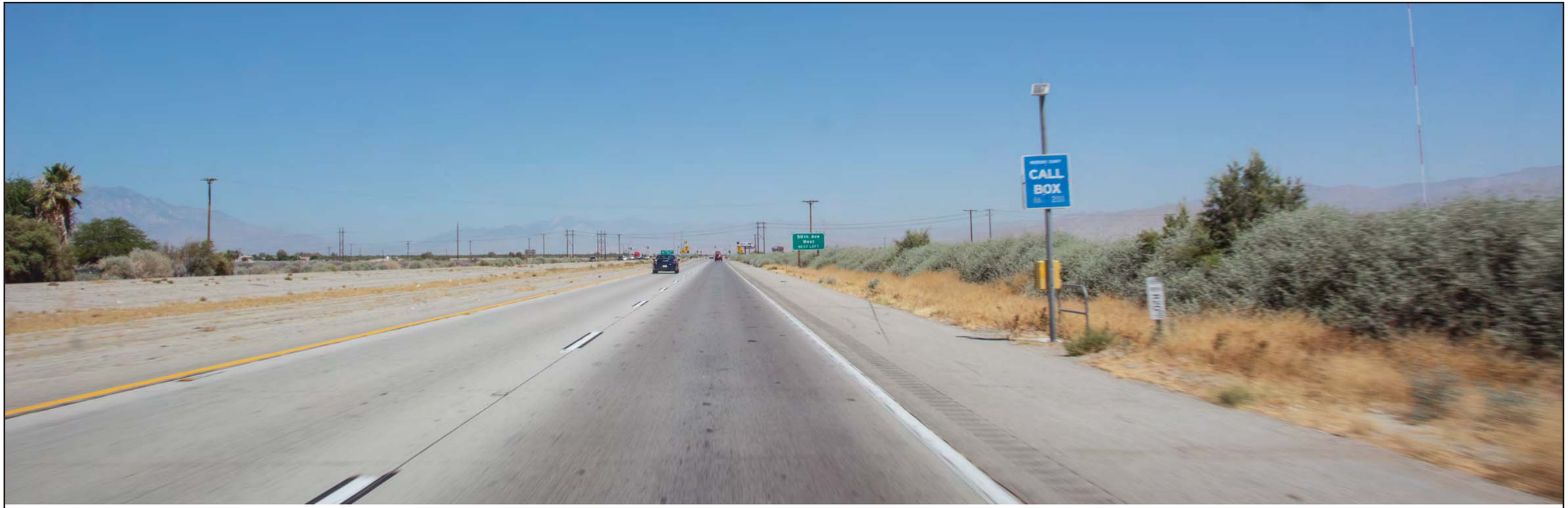
Figure 2.1.7-4b

Back of 11x17 figure.



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Key View 4 – Existing Condition

Figure 2.1.7-5a

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Back of 11x17 figure.

For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area.
These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area.

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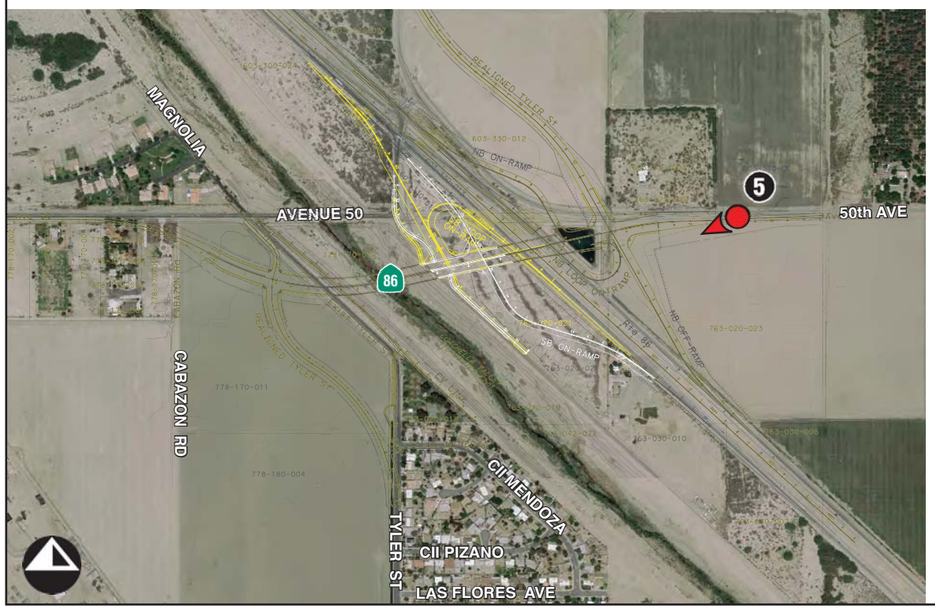
Key View 4 – Proposed Condition

Figure 2.1.7-5b

Back of 11x17 figure.



Similar Build Alternative Features
Build Alternative 7 Only
Build Alternative 8 Only
Direction of Photo Key View Location
1 Key View Number

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Key View 5 – Existing Condition

Figure 2.1.7-6a

Back of 11x17 figure.

For comparative purposes, site photographs are utilized to demonstrate the general character at different points of the project area.
These simulations are subject to change and are intended to provide the reader with information on the form, size, and scale of the proposed improvements within the project area.

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Key View 5 – Proposed Condition

Figure 2.1.7-6b

Back of 11x17 figure.

It is anticipated that the project would require limited periods of nighttime construction activities for SR-86/Avenue 50 interchange improvements and overcrossing structure within Caltrans ROW. Existing sources of light and glare within the project area are limited to vehicle headlights, traffic lights, street lighting on SR-86/Avenue 50 and Tyler Street, and nighttime lighting associated with adjacent residential uses. Nighttime construction lighting could potentially cause a nuisance to motorists travelling along SR-86 and Avenue 50, in addition to surrounding residential uses. Lighting effects to surrounding residential uses would primarily be of concern during construction of Phase 1 of the Build Alternatives, which would occur in close proximity to single-family residences along Avenue 50 and Tyler Street, west of CVSC. In accordance with Caltrans regulations, nighttime construction would be limited to the hours of 10:00 p.m. to 6:00 a.m. Necessary lighting for safety and construction purposes would be directed away from land uses outside of the project area and contained and directed toward the specific area of construction. With implementation of Measure VIS-1, construction lighting types, plans, and placement would be designed to minimize light and glare impacts on surrounding sensitive uses. Implementation of Measure VIS-1 would ensure there would be little to no visual intrusion as a result of temporary construction nighttime lighting.

2.1.7.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not result in permanent impacts related to alteration of existing views or visual characteristics of the project area.

Alternatives 7 and 8 (Build Alternatives)

The Build Alternatives would convert a portion of SR-86 from an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing bridge and access ramps, and construct a new bridge spanning over the CVSC. The Build Alternatives would also realign and widen Avenue 50 from the existing two-lane roadway to a six-lane major arterial and would realign Tyler Street on both the east and west side of SR-86. The existing Avenue 50 roadway to the west of SR-86 would be repurposed as a CVSC maintenance road. Alternatives 7 and 8 are similar; however, Alternative 8 includes a southbound loop on-ramp whereas Alternative 7 does not. Both alternatives would include signalized intersections at SR-86/Avenue 50 on- and off-ramps, and Avenue 50/Tyler Street.

Further, the viewsheds for Alternative 7 and Alternative 8 are similar. The potential for Alternatives 7 and 8 to adversely impact views depends on how responsive viewers are to changes resulting from project implementation. Viewer response is a measure or prediction of the viewer's reaction to changes in the visual environment and has two dimensions: viewer exposure and viewer sensitivity. There are two major types of viewers: highway neighbors and highway users. Highway neighbors are the people who have views to the road, and include residential uses, recreational users at Sierra Vista Park, and agricultural uses. Highway users are the people who have views from the road and include SR-86 highway motorists and local roadway motorists along Avenue 50 and Tyler Street. Each Key View was evaluated by comparing the difference in visual quality from the predicted viewer response for Alternatives 7 and 8; refer to Table 2.1.7-1, Visual Impact Ratings Using Viewer Response and Resource Change.

Table 2.1.7-1: Visual Impact Ratings Using Viewer Response and Resource Change[3]

Resource Change (RC)	Viewer Response (VR)				
	Low (L)	Moderate-Low (ML)	Moderate (M)	Moderate-High (MH)	High (H)
Low (L)	L	ML	ML	M	M
Moderate-Low (ML)	ML	ML	M	M	MH
Moderate (M)	ML	M	M	MH	MH
Moderate-High (MH)	M	M	MH	MH	H
High (H)	M	MH	MH	H	H

Key View 1

Alternatives 7 and 8. Key View 1 represents a typical view from eastbound Avenue 50 motorists to the west of the SR-86/Avenue 50 interchange project site, as well as residential uses in the vicinity; refer to Figure 2.1.7-2a. Implementation of Build Alternatives 7 and 8 would result in visible changes to the existing conditions as seen from this Key View. Visible project features include the realignment of Avenue 50 to the south, the Avenue 50 overcrossing structures (spanning over the CVSC and SR-86), and new SR-86/Avenue 50 interchange; refer to Figure 2.1.7-2b. Eastbound travelers and residents in Key View 1 would be directly exposed to the changes along Avenue 50 in VAU1. Although Avenue 50 experiences a fairly low amount of daily traffic (16,203 average daily traffic [ADT]), residents along Avenue 50 would have permanent long-term views of the visual changes associated with the project. As such, overall viewer response in Key View 1 would be high.

Due to the high viewer response of residential viewers, and the permanent visual changes as seen from these viewers, the overall visual impact in this Key View is considered moderate-high. In order to ensure the visual character is not substantially degraded in this Key View, Measure VIS-2 would require landscaping improvements consistent with the existing character of the area, and compliance with Caltrans Standard Design Practices in consultation with the City of Coachella. Implementation of Measure VIS-3 would ensure the visual character of the project area is not substantially degraded.

Key View 2

Alternatives 7 and 8. Key View 2 (located approximately 550 feet north of Key View 3) represents a typical view from northbound Tyler Street motorists, bicyclists, and pedestrians, as well as from recreational users at Sierra Vista Park; refer to Figure 2.1.7-3a. Implementation of Build Alternatives 7 and 8 would result in visible changes to the existing conditions as seen from this Key View. Visible project features include the realignment and widening of Tyler Street associated with the project, and implementation of the future CV Link connector within the project limits; refer to Figure 2.1.7-3b. Northbound travelers in Key View 2 would be directly exposed to the changes along Tyler Street in VAU1. Tyler Street experiences a low amount of daily traffic (4,600 ADT), but frequent visitors to Sierra Vista Park would have long-term views of the project. As such, overall viewer response in Key View 2 would be moderate.

[3] Visual Impact Assessment for State Route 86/Avenue 50 New Interchange Project, page 22, April 2018.

Due to the moderate viewer response of Tyler Street and Sierra Vista Park viewers and the permanent visual changes as seen from these viewers, the overall visual impact in this Key View is considered moderate. In order to ensure the visual character is not substantially degraded in this Key View, Measure VIS-2 and Measure VIS-4 would require that all architectural treatments and landscaping are consistent with the character of the area, and the Caltrans Standard Design Practices. In addition, Measure VIS-3 would ensure existing vegetation is preserved to the maximum extent possible and Measure VIS-5 would ensure that all abandoned roadways not planned for repurposing would be required to be removed, and hydroseeded or revegetated with non-invasive plants in compliance with Caltrans Standard Design Practices in consultation with the City of Coachella. Structures would be required to receive architectural aesthetics to minimize viewshed effects of the project and textures and anti-graffiti treatment to deter vandalism. Implementation of Measure VIS-2 through Measure VIS-5 would ensure the visual character of the project area is not substantially degraded.

Key View 3

Alternatives 7 and 8. Key View 3 (located approximately 550 feet south of Key View 2) represents a typical view from northbound Tyler Street motorists, bicyclists, pedestrians, and a general view from residential uses to the east of Tyler Street; refer to Figure 2.1.7-4a. Implementation of Build Alternatives 7 and 8 would result in visible changes to the existing conditions as seen from this Key View. Visible project features would include the realignment and widening of Tyler Street to the west, the CV Link up-ramp, and the Avenue 50 overcrossing structures spanning over the CVSC and SR-86; refer to Figure 2.1.7-4b. The northbound traveler and residential viewers in Key View 3 would be directly exposed to the changes along Tyler Street in VAU1. Tyler Street experiences a low amount of daily traffic (4,600 ADT), but residents to the east of Tyler Street would have long-term (permanent) views of the project. As such, overall viewer response in Key View 3 would be high.

Due to the high viewer response of residential viewers, and the permanent visual changes as seen from these viewers, the overall visual impact in this Key View is considered moderate-high. In order to ensure the visual character is not substantially degraded in this Key View, Measure VIS-2 and Measure VIS-4 would require that all architectural treatments and landscaping are consistent with the character of the area, and the Caltrans Standard Design Practices. In addition, Measure VIS-3 would ensure existing vegetation is preserved to the maximum extent possible and Measure VIS-5 would ensure all abandoned roadways not planned for repurposing would be required to be removed, and hydroseeded or revegetated with non-invasive plants in compliance with Caltrans Standard Design Practices in consultation with the City of Coachella. Implementation of Measure VIS-2 through Measure VIS-5 would ensure the visual character of the project area is not substantially degraded.

Key View 4

Alternative 7. Key View 4 represents a typical view from northbound SR-86 motorists; refer to Figure 2.1.7-5a. Implementation of Build Alternative 7 would result in visible changes to the existing conditions as seen from this Key View. Visible project features would include the new SR-86/Avenue 50 interchange overcrossing structure and associated fencing, graded slopes, and the SR-86 southbound direct on-ramp; refer to Figure 2.1.7-5b. The northbound traveler would be directly exposed to the new SR-86/Avenue 50 interchange in VAU1. Approximately 25,082 to 31,477 vehicles travel this portion of SR-86 each day. The viewer quantity is moderate and the duration of views from SR-86 commuters and other motorists would be short. These viewers would be aware of the resulting visual changes from implementation of the project. Further, SR-86 motorists are currently afforded uninhibited views of the surrounding

hillsides and ridgelines, which are designated as visual resources by the City. According to General Plan Policy 6.1, the City encourages the preservation of transit corridors with views of these visual resources. Thus, overall viewer response in Key View 4 would be moderate.

Due to the moderate viewer response of SR-86 motorists and uninhibited views of City-designated visual resources, the overall visual impact in this Key View is considered moderate. In order to ensure the visual character is not substantially degraded at Key View 4, Measure VIS-2 and Measure VIS-4 would require landscaping improvements and architectural treatments consistent with the existing character of the area, and compliance with Caltrans Standard Design Practices in consultation with the City of Coachella. The retaining wall(s) under the SR-86/Avenue 50 interchange overcrossing structure would also be subject to consideration for architectural treatments. Structures would be required to receive architectural aesthetics to minimize viewshed effects of the project and textures and anti-graffiti treatment to deter vandalism. All architectural treatments and landscaping would be required to be consistent with the existing character of the area and demonstrate compliance with Caltrans Standard Design Practices. In addition, Measure VIS-3 would ensure existing vegetation is preserved to the maximum extent possible. Implementation of Measure VIS-2 through Measure VIS-4 would ensure the visual character of the project area is not substantially degraded.

Alternative 8. The difference between Alternatives 7 and 8 is that Alternative 8 includes an SR-86 southbound loop on-ramp at the SR-86/Avenue 50 interchange (Alternative 7 includes a direct SR-86 southbound on-ramp). This difference would be perceptible from Key View 4. As shown in Figure 2.1.7-5b, the area located along the western side of southbound SR-86 would not be paved or graded under Alternative 8. Although Alternative 8 would result in less grading and paved surfaces and would retain the existing vegetation along southbound SR-86, the overall visual quality and character of the project area would be similar to Alternative 7. Thus, the overall visual impact in this Key View is considered to be moderate. Implementation of Measure VIS-2 through Measure VIS-4 would ensure the visual character of the project area is not substantially degraded.

Key View 5

Alternatives 7 and 8. Key View 5 represents a typical view from westbound Avenue 50 motorists, and agricultural users to the east of the SR-86/Avenue 50 interchange project site; refer to Figure 2.1.7-6a. Implementation of Build Alternatives 7 and 8 would result in visible changes to the existing conditions as seen from this Key View. Visible project features would include the realignment of Avenue 50 to the south, the SR-86/Avenue 50 interchange overcrossing structure, and new SR-86/Avenue 50 interchange; refer to Figure 2.1.7-6b. Westbound travelers and agricultural employees in Key View 5 would be directly exposed to the changes along Avenue 50 in VAU1. Although this portion of Avenue 50 experiences a low amount of daily traffic (1,000 ADT), travelers along westbound Avenue 50 and agricultural users would be directly exposed to the visual changes of the SR-86/Avenue 50 interchange and their impact on visual resources in the City. Thus, overall viewer response in Key View 5 would be moderate-low.

Due to the low amount of traffic experienced along Avenue 50 and surrounding agricultural uses, the overall visual impact in this Key View is considered moderate. In order to ensure the visual character is not substantially degraded at Key View 5, Measure VIS-5 would require all abandoned roadways not planned for repurposing to be removed, and hydroseeded or revegetated with non-invasive plants in compliance with Caltrans Standard Design Practices in consultation with the City of Coachella. Implementation of Measure VIS-5 would ensure the visual character of the project area is not substantially degraded.

For both Build Alternatives, operation of the project would introduce additional sources of light and glare to the project area from traffic signals along Avenue 50 (i.e., at the northbound and southbound SR-86 on/offramps, and the Avenue 50/Tyler Street intersection). Motorists traveling along SR-86, Avenue 50, and Tyler Street would be nominally impacted by the traffic signals their short duration of exposure. The residential uses in the project vicinity could be sensitive to increased lighting from the project. However, the project area currently contains lighting features, particularly along Avenue 50 and Tyler Street. Measure VIS-6 would reduce short- and long-term lighting impacts by requiring new lighting to be designed and installed to avoid light spillage at adjacent properties. As such, the new signal and pedestrian safety signal would be consistent with the current lighting in the area. Thus, the lighting sources would not have an adverse effect in this regard.

2.1.7.4 Avoidance, Minimization, and/or Mitigation Measures

VIS-1 **Construction Lighting.** Construction lighting types, plans, and placement shall be designed to minimize light and glare impacts on surrounding sensitive uses.

VIS-2 **Landscaping.** 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.

VIS-3 **Existing Vegetation.** 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.

VIS-4 **Architectural Treatments and Review.** Structures will receive architectural aesthetics to minimize viewshed effects of the project and will received textures and anti-graffiti treatment to deter vandalism. All 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 architectural treatments shall be reviewed and approved by Caltrans prior to final design and implementation.

VIS-5 **Roadway Abandonment and Hydroseeding/Revegetation.** 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 hydroseeding/landscaping within Caltrans right-of-way shall be reviewed and approved by Caltrans prior to final design and implementation.

VIS-6 **Operational Lighting.** The project shall be designed to reduce permanent new sources of light and glare.

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2.1.8 Cultural Resources

2.1.8.1 Regulatory Setting

The term "cultural resources," as used in this document, refers to the "built environment" (e.g., structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance. Under federal and state laws, cultural resources that meet certain criteria of significance are referred to by various terms including "historic properties," "historic sites," "historical resources," and "tribal cultural resources." Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act (NHPA) of 1966, as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation (ACHP) the opportunity to comment on those undertakings, following regulations issued by the ACHP (36 Code of Federal Regulations [CFR] 800). On January 1, 2014, the First Amended Section 106 Programmatic Agreement (PA) among the Federal Highway Administration (FHWA), the ACHP, the California State Historic Preservation Officer (SHPO), and the Department went into effect for Department projects, both State and local, with FHWA involvement. The PA implements the ACHP's regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to the Department. The FHWA's responsibilities under the PA have been assigned to the Department as part of the Surface Transportation Project Delivery Program (23 United States Code [USC] 327).

The Archaeological Resources Protection Act (ARPA) applies when a project may involve archaeological resources located on federal or tribal land. The ARPA requires that a permit be obtained before excavation of an archaeological resource on such land can take place.

Historic properties may also be covered under Section 4(f) of the U.S. Department of Transportation Act, which regulates the "use" of land from historic properties (in Section 4(f) terminology—historic sites). See Appendix A, Resources Evaluated Relative to the Requirements of Section 4(f): No-Use Determination, for specific information about Section 4(f).

The California Environmental Quality Act (CEQA) requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as "unique" archaeological resources. California Public Resources Code (PRC) Section 5024.1 established the California Register of Historical Resources (CRHR) and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the CRHR and, therefore, a historical resource. Historical resources are defined in PRC Section 5020.1(j). In 2014, Assembly Bill 52 (AB 52) added the term "tribal cultural resources" to CEQA, and AB 52 is commonly referenced instead of CEQA when discussing the process to identify tribal cultural resources (as well as identifying measures to avoid, preserve, or mitigate effects to them). Defined in PRC Section 21074(a), a tribal cultural resource is a CRHR or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource. Unique archaeological resources are referenced in PRC Section 21083.2.

PRC Section 5024 requires State agencies to identify and protect State-owned historical resources that meet the NRHP listing criteria. It further requires the Department to inventory State-owned structures in its rights-of-way. Sections 5024(f) and 5024.5 require State agencies

to provide notice to and consult with the California State Historic Preservation Officer (SHPO) before altering, transferring, relocating, or demolishing State-owned historical resources that are listed on or are eligible for inclusion in the NRHP or are registered or eligible for registration as California Historical Landmarks. Procedures for compliance with PRC Section 5024 are outlined in a Memorandum of Understanding (MOU)[1] between the Department and SHPO, effective January 1, 2015. For most federal-aid projects on the State Highway System, compliance with the Section 106 PA will satisfy the requirements of PRC Section 5024.

2.1.8.2 Affected Environment

The cultural resource studies completed for the project include the Historic Property Survey Report for the State Route 86/Avenue 50 New Interchange Project (HPSR) (November 2018), the Historical Resources Evaluation Report for the State Route 86 – Avenue 50 New Interchange and Bridge Project (HRER) (May 2018), and the Archaeological Survey Report for the State Route 86/Avenue 50 New Interchange Project (ASR) (August 2018).

A variety of sources was consulted as part of the project's cultural resource investigation. Included were cultural resource records and literature housed at the Eastern Information Center (EIC), University of California, Riverside. The EIC is a branch of the California Historical Resources Information System (CHRIS), which operates under the State Office of Historic Preservation (OHP). Additional sources consulted during the records search include the NRHP; CRHR; CHRIS; California Inventory of Historic Resources; California Points of Historical Interest; California Historic Landmarks; published literature, and historical maps and aerial photographs. In addition, the Coachella Valley Historical Society and Museum was contacted regarding any potential cultural resources in the project's area of potential effect (APE).

An intensive archaeological survey and reconnaissance-level architectural survey of the APE was undertaken on February 25, 2016 and June 13 and 14, 2017. In accordance with standard Caltrans guidance and procedures, the vacant, undeveloped land within the APE was surveyed archaeologically and parcels with buildings and/or structures that are 45 years of age or older (constructed in or before 1972) were evaluated for eligibility for listing in the NRHP and CRHR.

The process of Native American consultation has also been initiated as part of the cultural resources investigation for the project. A Sacred Lands File search was requested from the Native American Heritage Commission (NAHC) on November 9, 2015. The NAHC responded on January 25, 2016, stating that there are no known sacred lands within the APE. The NAHC did recommend that six representatives from local Native American tribal organizations be contacted for further information regarding the general project vicinity. In accordance with Section 106 of the NHPA, initial consultation letters were sent to the six representatives via U.S. Postal Service on March 28, 2017, requesting information related to cultural resources or heritage sites within the APE. It is noted that these letters also served as formal CEQA notification of the project as required under AB 52 (i.e., Public Resources Code 21080.3.1 and Chapter 532 Statutes of 2014). Refer to Chapter 4.0, Comments and Coordination, of this IS/EA, as well as Section 1.3, Consulting Parties/Public Participation, of the HPSR, for information regarding efforts undertaken by Caltrans to consult pertinent Native American tribes to identify tribal cultural resources in the APE.

[1] The MOU is located on the SER at http://www.dot.ca.gov/ser/vol2/5024mou_15.pdf.

2.1.8.2.1 Area of Potential Effects (APE)

The APE for the project was established by Caltrans in accordance with Section 106 PA Stipulation VIII.A. The APE maps are located in Attachment A, Exhibit 3, of the HPSR. The APE for the project includes both a direct APE and an indirect APE. The direct APE, or project footprint, includes all construction areas, temporary construction easements, and staging areas. The indirect APE considers all areas where there is the potential to indirectly impact cultural resources. Properties included in the indirect APE may be affected by visual, audible, or atmospheric intrusions, shadow effects, vibrations from construction activities, or changes in access or use. The indirect APE was generally established as the legal parcel adjacent to where potential direct impacts would occur or within a 30- to 150-foot buffer zone on large undeveloped parcels with no built-environment resources. In addition, the indirect APE included areas designated for construction signage. The total APE encompasses 246.27 acres, with the direct APE covering almost half with an area of 111.24 acres.

In terms of the vertical APE, the depth of ground disturbance for the project will be limited to the upper five feet for the construction of the new access ramps and the Avenue 50 and Tyler Street realignments, which includes the construction of the roadway, driveways, and sidewalks. Most utility relocations are expected to extend up to 10 feet in depth with the installation of transmission line power poles reaching a maximum depth of 75 feet. Finally, excavations associated with bridge construction will extend up to 50 feet in depth.

2.1.8.2.2 Built Environment

According to the HPSR prepared for the project, 37 cultural resource studies have been conducted previously since 1975 within one mile of the APE. Four of these studies intersect the APE and encompass approximately 80 percent of the APE. These investigations resulted in the documentation of 42 cultural resources within one mile of the APE. These include 23 built-environment resources that are largely composed of single-family residences, a few commercial buildings, a church, a fire house, City Hall, the Southern Pacific Railroad, and a segment of the Coachella Valley Water District's (CVWD's) irrigation system.

A total of eight built-environment resources were identified within the APE during the survey for the project. These resources include two roads (Tyler Street and Avenue 50), one irrigation feature (CVWD Irrigation Lateral 105.7-1.9), a stormwater channel (CVSC; 33- 017259), a transmission line (Devers-Coachella Valley 220kV Transmission Line), a commercial radio station building (86300 Avenue 50 on APN 603-330-003), and two single-family residences (APN 763-030-010), and post-World War II housing tract (Tract 2597)[2]. These architectural resources reflect the local routes of travel, floodwater control, irrigation infrastructure, and development of the Coachella Valley. The remaining parcels are either vacant or contain buildings or structures constructed after 1972.

One structure (CVWD Irrigation Lateral 105.7-1.9) located within the APE is part of the Coachella Canal distribution system. The OHP has previously determined the buried CVWD irrigation system, including the CVWD Irrigation Lateral 105.7-1.9, is eligible for inclusion in the NRHP under Criterion A and the CRHR under Criterion 1, as a component of the Coachella Canal. Caltrans notified the SHPO that the CVWD Irrigation Lateral 105.7-1.9 had undergone extensive alteration in 1993 and again in 2001. While the project will affect this element of the

[2] The two residences were considered one built-environment resource since they are on one parcel; spread across multiple parcels, the housing tract also was treated as a single built-environment resource since all the houses are affiliated with residential development within the same period of historical significance.

CVWD, the effect will not be adverse since it is affecting less than 0.5 percent of the 485-mile-long Coachella Canal distribution network. None of the other built-environment resources within the APE are previously listed or determined eligible for listing in the NRHP and/or CRHR. Therefore, Caltrans has made a Finding of No Adverse Effect to Historic Properties for the purpose of Section 106 of the NHPA. Caltrans requested SHPO concurrence on this finding November 6, 2018 and the SHPO provided concurrence on November 8, 2018.

2.1.8.2.3 Archaeological Resources

Nineteen of the 42 cultural resources previously identified within one mile of the APE are archaeological resources, including nine multicomponent archaeological sites, four prehistoric sites, five prehistoric isolated artifacts, and one multicomponent isolated resource. The prehistoric archaeological sites found in the project vicinity are primarily ceramic and lithic scatters, or ceramic and habitation debris scatters. The multicomponent archaeological sites are predominantly prehistoric habitation debris scatters with historic-period glass fragments, beads, buttons, farm, and livery equipment, etc. Four of the archaeological sites have been evaluated for listing on the NRHP; all were determined ineligible for the NRHP by consensus through the Section 106 process. None of the resources have been evaluated for listing on the CRHR. The SHPO concurred on November 8, 2018.

Although none of the previously documented archaeological resources are located within the APE, one multicomponent site (CA-RIV-2982/H; P-33-002982) is located adjacent to the APE. The site is described as a prehistoric habitation and historic-period artifact scatter. This site previously was determined ineligible for listing on the NRHP. During the field survey for the SR 86/Avenue 50 New Interchange project, no prehistoric or historical cultural materials were observed in the APE in the vicinity of CA-RIV-2982/H.

During the field survey for the present project, two archaeological sites were identified within the direct APE – a multicomponent site (CA-RIV-12707/H) and a historic-period refuse dump (CA-RIV-12708H). The multicomponent site consists of a five small Native American buffware ceramic fragments and a small historic-period scatter of more than 44 domestic household glass and ceramic fragments. The date of the Native American ceramic fragments is uncertain; they may date to either the prehistoric or historic periods. The refuse scatter is likely the result of opportunistic dumping by local area residents during the 1910s and 1920s, as judged from 24 diagnostic, dateable glass fragments. Although the origin of the possible prehistoric ceramic sherds is not known, the proximity of the pottery to the historic-period artifacts suggests that the materials may be associated and may have been deposited at the same time.

The other site identified during the field survey, the historic-period refuse dump is an isolated early twentieth-century scatter of 13 temporally-diagnostic bottle fragments and ceramic kitchen sherds dated to the 1910s or 1920s and 10 non-diagnostic glass and ceramic fragments. Archival research indicates that the refuse scatters at both CA-RIV-12707/H and CA-RIV-12708H lack specific associations with culturally or historically significant people or events, and close examination of the surface deposits revealed little potential for either of the sites to possess intact subsurface deposits. Therefore, Caltrans determined the two archaeological sites are ineligible for listing in the NRHP and CRHR. The SHPO's November 8, 2018 letter to Caltrans concurred with the eligibility determinations.

2.1.8.3 Environmental Consequences

Alternative 1 (No-Build Alternative)

No improvements to the existing SR-86/Avenue 50 at-grade crossing or Avenue 50 low water crossing would occur under the No-Build Alternative and, therefore, it would not result in impacts to cultural resources.

Alternatives 7 and 8 (Build Alternatives)

A total of 10 cultural resources are location within the APE; eight of these are historic-period built-environment resources and two are archaeological sites. One of the built-environment resources (CVWD Irrigation Lateral 105.7-1.9 [Map Reference No. 4]) is part of the larger Coachella Valley irrigation distribution system, which previously was determined eligible for listing on the NRHP and CRHR. The remaining nine cultural resources were formally evaluated against NRHP and CRHR criteria. As a result of the HRER, Caltrans concluded that nine of the cultural resources in the APE are ineligible for inclusion in the NRHP and the CRHR, and that one resource, the CVWD Irrigation Lateral 105.7-1.9 is eligible as a contributing element of the larger NRHP eligible site. However, the project-related effects on this resource will not be adverse. Caltrans requested SHPO concurrence on this finding November 6, 2018 and the SHPO provided concurrence on November 8, 2018

No other built-environment resources that were previously listed or determined eligible for listing in the NRHP and/or CRHR are located within the APE.

As noted above, Caltrans has notified SHPO of its determination that one property within the APE is eligible for inclusion in the NRHP and has requested concurrence in its determination of *Finding of No Adverse Effects Without Standard Conditions to Historic Properties*. The SHPO's office concurred on November 8, 2018.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including de minimis impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

For the project, only a cultural resource required consideration in the context of a Section 4(f) de minimis determination. De minimis impacts on historic sites are defined as the determination of either "no adverse effect" or "no historic properties affected" in compliance with Section 106 regulations, including the SHPO's written concurrence.

Consistent with Caltrans' requirements in this regard, a letter was sent to SHPO on November 6, 2018, documenting Caltrans' determination, based on the analysis performed, that the project would result in a de minimis use of a Section 4(f) resource (see Appendix A in this Environmental Document for discussion).

Ground disturbance activities associated with construction of the Build Alternatives could result in the inadvertent discovery of cultural resources. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, California Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to

overlie remains, and the County Coroner be contacted. If the remains are thought by the coroner to be Native American, the coroner shall notify the Native American Heritage Commission (NAHC), who, pursuant to PRC Section 5097.98, would then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Gary Jones, Principal Investigator, Prehistoric Archaeology, so that he may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

The procedures for inadvertent discovery of cultural resources and buried human remains would be implemented to ensure that undiscovered sensitive cultural resources would not be adversely affected due to project implementation. Since construction staging areas would not be permitted outside of the APE, no other effects on cultural resources are anticipated.

2.1.8.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.2 PHYSICAL ENVIRONMENT

2.2.1 Hydrology and Floodplain

2.2.1.1 Regulatory Setting

Executive Order (EO) 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The Federal Highway Administration (FHWA) requirements for compliance are outlined in 23 Code of Federal Regulations (CFR) 650 Subpart A.

To comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments.
- Risks of the action.
- Impacts on natural and beneficial floodplain values.
- Support of incompatible floodplain development.
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values affected by the project.

The base floodplain is defined as "the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year." An encroachment is defined as "an action within the limits of the base floodplain."

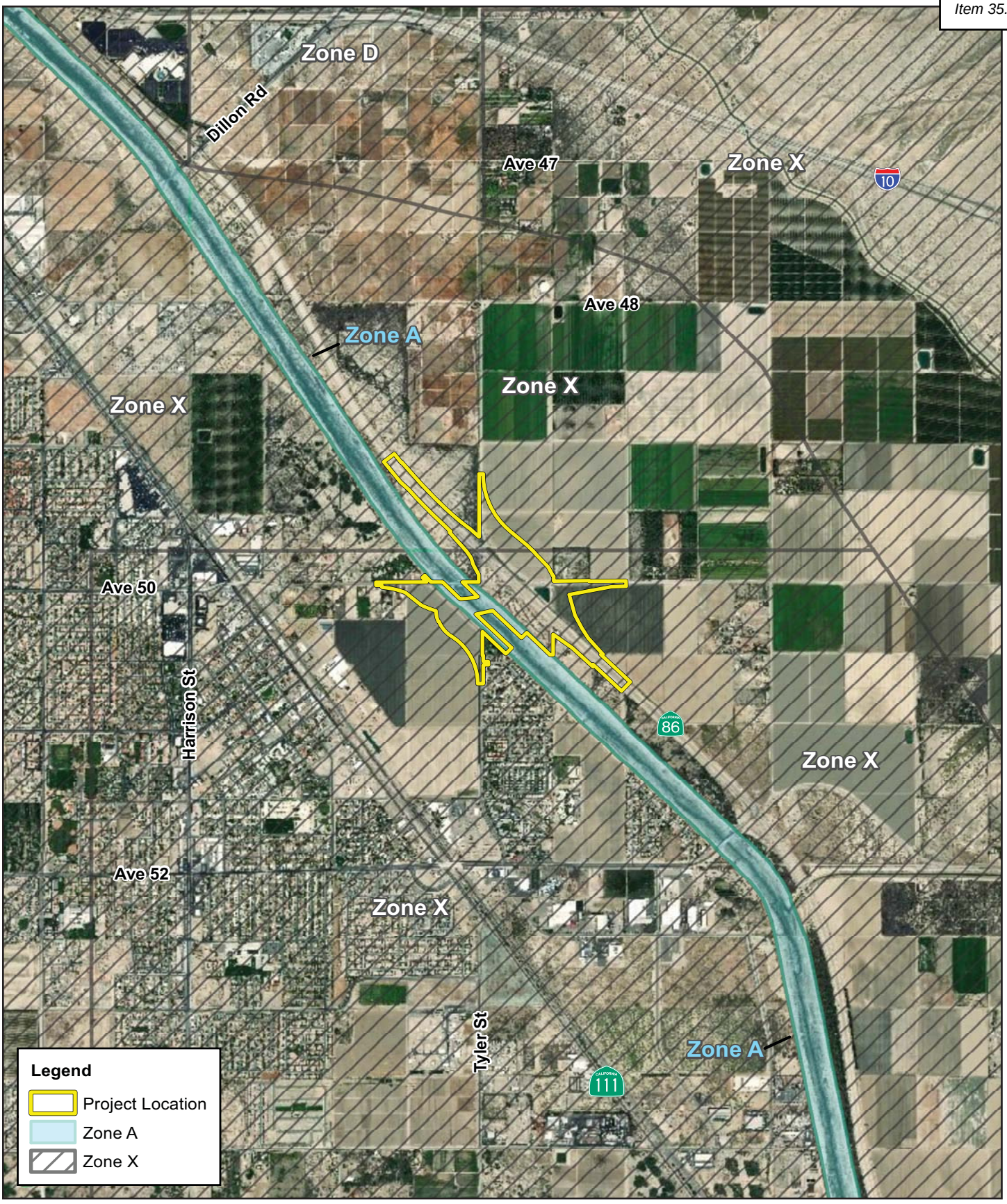
2.2.1.2 Affected Environment

This section is based on the Location Hydraulic Study and Summary Floodplain Encroachment Report (dated May 2018) (LHS/SFER) prepared for the project.

The project site is in the City of Coachella and falls within the boundaries of Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel 06065C2270G (effective August 28, 2008 for Riverside County, California and incorporated areas). As illustrated on Figure 2.2.1-1, Flood Zones, the project is located within two mapped flood zones, described below.

Portions of the project site located within the Coachella Valley Stormwater Channel (CVSC) are classified as Zone A. Zone A are areas that have a 1 percent probability of flooding every year (also known as the "100-year floodplain"), and where predicted flood water elevations have not been established. Properties in Zone A are considered to be at high risk of flooding under the NFIP.

Areas outside of CVSC are identified as Shaded Zone X. Shaded Zone X areas are characterized as: 1) areas that have a 0.2 percent annual chance of flood; 2) areas of 1 percent annual chance of flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and 3) areas protected by levees from 1 percent annual chance of flood. Properties in Shaded Zone X are considered to be at moderate risk of flooding under the NFIP.



INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

NOT TO SCALE

Flood Zones

11/18 | JN 159814

Figure 2.2.1-1

2.2.1.2.1 Topography

The City of Coachella is located within the eastern portion of Coachella Valley, defined as a low and relatively flat desert basin bounded by mountainous terrain. Topography within the project area is relatively flat, sloping from northwest to southeast, and ranges in elevation from -50 feet to -90 feet below mean sea level (msl).

2.2.1.2.2 Hydrology

The major drainage course in the Coachella Valley is the Whitewater River. The Whitewater River originates on the slopes of Mount San Gorgonio in San Bernardino County and terminates at the Salton Sea. The principal tributaries of the Whitewater River are the San Gorgonio River and the Snow, Chino Canyon, Tahquitz, Palm Canyon, Deep Canyon, Mission, Big Morongo, and Little Morongo Creeks. Some of the larger tributaries are perennial streams in the mountains but quickly percolate into the groundwater supply upon reaching the highly pervious alluvium of Coachella Valley.

Although precipitation is low in the Coachella Valley, drainage problems have occurred from both heavy single events and prolonged precipitation in the surrounding mountains. Flooding generally occurs during the spring months, when heavy rains in the surrounding mountains combine with melting of the snow pack, resulting in prolonged runoff through the valley. Additionally, intense summer monsoonal storms occur as a result of tropical cyclones in the Gulf of California and Gulf of Mexico. According to the Water Quality Control Plan for the Colorado River Basin Region, floods along the Whitewater River have historically occurred at least once a decade since 1825. With channelization of the Whitewater River, regional flood damage to structures outside the channel has been minimal in recent years.

2.2.1.2.3 Groundwater Hydrology

According to the California Department of Water Resources (DWR), groundwater depth within the project area varies greatly. The primary source for groundwater recharge is imported water from the Colorado River.

2.2.1.2.4 Geology/Soils/Soil Erosion Potential

The existing CVSC is at equilibrium. The banks are stabilized by slope lining while the invert has engineered drop structures along the length of the channel. One of these drop structures is the existing Avenue 50 roadbed. This roadbed would be abandoned as part of the project but would not be removed. Although the bridge piers will experience some local scour during storm events, the pier foundation will be deeper than the calculated scour depth. The receding limb of the hydrograph will fill in the temporary scour at the pier and the channel will remain at equilibrium. Project implementation is not anticipated to result in long-term degradation or erosion.

2.2.1.2.5 Watershed Characteristics and Beneficial Uses

A beneficial use identifies the ways that water can be used for the benefit of people and/or wildlife. The Water Quality Control Plan for the Colorado River Basin Region identifies 11 beneficial uses for the Middle Whitewater River Watershed, which are MUN, AGR, FRSH, GWR, REC I, REC II, WARM, COLD, WILD, POW, and RARE. The beneficial uses identified for the CVSC are FRSH, REC I, REC II, WARM, WILD, and RARE. Each beneficial use is described below.

- Municipal and Domestic Supply (MUN) waters are used for community, military, municipal or individual water supply systems. Uses may include, but are not limited to, drinking water supply.

- Agricultural Supply (AGR) waters are used for farming, horticulture or ranching. Uses may include, but are not limited to, irrigation, stock watering, and support of vegetation for range grazing.

- Freshwater Replenishment (FRSH) waters are used for natural or artificial maintenance of surface water quantity or quality.

- Groundwater Recharge (GWR) waters are used for natural or artificial recharge of groundwater for purposes that may include, but are not limited to, future extraction, maintaining water quality, or halting saltwater intrusion into freshwater aquifers.

- Water Contact Recreation (REC I) waters are used for recreational activities involving contact with water where ingestion of water is reasonably possible. Uses may include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing, and use of natural hot springs.

- Non-contact Water Recreation (REC II) waters are used for recreational activities involving proximity to water, but not normally involving body contact with water where ingestion of water would be reasonably possible. Uses may include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tidepool and marine life study, hunting sightseeing and aesthetic enjoyment in conjunction with the above activities.

- Warm Freshwater Habitat (WARM) waters support warmwater ecosystems that may include, but are not limited to, preservation and enhancement of aquatic habitats, vegetation, and fish and wildlife, including invertebrates.

- Cold Freshwater Habitat (COLD) waters support coldwater ecosystems that may include, but are not limited to, preservations and enhancement of aquatic habitats, vegetation, and fish and wildlife, including invertebrates.

- Wildlife Habitat (WILD) waters support wildlife habitats that may include, but are not limited to, the preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife.

- Hydropower Generation (POW) waters are used for hydroelectric power generation.

- Rare, Threatened or Endangered Species (RARE) waters support the habitats necessary for the survival and successful maintenance of plant or animal species designated under state or federal law as rare, threatened or endangered.

2.2.1.2.6 Hydraulic Analysis

A Preliminary Channel Hydraulics Study – Avenue 50 Bridge at the Coachella Valley Stormwater Channel Project (Hydraulic Analysis) was prepared for the project in April 2018 for review by the Coachella Valley Water District (CVWD) and was approved in May 2018. The results of the Hydraulic Analysis are presented in Section 2.2.1.3.2 below.

2.2.1.3 Environmental Consequences

Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, none of the project improvements would be implemented; therefore, the existing hydrological conditions (i.e., flooding of Avenue 50 during inclement weather events) would persist and continue to occur.

Alternatives 7 and 8 (Build Alternatives)

The LHS/SFER determined that implementation of Build Alternatives 7 and 8 would not introduce additional risk for traffic disruptions or loss of life and property and the project does not support incompatible floodplain development; the area is fully developed and participating in the National Flood Insurance Program (NFIP). As discussed, project improvements occurring within the Zone A floodplain are limited to the construction of a bridge over the floodplain. The existing Zone A floodplain is confined within an existing leveed channel. The LHS/SFER evaluated the risk associated with the floodplain encroachments on an economic and/or non-economic basis. The LHS/SFER determined that based on the following seven parameters, the combined Assessed Risk Level for the project is "Low Risk" which can generally be defined as follows:

1. Floodplain encroachment is transverse.

2. The risks associated with the implementation of the proposed action are not significant.

3. The project does not support probable incompatible development within the floodplain.

4. The natural and beneficial floodplain uses and values are not subject to significant impacts.

5. Routine construction procedures are required and will minimize the routine impacts on the floodplain. Measures are not necessary to minimize impacts or restore/preserve natural and beneficial floodplain values.

6. The proposed action does not meet the definition of "Significant" as defined in 23 CFR 650.105(q) as the project will not interrupt or terminate a transportation facility, which is needed for emergency vehicles and evacuation routes. Alternative emergency vehicle and evacuation routes will be provided during project construction.

7. The LHS/SFER has been prepared for the project.

Hydraulic Analysis

The Hydraulic Analysis determined that the project improvements would result in a localized rise in the water surface elevation at the CVSC. The allowable change in water surface elevation is a cumulative 1-foot rise over the base flood elevation for Zone A floodplains. As indicated in Section 3.2, Hydraulic Analysis, of the LHS prepared for the project, the project would not involve changes to the 100-year water surface elevation in CVSC which would exceed the allowable 1-foot rise prescribed by the FEMA regulations. As a result, the project would not be required to file a Conditional Letter of Map Revision (CLOMR) during Final Design.

- *100-Year Floodplain Encroachment:* Build Alternatives 7 and 8 would not result in a "significant encroachment" as defined in 23 CFR 650.105. Although the project site crosses a mapped Zone A floodplain, no floodplain development would occur as part of the project. The improvements associated with Build Alternative 7 and 8 are classified as "Low Risk".

  - *Potential Risk from Longitudinal Encroachment:* Caltrans defines a longitudinal encroachment as an encroachment that is parallel to the direction of flow. A transverse encroachment is an encroachment that is perpendicular or skewed to the direction of flow. The Avenue 50 Bridge would traverse over the CVSC transversely, therefore, no longitudinal encroachment would occur.

  - *Potential Risk to Life and Property:* The risk to life and property is evaluated by a potential Q100 backwater (Base Flood) for residences, other buildings, and crops. The potential risk to life and property would remain unchanged as a result of Alternative 7 and 8. Because the project would raise the roadway out of the CVSC and construct a new bridge with freeboard over the Base Flood Event, the project would remove potential traffic disruptions. Therefore, the potential for traffic disruptions due to the influences of the Build Alternatives on the hydraulics is determined to be nominal.

  - *Potential Risk to Natural and Beneficial Floodplain Values:* The project would construct minor permanent improvements consisting solely of new bridge piers within the floodplain boundary; therefore, no permanent impacts to the beneficial uses identified in Section 2.2.1.2.5 are anticipated. The project improvements occurring within Zone A do not pose potential risks to natural and beneficial floodplain values.

  - *Potential Risk for Support of Incompatible Floodplain Development:* Redevelopment is limited by city ordinances and zoning, and each construction project in the area is subject to building permits. Because the cities within the project area are participating communities in the National Flood Insurance Program (NFIP), the building department administers the NFIP requirements during the building permit process. Therefore, the improvements that would occur to the Avenue 50 Bridge over CVSC would not further support incompatible floodplain development.

As defined in 23 CFR 650.105, based on the above analysis, the Build Alternatives would not result in a significant floodplain encroachment.

2.2.1.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.2.2 Water Quality and Storm Water Runoff

2.2.2.1 Regulatory Setting

2.2.2.1.1 Federal Requirements: Clean Water Act

In 1972, Congress amended the federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source[1] unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act (CWA). Congress has amended the act several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. The following are important CWA sections:

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.

- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge would comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request (see below).

- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards (RWQCBs) administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).

- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the U.S. This permit program is administered by the U.S. Army Corps of Engineers (USACE).

The goal of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters."

The USACE issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of the USACE's Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the USACE decision to approve is based on compliance with U.S. Environmental Protection Agency's (U.S. EPA) Section 404 (b)(1) Guidelines (40 Code of Federal Regulations [CFR] Part 230), and whether the permit approval is in the public interest. The Section 404(b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is

[1] A point source is any discrete conveyance such as a pipe or a man-made ditch.

no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences. According to the Guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order. The Guidelines also restrict permitting activities that violate water quality or toxic effluent[2] standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause "significant degradation" to waters of the U.S. In addition, every permit from the USACE, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 CFR 320.4. A discussion of the LEDPA determination, if any, for the document is included in the Wetlands and Other Waters section.

2.2.2.1.2 State Requirements: Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates the CWA and regulates discharges to waters of the state. Waters of the state include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of "waste" as defined, and this definition is broader than the CWA definition of "pollutant." Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives and beneficial uses) required by the CWA and regulating discharges to ensure compliance with the water quality standards. Details about water quality standards in a project area are included in the applicable RWQCB Basin Plan. In California, RWQCBs designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect those uses. As a result, the water quality standards developed for particular water segments are based on the designated use and vary depending on that use. In addition, the SWRCB identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (NPDES permits or WDRs), the CWA requires the establishment of Total Maximum Daily Loads (TMDLs). TMDLs specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

2.2.2.1.3 State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB administers water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the State by approving Basin Plans, TMDLs, and NPDES permits. RWCQBs are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

[2] The U.S. EPA defines "effluent" as "wastewater, treated or untreated, that flows out of a treatment plant, sewer, or industrial outfall."

National Pollutant Discharge Elimination System (NPDES) Program

Municipal Separate Storm Sewer Systems (MS4)

Section 402(p) of the CWA requires the issuance of NPDES permits for five categories of storm water discharges, including Municipal Separate Storm Sewer Systems (MS4s). An MS4 is defined as "any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that is designed or used for collecting or conveying storm water." The SWRCB has identified Caltrans as an owner/operator of an MS4 under federal regulations. Caltrans' MS4 permit covers all Caltrans rights-of-way (ROW), properties, facilities, and activities in the State. The SWRCB or the RWQCB issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

Caltrans's MS4 Permit, Order No. 2012-0011-DWQ (adopted on September 19, 2012 and effective on July 1, 2013), as amended by Order No. 2014-0006-EXEC (effective January 17, 2014), Order No. 2014-0077-DWQ (effective May 20, 2014) and Order No. 2015-0036-EXEC (conformed and effective April 7, 2015) has three basic requirements:

1) Caltrans must comply with the requirements of the Construction General Permit (see below);

2) Caltrans must implement a year-round program in all parts of the State to effectively control storm water and non-storm water discharges; and

3) Caltrans storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs), to the maximum extent practicable, and other measures as the SWRCB determines to be necessary to meet the water quality standards.

To comply with the permit, Caltrans developed the statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP assigns responsibilities within Caltrans for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The SWMP describes the minimum procedures and practices Caltrans uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of BMPs. The proposed project would be programmed to follow the guidelines and procedures outlined in the latest SWMP to address storm water runoff.

Construction General Permit

Construction General Permit (CGP), Order No. 2009-2009-DWQ (adopted on September 2, 2009 and effective on July 1, 2010), as amended by Order No. 2010-0014-DWQ (effective February 14, 2011) and Order No. 2012-0006-DWQ (effective on July 17, 2012). The permit regulates storm water discharges from construction sites that result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil

disturbances of less than one acre is subject to this CGP if there is potential for significant water quality impairment resulting from the activity as determined by the RWQCB. Operators of regulated construction sites are required to develop Storm Water Pollution Prevention Plans (SWPPPs); to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the CGP.

The Construction General Permit separates projects into Risk Levels 1, 2, or 3. Risk levels are determined during the planning and design phases and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and before construction and after construction aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective SWPPP. In accordance with Caltrans's SWMP and Standard Specifications, a Water Pollution Control Program (WPCP) is necessary for projects with DSA less than one acre.

Section 401 Permitting

Under Section 401 of the CWA, any project requiring a federal license or permit that may result in a discharge to a water of the U.S. must obtain a 401 Certification, which certifies that the project would be in compliance with State water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by the USACE. The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before the USACE issues a 404 permit.

In some cases, the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as WDRs under the State Water Code (Porter-Cologne Act) that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

2.2.2.2 Affected Environment

This section is based upon the Water Quality Assessment Report (WQAR) prepared for the project dated June 2018.

2.2.2.2.1 Surface Streams

Storm water that falls within the project boundary discharges into roadside ditches and gullies and primarily infiltrates or evaporates. If extensive runoff occurs, it discharges into the Coachella Valley Stormwater Channel (CVSC). Water from the CVSC flows 15 miles to the south and into the Salton Sea.

2.2.2.2.2 Regional Hydrology

According to the Caltrans Water Quality Planning Tool and California Department of Water Resources, the project is within the Whitewater River Watershed, and the Coachella Hydrologic Area (719.47), which is approximately 1,500 square miles. The Whitewater River Watershed is bounded by the southeastern area of the San Bernardino Mountains (southeast of San Gorgonio Mountain), San Jacinto Mountains, the Santa Rosa Mountains, the Chocolate Mountains, the Mecca Hills, the Cottonwood Mountains, and the Orocopia Mountains. Runoff

from these mountains drains through a network of surface streams and collects on the Coachella Valley floor and flows southeast via the Whitewater River, which then becomes the Whitewater River/CVSC (referenced as CVSC in this document) and continues on to the Salton Sea. The Salton Sea is a lake that has no outlet and does not discharge to the ocean. Figure 2.2.2-1, Project Watershed and Surface Waterbodies Map, shows the project and its location in the watershed. Figure 2.2.2-2, Hydrologic Sub-Area Map, shows the project's location in the Hydrologic Sub Area. The project's Alternative 7 would involve the largest increase in new impervious area of approximately 42 acres, which is less than 0.00004 percent of the Whitewater River Watershed. Alternative 8 would result in an increase in new impervious area of approximately 40 acres.

2.2.2.2.3 Local Hydrology

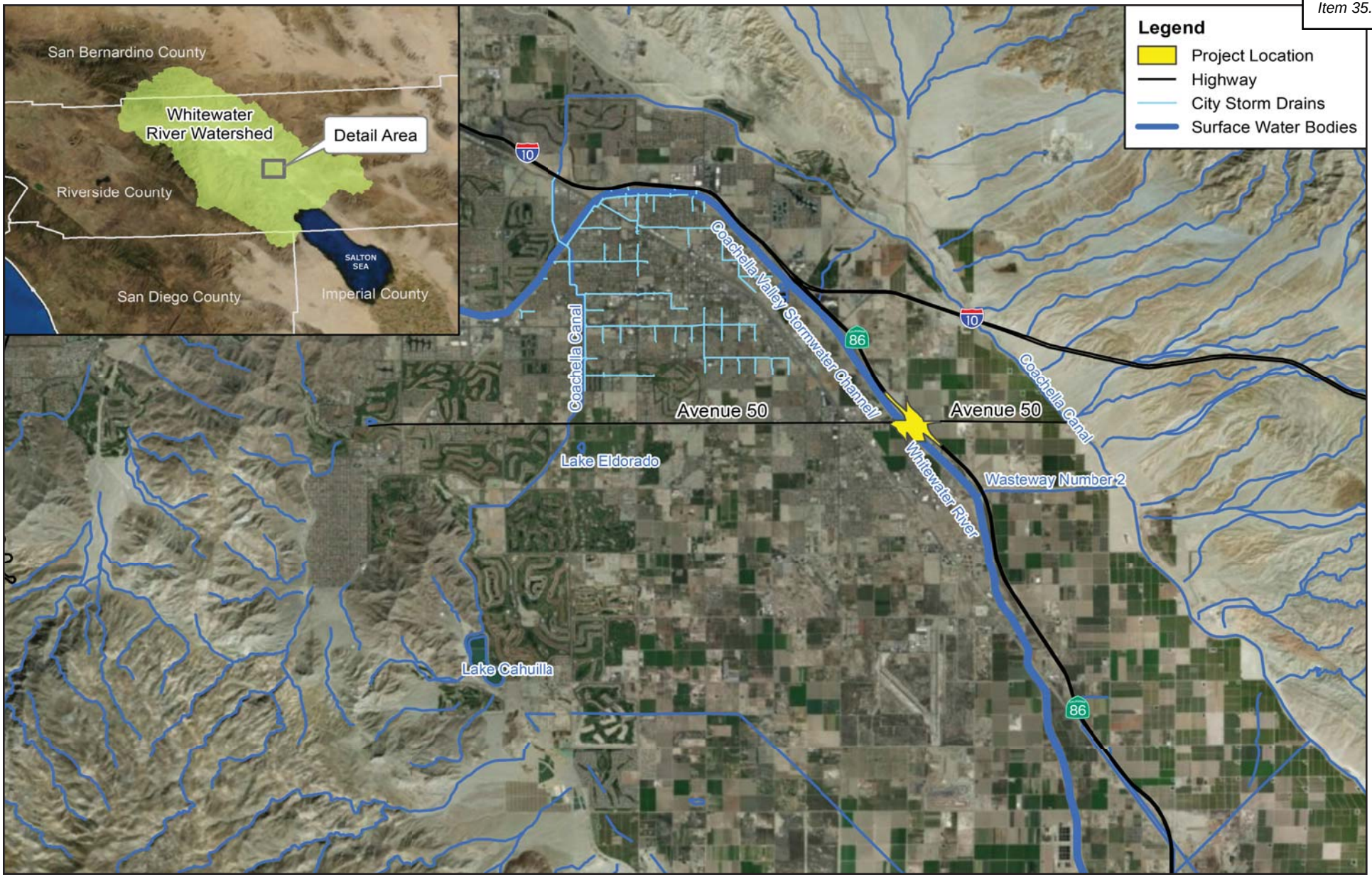
When storm water falls on the existing road and highway system within the project area, it sheet flows towards roadside ditches and gullies. Within the Caltrans ROW, Caltrans standard drains and culverts convey the runoff from roadside ditches. Underground pipes direct this flow directly to the local county flood control drainage network. Ultimately, the storm water that falls within the project boundary would be discharged into the CVSC.

2.2.2.2.4 Municipal Supply

High-risk areas include highway locations where spills or other releases from Caltrans ROW, roadways, or facilities may discharge directly to municipal or domestic water supply reservoirs or ground water percolation facilities. The Caltrans 2018-2019 District 8 Work Plan indicates that no high-risk areas are located within the project area.

2.2.2.2.5 Groundwater Hydrology

According to the California Department of Water Resources, the Indio Subbasin within the Coachella Valley Groundwater Basin covers approximately 525 square miles (approximately 336,000 acres), and it is bounded by the Indio Hills, the San Jacinto Mountains, and the Santa Rosa Mountains. Per the California Department of Water Resources Water Data Library, the nearest groundwater well with current groundwater level and quality data is located approximately a mile northeast of the project at the intersection of Tyler Street and Avenue 48. The depth to groundwater at Well Number 337001N1161639W001 in October 2017 was approximately 23 feet; refer to Figure 2.2.2-3. Review of California's Groundwater Bulletin 118 indicates that groundwater in the Indio Subbasin of the Coachella Valley Groundwater Basin typically has high levels of calcium bicarbonate with a total dissolved solids concentration of 300 milligrams per liter (mg/L).



Source: Water Quality Assessment Report State Route 86 (SR-86)/Avenue 50 New Interchange Project, June 2018.

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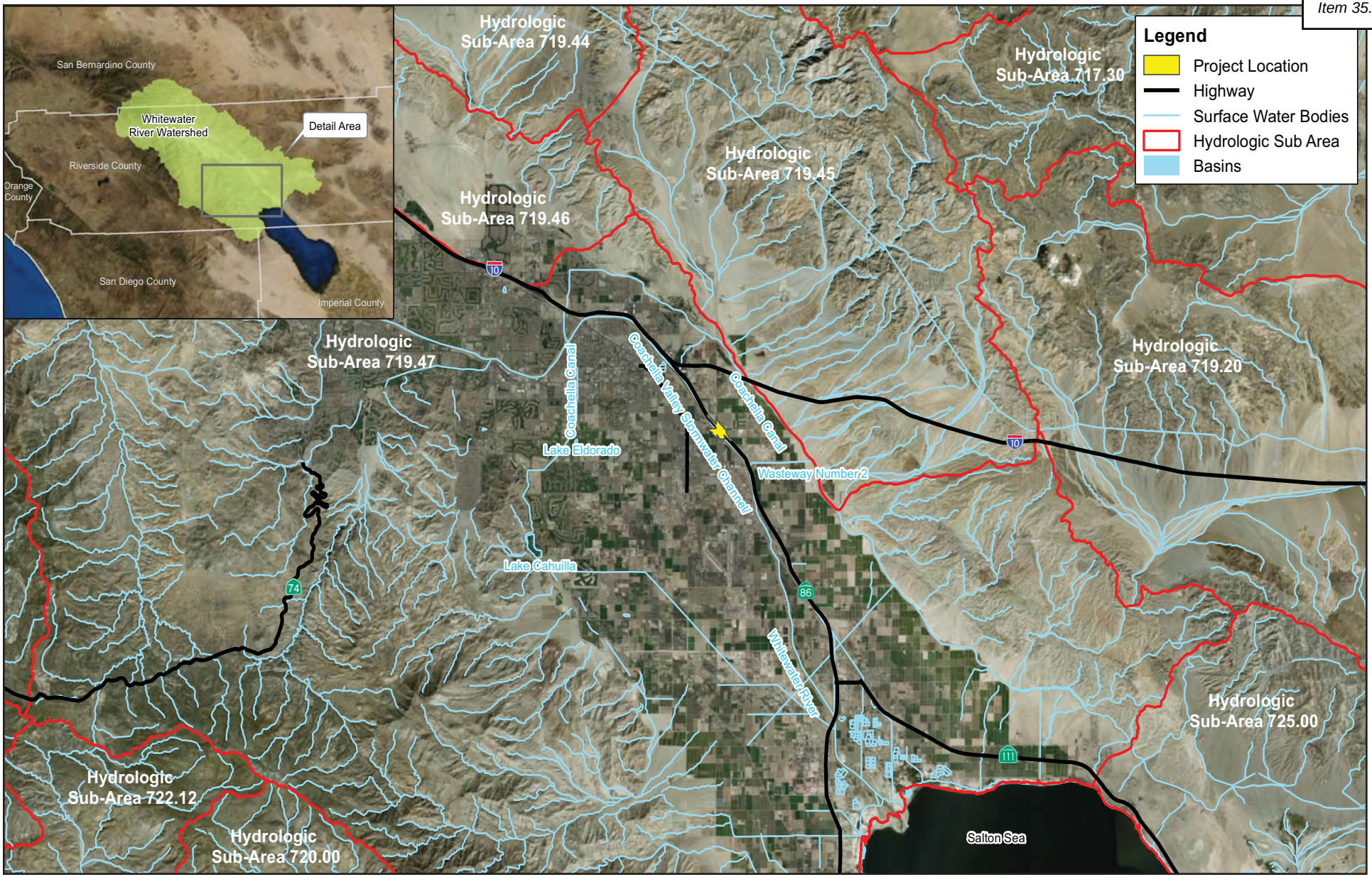
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Project Watershed and Surface Waterbodies Map

Figure 2.2.2-1



Source: Water Quality Assessment Report State Route 86 (SR-86)/Avenue 50 New Interchange Project, June 2018.

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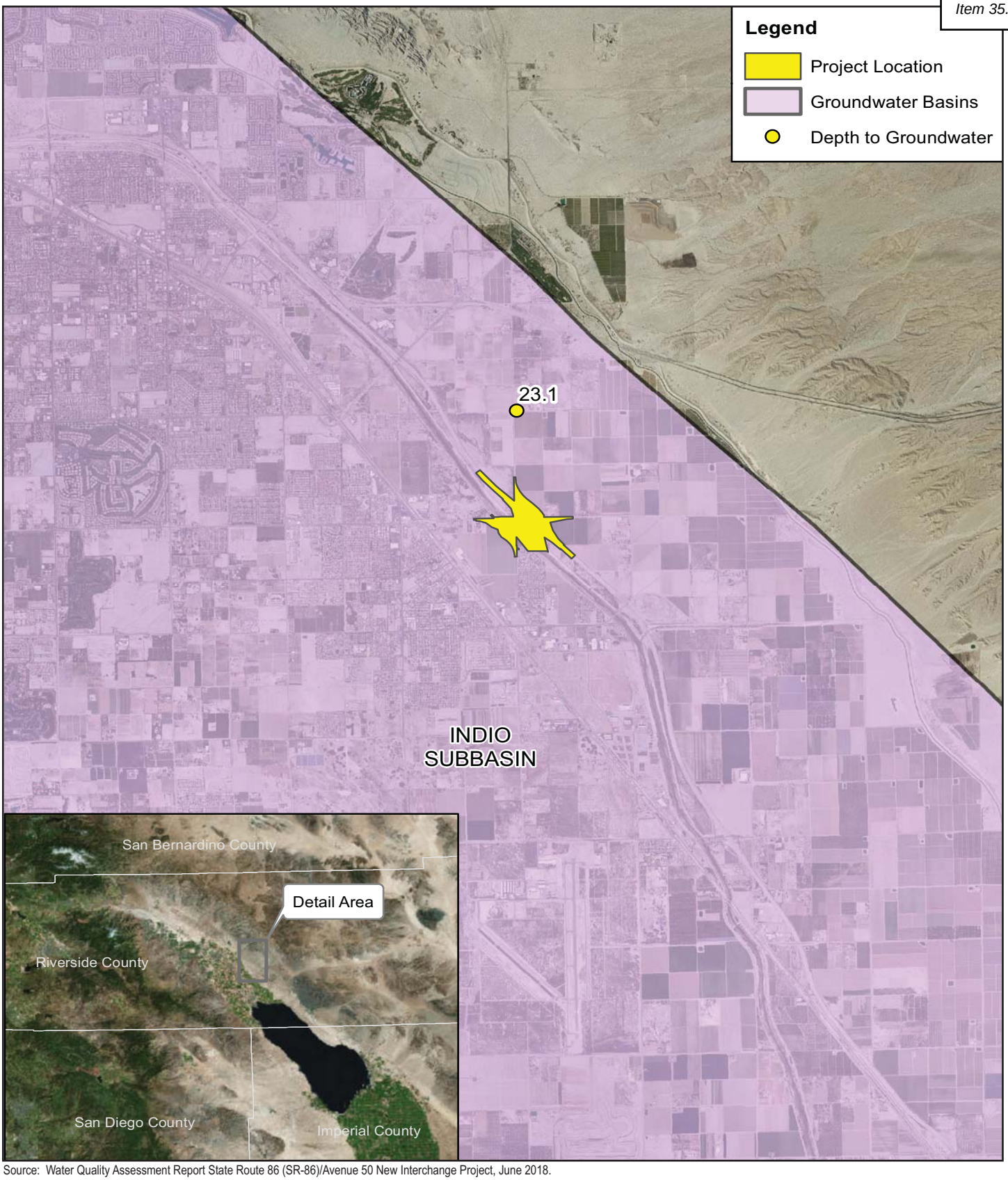
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Hydrologic Sub-Area Map

Figure 2.2.2-2



Source: Water Quality Assessment Report State Route 86 (SR-86)/Avenue 50 New Interchange Project, June 2018.

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Groundwater Basins

Figure 2.2.2-3

2.2.2.2.6 Beneficial Uses

A beneficial use identifies the ways that water can be used for the benefit of people and/or wildlife. The beneficial uses of water are defined in the Colorado River Basin RWQCB's Basin Plan as those necessary for the survival or well-being of humans, plants, and wildlife. Examples of beneficial uses include drinking water supplies, swimming, industrial and agricultural water supply, and the support of freshwater and marine habitats and their organisms. Beneficial uses are identified for the nearest named water bodies that the project discharges to, the CVSC, and include the following:

- Freshwater Replenishment (FRSH) waters are used for natural or artificial maintenance of surface water quantity or quality.

- Water Contact Recreation (REC1) waters are used for recreational activities involving body contact with water where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, white water activities, fishing, and use of natural hot springs.

- Non-contact Water Recreation (REC2) waters are used for recreational activities involving proximity to water, but not normally involving contact with water where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing and aesthetic enjoyment in conjunction with the above activities.

- Warm Freshwater Habitat (WARM) waters support warm water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, or wildlife, including invertebrates.

- Wildlife Habitat (WILD) waters support terrestrial ecosystems including, but not limited to, the preservation and enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.

- Rare, Threatened, or Endangered Species (RARE) waters include the uses of water that support habitats necessary, at least in part, for the survival and successful maintenance of plant or animal species established under State or federal law as rare, threatened, or endangered.

The Basin Plan also identifies beneficial uses for groundwater in the Coachella hydrologic Subunit (which is in the Whitewater hydrologic unit area of the Coachella Valley Planning Area), which is where the project is located. Beneficial uses for the Coachella hydrologic Subunit include the following:

- Municipal and Domestic Supply (MUN) waters are used for community, military, municipal, or individual water supply systems including, but are not limited to, drinking water supply.

- Industrial Service Supply (IND) waters are used for industrial activities that do not depend primarily on water quality including, but are not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection and oil well repressurization.

- Agricultural Supply (AGR) waters are used for farming, horticulture or ranching including, but are not limited to, irrigation, stock watering, or support of vegetation for range grazing.

2.2.2.2.7 Impairments

The CWA requires states to identify water bodies that are considered impaired, which means the water body does not meet water quality standards. Once a water body is listed as impaired, the State is required to develop a TMDL to address each pollutant causing the impairment. A TMDL defines how much of a pollutant load a water body can tolerate and still meet water quality standards. The TMDL is required to account for contributions from point sources (i.e., permitted discharges), as well as contributions from nonpoint sources, including natural background. TMDLs allocate allowable pollutant loads for each source and identify management measures that, when implemented, would assure that water quality standards are attained. Through the RWQCB basin planning process, TMDLs and TMDL implementation plans are adopted into an RWQCB's Basin Plan.

The flow path from the project to the Salton Sea was used to determine what water bodies could potentially be impacted by the project. Precipitation that falls within the project boundary would ultimately discharge into the CVSC and the Salton Sea. Both water bodies are listed on the 2016 303(d)/305(b) Integrated List as impaired. The CVSC has a TMDL for bacterial indicators that has been established. Table 2.2.2-1, Summary of 303(d) Listed Constituents and TMDL Constituents, shows the water bodies that could potentially be impacted by the project in their order of contact from the project towards the Salton Sea.

Table 2.2.2-1: Summary of 303(d) Listed Constituents and TMDL Constituents

Water Body Name	303(d) List Constituent	TMDL Constituent
Coachella Valley Stormwater Channel	Dichlorodiphenyltrichloroethane (DDT) Dieldrin Indicator Bacteria Nitrogen, Ammonia (Total Ammonia) Polychlorinated biphenyls (PCB) Toxaphene Toxicity	Bacterial Indicators
Salton Sea	Arsenic Chloride Chlorpyrifos DDT Enterococcus Low Dissolved Oxygen Nitrogen, Ammonia (Total Ammonia) Nutrients Salinity Toxicity	None

Source: Water Quality Assessment Report, June 2018, Table 4 (p. 39).

2.2.2.3 Environmental Consequences

2.2.2.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

No improvements to the existing SR-86/Avenue 50 at-grade intersection or Avenue 50 low water crossing would occur under the No-Build Alternative and, therefore, it would not result in temporary impacts related to water quality or storm water runoff.

Alternatives 7 and 8 (Build Alternatives)

Construction of either of the Build Alternatives could potentially result in water quality impacts associated with the contribution of pollutants to receiving water bodies during the temporary construction process. Pollutants during construction would include sediment, metals, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Best Management Practices (BMPs), including construction site BMPs (e.g., storm drain inlet protection, temporary fiber rolls, gravel bed berms, etc.) and job management BMPs (i.e., wind erosion control, spill prevention and control, etc.) would minimize these potential individual or cumulative combined impacts on water quality, including downstream waterbodies. The selection of BMPs will be determined during final design.

The project would be required to adhere to existing temporary construction related NPDES requirements, which would minimize impacts in this regard. Compliance with the Construction General Permit would require preparation and implementation of a SWPPP. The SWPPP would specify BMPs to be used during construction of the project to minimize or avoid water pollution, thereby reducing potential temporary impacts to water quality. Upon completion of the project, a Notice of Termination would be submitted to the SWRCB to indicate that construction has been completed.

Analysis related to CWA Sections 401 and 404 are discussed in Section 2.3.2, Wetlands and Other Waters.

2.2.2.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, none of the project improvements would be implemented; therefore, no increase in runoff flow velocities, volumes, or peak flow rates or water quality impacts would occur.

Alternatives 7 and 8 (Build Alternatives)

Operation of either of the Build Alternatives would result in an increase in impervious surface area, which would result in an increase in storm water runoff. Potential pollutants associated with the operation of transportation facilities include sediment from natural erosion; nutrients, such as phosphorus and nitrogen, associated with freeway landscaping; mineralized organic matter in soils; nitrite discharges from automobile exhausts and atmospheric fallout; litter; and metals from the combustion of fossil fuels, the wearing of brake pads, and corrosion of galvanized structures.

According to the WQAR prepared for the project, the approximate acreage of net new impervious surface as a result of the project would be 21.3 acres for Alternative 7 and 21.7 acres for Alternative 8. Alternative 7 would result in a total impervious area of 42 acres, and Alternative 8 would result in a total impervious area of 40 acres. When the total impervious area of Alternative 7 is compared to the size of the Whitewater River Watershed (over 960,000 acres), this equates to less than 0.00004 percent of the watershed. Thus, the increase in impervious surface area would not result in a substantial increase in runoff leading to a negative impact on water quality.

The project would not result in substantial water quality impacts to downstream receiving bodies, the CVSC and the Salton Sea. Both water bodies are listed on the 2016 303(d)/305(b) Integrated List as impaired; refer to Table 2.2.2-1. Pursuant to Caltrans NPDES permit requirements, the project would be required to implement a range of design pollution prevention, treatment, and maintenance BMPs. Design pollution prevention BMPs are measures required under the Caltrans MS4 Permit that focus on reducing or eliminating runoff and controlling sources of pollutants during operation of the project (e.g., slope/surface protection systems, concentrated flow conveyance systems, preservation of existing vegetation, etc.). These BMPs would meet the objective of maximizing vegetated surfaces, preventing downstream erosion, and stabilizing soil areas. The selection of BMPs will be determined during final design.

Upon adherence to the Caltrans MS4 Permit, which would require implementation of various BMPs to minimize operational water quality impacts, effects on downstream receiving water bodies and aquatic life would not be adverse.

Analysis related to CWA Sections 401 and 404 are discussed in Section 2.3.2, Wetlands and Other Waters.

2.2.2.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.2.3 Geology/Soils/Seismic/Topography

2.2.3.1 Regulatory Setting

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects "outstanding examples of major geological features." Topographic and geologic features are also protected under the California Environmental Quality Act (CEQA).

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Structures are designed using the Department's Seismic Design Criteria (SDC). The SDC provides the minimum seismic requirements for highway bridges designed in California. A bridge's category and classification will determine its seismic performance level and which methods are used for estimating the seismic demands and structural capabilities. For more information, please see Caltrans' Division of Engineering Services, Office of Earthquake Engineering, Seismic Design Criteria.

The Coachella General Plan Safety Element contains policies relative to geologic and seismic risks. Specifically, Safety Element Policy 1.4 promotes the strengthening of infrastructure and utilities for earthquake resistance. Policy 1.6 requires preparation of a liquefaction assessment study for all projects located in areas identified as potentially susceptible to liquefaction and Policy 1.7 requires implementation of liquefaction mitigation measures for projects located within areas susceptible to liquefaction. Policy 2.1 requires preparation of a geotechnical investigation to address site-specific geologic hazards and Policy 2.2 requires all new developments to mitigate geologic hazards. Policy 2.3 requires implementation of mitigation to minimize grading and modifications to the natural topography and prevent the potential for man-induced slope failures. Pursuant to Policy 2.4, field inspections are required during grading and construction to ensure safety practices and the site is being graded in accordance with the California Building Code. Further, Coachella General Plan Sustainability and Natural Environment Element Policy 7.3 requires the prevention of water-borne soil erosion during grading activities.

2.2.3.2 Affected Environment

This section is based on the District Preliminary Geotechnical Report (DPGR) (May 31, 2018) that was prepared for the project.

2.2.3.2.1 Physiography and Topography

The project site is located along the eastern margin of the Coachella Valley. This area comprises the northern part of the Salton Trough physiographic/geologic province. The Salton Trough is a broad, low elevation depression bounded by mountains of the Peninsular Ranges province on the west and the Eastern Transverse Ranges/Mojave Desert provinces on the east but is open on the south to the Gulf of California. The eastern mountains comprise the San Bernardino, Little San Bernardino, Orocopia, and Chocolate mountains, and smaller hills such as the Indio Hills and Mecca Hills. The Coachella Valley is bordered to the southwest by the San Jacinto and Santa Rosa mountains (part of the Peninsular Ranges). The project site is located near the northern end of the Mecca Hills. Existing ground elevations along the project range between -50 feet to -90 feet below mean sea level (bmsl).

2.2.3.2.2 Stratigraphy

The project site is located on the western side of the San Andreas Fault Zone (known as the "basin block"). The basin block is underlain by deep alluvial, lacustrine, and marine deposits which overlie basement complex of the Peninsular Ranges. The geologic formations in the area in descending stratigraphic order are:

- Alluvial sands and gravels, dune sand (wind-blown), lacustrine clays, Holocene (Qa, Qg, Qs, and Qc;
- Older alluvial sand and gravels, older fanglomerate and conglomerate, Pleistocene (Qoa, Qog, Qo-u, Qo, and Qo-l); and
- Plutonic and mete-sedimentary basement – leucogranites, quartz diorite, granodiorite and gneiss, Mesozoic to Precambrian (grd, qd, qdi, gn).

The central part of the Salton Trough is underlain by thick Holocene and Pleistocene deposits of clay, silt, sand, and gravel deposited during a long history of alternating desert, lake, and marine environments. The area contained a shallow tropical sea as recently as early Pliocene time (3 to 4 million years ago). After the sea retreated, the Salton Trough was occasionally the site of large lakes such as Lake Borrego in late Pliocene time, Lake Brawley in Pleistocene time, and Lake Cahuilla (Coahuila) in Holocene time. Lake Cahuilla is estimated to have begun to recede in the year 1676 (+/- 35 years). Windblown sand covers much of the floor of the Coachella Velley as thin sand sheets and local dunes.

2.2.3.2.3 Subsurface Soil Conditions

The project site soils are a mixture of soft to hard silt and clay with medium dense to very dense sand and silty sand. Specifically, the project site is underlain by loose silty sand, soft to hard silt and clay, and medium dense to very dense silty sand and sand.

2.2.3.2.4 Groundwater Conditions

The preliminary design groundwater table was placed approximately 29 feet below SR-86 roadway grade at the Avenue 50 overcrossing for preliminary liquefaction grade.

2.2.3.2.5 Geologic Hazards

Geological hazards relevant to the project area include seismic-related ground shaking. The project site is located in seismically active southern California and is subject to earthquake shaking from both local and distant earthquakes; refer to Figure 2.2.3-1, Fault Map. There are no known active faults within the project limits, so the risk of ground surface rupture and related hazards at the project site are expected to be low.

Faulting and Seismicity

The nearest substantial local sources of earthquakes are provided in Table 2.2.3-1, Fault Data, along with their fault ID, fault type, and their maximum earthquake magnitude, distance from the project site, and peak ground accelerations according to the Caltrans Acceleration Response Spectra (ARS) Online V2.3.09.

Table 2.2.3-1: Fault Data

Fault	Fault ID	Fault Type	Maximum Earthquake Magnitude	Approx. Distance from Site to Fault (miles)	Peak Ground Acceleration
San Andreas (Coachella) Rev	372	SS	7.9	1.8	0.522
Mecca Hills Fault	377	SS	6.8	4.9	0.421
San Andreas (San Bernardino S)	325	SS	7.9	8.1	0.332
San Andreas (San Bernardino N)	294	SS	7.4	10.1	0.258
San Jacinto (Anza)	362	SS	7.7	22.6	0.164
Note: SS = Strike Slip					
Source: District Preliminary Geotechnical Report (May 31, 2018), p. 8.					

Liquefaction

Preliminary liquefaction analysis within the DPGR determined that the project site is not subject to liquefaction hazards.

Seismically-Induced Settlement

Based on the DPGR, since the project site is not subject to liquefaction hazards, liquefaction-induced (seismic) settlement of onsite soils is expected to be negligible.

Lateral Spreading

Since the project site is not subject to liquefaction and the topography of the project site is relatively flat, the potential for lateral spreading would not be a design concern.

Landslides

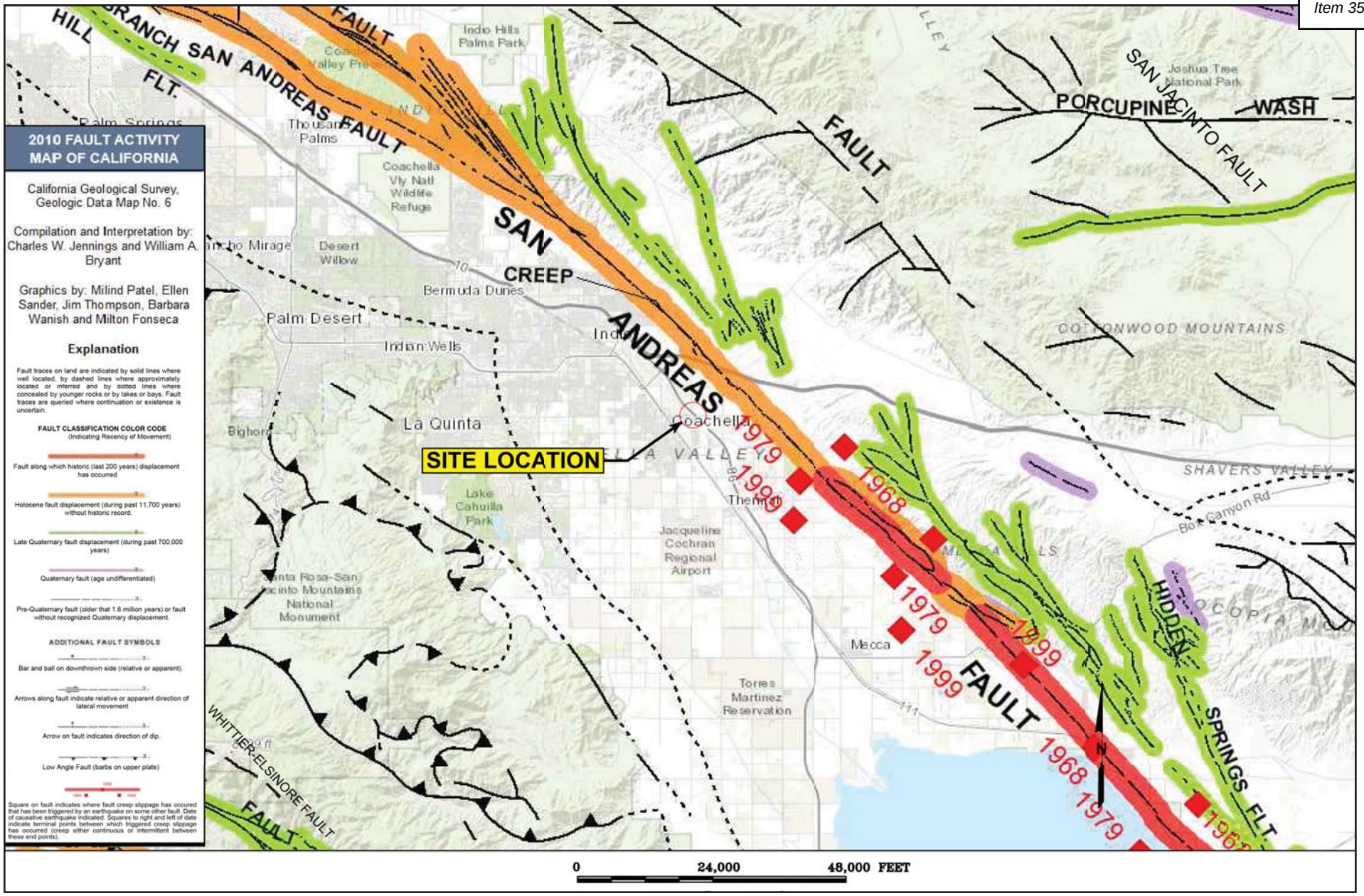
The topography of the project site is flat without any major natural slopes. Therefore, landslide potential is considered low.

Other Geologic Hazards

There are no volcanos in the project site region. The project area is located over 12 miles to the north of the Salton Sea and over 77 miles inland from the Pacific Ocean; therefore, seiche and tsunamis are not considered geologic hazards for the project site.

2.2.3.2.6 Soil Erosion Potential

As discussed, the topography of the project site is relatively flat. However, the side slopes of the Coachella Valley Stormwater Channel (CVSC) are at generally mild inclination, and are covered with sparse vegetation. These slopes are routinely maintained by the Coachella Valley Water District (CVWD), the owner and operator of the CVSC. Surficial soils on existing slopes within the project limits are mostly sandy soils and are susceptible to erosion. The erosion potential of the existing slope faces was observed to be minimal to moderate.



Fault Map

Figure 2.2.3-1

2.2.3.2.7 Soil Expansion Potential

On-site soils within the project limits are predominately sand, silt, and clay. The sandy soils are primarily sand and silty sand which are not expected to be expansive. The expansion potential for silty and clayey soils is considered to be moderate.

2.2.3.3 Environmental Consequences

2.2.3.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

No improvements to the existing SR-86/Avenue 50 at-grade crossing or Avenue 50 low water crossing would occur under the No-Build Alternative and, therefore, it would not result in temporary impacts related to geology, soils, seismicity, or topography.

The No-Build Alternative would not expose construction workers or the traveling public to risks associated with seismic ground shaking during the temporary construction process.

Alternatives 7 and 8 (Build Alternatives)

Earthwork activities during project construction would result in impacts to the geological environment (i.e., soil erosion and siltation). Excavations are anticipated to be performed within existing artificial fill and alluvium. Based on the preliminary plans, no major excavations (greater than 5 feet) are proposed with the exception of local excavations required for project implementation, such as bridge pilings and utilities. Temporary cuts may be required in areas where drainage improvements and footings are proposed. Excavation and construction activities in these areas may result in minor changes to existing topography. To minimize the potential for soil erosion and siltation, standard practices such as silt fencing, soil binders, and rock slope protection will be implemented (Caltrans Standard Specifications Sections 13-05 and 21), as are itemized in Chapter 1 of this document. Additionally, the project will adhere to the earthwork recommendations provided in the District Preliminary Geotechnical Report prepared for the project. The recommendations pertain to earthwork (fill, compressible soils, overexcavation/recompaction), soil expansion, erosion, liquefaction and seismically-induced settlement, embankment settlement and stability, cut slopes, and requirements for geotechnical field investigations for the project during the Plans, Specifications, and Estimates (PS&E) phase.

Construction of both Build Alternatives could expose construction workers and the traveling public to potential impacts associated with seismic ground shaking. The project would comply with the most current Caltrans' procedures and design criteria regarding seismic design to minimize any adverse effects related to seismic ground shaking. Earthwork would be performed in accordance with Caltrans Standard Specifications, Section 19, which require standardized measures related to compacted fill, overexcavation and recompaction, and retaining walls, among other requirements. Moreover, Caltrans Highway Design Manual (HDM) Topic 113, Geotechnical Design Report, would require that a site-specific, geotechnical field investigation is performed for the project during the PS&E phase.

2.2.3.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

No improvements to the existing SR-86/Avenue 50 at-grade crossing or Avenue 50 low water crossing would occur under the No-Build Alternative and, therefore, it would not result in permanent impacts related to geology, soils, seismicity, or topography.

Alternatives 7 and 8 (Build Alternatives)

Fault-Induced Ground Rupture

As concluded above, the project limits do not include active surface faults and the potential for fault-induced ground rupture is considered low. The project would not result in adverse effects in this regard.

Seismic-Related Ground Shaking

The project site is located within the tectonically active southern California area and therefore would likely be subject to the effects of strong seismic-related ground shaking. The project will adhere to the earthwork recommendations provided in the District Preliminary Geotechnical Report. Accordingly, adverse effects would not occur.

Liquefaction

Preliminary liquefaction analysis within the DPGR determined that the project site is not subject to liquefaction hazards. Nonetheless, this conclusion would be confirmed using additional site-specific soil borings, cone penetration test (CPT) soundings, and groundwater data to be obtained during the PS&E phase. Potential impacts regarding liquefaction would not be adverse.

Seismically-Induced Settlement

Since the project site is not subject to liquefaction hazards, the DPGR determined that liquefaction-induced (seismic) settlement of onsite soils is expected to be negligible. Nonetheless, this conclusion would be confirmed using site-specific soil borings to be performed during the PS&E phase. Potential impacts regarding seismically-induced settlement would not be adverse.

Lateral Spreading

Since the project site is not subject to liquefaction and the topography of the project site is relatively flat, the potential for lateral spreading is not anticipated to be a design concern. Nonetheless, this conclusion would be confirmed during the PS&E phase through site-specific soil borings and analysis. Potential impacts regarding lateral spreading would not be adverse.

Landslides

The topography of the project site is flat without any major natural slopes. Therefore, landslide potential is considered low and potential impacts regarding landslides would not be adverse.

Soil Erosion Potential

Surficial soils on existing slopes within the project limits are mostly sandy soils and are susceptible to erosion. The erosion potential of the existing slope faces was observed to be minimal to moderate. The majority of the slopes as part of the Build Alternative would be sloped at 4H:1V or flatter. Fill embankments would be globally stable for a maximum slope gradient of 2H:1V or flatter and fill slopes with a gradient of 2H:1V would be surficially stable. These areas would be maintained with erosion protection and drainage control in accordance with Section 21 of Caltrans Standard Specifications (2015). The project will adhere to the earthwork recommendations provided in the District Preliminary Geotechnical Report. Potential impacts regarding soil erosion would not be substantial.

Soil Expansion Potential

The sandy soils associated with the project site are primarily sand and silty sand which are not expected to be expansive. The expansion potential for silty and clayey soils is considered moderate. The project will adhere to the earthwork recommendations provided in the District Preliminary Geotechnical Report. Potential impacts regarding soil expansion would not be substantial.

Embankment Settlement

The majority of fill placement would be located at the Avenue 50 approach embankments and along the on- and off-ramps. The project site is anticipated to experience limited embankment settlement (estimated 2.5 to 3.0-inches). The project will adhere to the earthwork recommendations provided in the District Preliminary Geotechnical Report. Potential impacts regarding embankment settlement would not be substantial.

Stability of Embankment Slopes

As noted above, the majority of the slopes under both Build Alternatives would be sloped at 4H:1V or flatter. Fill embankments would be globally stable for a maximum slope gradient of 2H:1V or flatter and fill slopes with a gradient of 2H:1V would be surficially stable. The project will adhere to the earthwork recommendations provided in the District Preliminary Geotechnical Report. Potential impacts regarding stability of embankment slopes would not be substantial.

2.2.3.4 Avoidance, Minimization, and/or Mitigation Measure

No avoidance, minimization, and/or mitigation measures are required.

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2.2.4 Paleontology

2.2.4.1 Regulatory Setting

Paleontology is a natural science focused on the study of ancient animal and plant life as it is preserved in the geologic record as fossils.

A number of federal statutes specifically address paleontological resources, their treatment, and funding for mitigation as a part of federally authorized projects.

- 23 United States Code (USC) 1.9(a) requires that the use of federal-aid funds must be in conformity with all federal and state laws.

- 23 United States Code (USC) 305 authorizes the appropriation and use of federal highway funds for paleontological salvage as necessary by the highway department of any state, in compliance with 16 USC 431-433 above and state law.

Under California law, paleontological resources are protected by the California Environmental Quality Act (CEQA).

2.2.4.2 Affected Environment

This section is based on the Combined Paleontological Identification Report and Paleontological Evaluation Report (PIR/PER) (March 2018) prepared for the project.

2.2.4.2.1 Stratigraphy

The project area is mapped as younger Quaternary surficial sedimentary deposits, which overlie older Quaternary Lake Cahuilla lacustrine deposits. The Quaternary surficial sedimentary deposits consist of late Holocene to latest Pleistocene alluvial valley (Qya), alluvial fan (Qyf), eolian and dune (Qe), and wash (Qw) deposits composed of undissected to dissected, weakly consolidated gravel, sand, silt, and clay, with abundant, non-mineralized (non-fossilized) mollusk fragments. Based on previous studies, Holocene Lake Cahuilla deposits underlie the younger Quaternary surficial deposits at shallow depth. In turn, older ancient Lake Cahuilla deposits of Pleistocene age underlie the surficial to shallowly buried Holocene lacustrine silt at moderate depth. The depth of the contact between the Holocene and Pleistocene Lake Cahuilla deposits in the project area is unknown; however, radiocarbon dating derived from Lake Cahuilla deposits located approximately five miles south of the city of Indio indicate lacustrine silts at a depth of 20 feet below ground surface (bgs) have an age of approximately 4,000 years before present. Therefore, Pleistocene ancient Lake Cahuilla sediments are likely present in the project area at a moderate depth below the younger Quaternary surficial deposits. The Pleistocene Lake Cahuilla deposits are generally composed of weakly consolidated, lacustrine sands, silts and clays, with tufa and travertine rock coatings, coarse alluvial deposits, and beach sands. The Holocene to Pleistocene Lake Cahuilla sediments range from several feet deep at the margin of the Coachella Valley to as much as 300 feet thick in the center of the Salton Trough.

Quaternary alluvial and lacustrine deposits derived from ancient Lake Cahuilla have yielded scientifically significant fossil mollusk shells within the Salton Trough. Fossil specimens of diatoms, spores, pollen, land plants, sponges, ostracods, freshwater gastropods, freshwater bivalves, fish, and small terrestrial vertebrate have been recovered from the Pleistocene Lake

Cahuilla Beds. In addition, Holocene, nonmineralized mollusk shells also are found in the Lake Cahuilla silt deposits.

2.2.4.2.2 Paleontological Records

Based on the PIR/PER, there are no recorded vertebrate fossils within the project boundaries. However, at least four localities have been recorded approximately four to six miles southwest of the project area within the older Quaternary Lake Cahuilla lacustrine deposits. Recorded specimens include fish, lizards, snakes, birds, rabbits, rodents, and bighorn sheep, as well as non-vertebrate specimens of diatoms, land plants, clams, snails, and crustaceans. A supplemental review of online museum collections records revealed at least five vertebrate localities from unnamed Quaternary sedimentary deposits have been documented previously within Riverside County. These records do not provide the exact locations of recovered fossil specimens; only rough descriptions of the localities are given. As such, locality queries were performed for the entirety of Riverside County. Based on the PIR/PER, fossil localities are not in the vicinity of the project area.

2.2.4.2.3 Survey Results

No paleontological resources were encountered on the ground surface of the project area during the pedestrian reconnaissance field survey conducted as part of the PIR/PER on January 15, 2016. The field survey determined the Quaternary surficial deposits throughout the project area were nearly completely obscured by soil and anthropogenic development on both sides of the Coachella Valley Storm Channel (CVSC). In particular, trash, spoil piles, fencing, housing, agricultural land, and sparse vegetation obscured the surficial geologic units along the present location of Avenue 50 and Tyler Street. However, Quaternary surficial sediments are exposed in areas along Avenue 50 in the westernmost extent of the project area and at the junction of Avenue 50, Tyler Street, and SR-86 in the easternmost extent of the project area. In these locations, the Quaternary surficial sediments were observed to be light tan, very fine-grained sand and silt, with scant gravel- to granule-sized clasts of mixed composition. These sediments also may have been disturbed by nearby housing and road development. Within the central portion of the project area, no evidence of the depth of soils overlying the Quaternary surficial deposits was observed.

Despite the fact that no paleontological resources were observed on the ground surface of the project area during the field survey for the project, fine-grained older Quaternary lacustrine deposits (i.e., Pleistocene Lake Cahuilla deposits) beneath the present ground surface of the project area have proven elsewhere to be conducive to the preservation of vertebrate remains. Therefore, subsurface geologic units at unknown depths below the present ground surface of the project area could yield significant paleontological resources.

2.2.4.2.4 Paleontological Sensitivity

Paleontological resources are considered significant if they are identifiable vertebrate fossils, uncommon invertebrate, plant, and trace fossils that provide new data on classification, preservation, distribution, evolution, or other scientifically important information. Knowledge of the geological units gleaned from desktop records searches, published and unpublished literature and map reviews, and field surveys are the basis for determining the paleontological sensitivity of projects. Caltrans utilizes a tripartite scale to characterize paleontological sensitivity, as shown in Table 2.2.4-1, Paleontology Sensitivity Scale.

Table 2.2.4-1: Paleontology Sensitivity Scale

Sensitivity	Description
High	Rock units which, based on previous studies, contain or are likely to contain significant vertebrate, significant invertebrate, or significant plant fossils. These units include, but are not limited to, sedimentary formations that contain significant nonrenewable paleontological resources anywhere within their geographical extent, and sedimentary rock units temporally or lithologically suitable for the preservation of fossils. These units may also include some volcanic and low-grade metamorphic rock units. Fossiliferous deposits with very limited geographic extent or an uncommon origin (e.g., tar pits and caves) are given special consideration and ranked as highly sensitive. High sensitivity includes the potential for containing: 1) abundant vertebrate fossils; 2) a few significant fossils (large or small vertebrate, invertebrate, or plant fossils) that may provide new and significant taxonomic, phylogenetic, ecologic, and/or stratigraphic data; 3) areas that may contain datable organic remains older than Recent, including Neotoma (sp.) middens; or 4) areas that may contain unique new vertebrate deposits, traces, and/or trackways. Areas with a high potential for containing significant paleontological resources require monitoring and mitigation.
Low	This category includes sedimentary rock units that 1) are potentially fossiliferous but have not yielded significant fossils in the past; 2) have not yielded fossils, but possess a potential for containing fossil remain; or 3) contain common and/or widespread invertebrate fossils if the taxonomy, phylogeny, and ecology of the species contained in the rock are well understood. Sedimentary rocks expected to contain vertebrate fossils are not placed in this category, because vertebrates are generally rare and found in more localized stratum [sic]. Rock units designated as low potential generally do not require monitoring and mitigation. However, as excavation for construction gets underway, it is possible that new and unanticipated paleontological resources might be encountered. If this occurs, a qualified Principal Paleontologist must evaluate the resource. If the resource is determined to be significant, monitoring and mitigation is required.
No	Rock units of intrusive igneous origin, most extrusive igneous rocks, and moderately to highly metamorphosed rocks are classified as having no potential for containing significant paleontological resources. For projects encountering only these types of rock units, paleontological resources can generally be eliminated as a concern when the Preliminary Environmental Analysis Report (PEAR) is prepared and no further action taken

Source: Combined PIR/PER (March 2018), p. 8.

The Quaternary surficial deposits mapped within the project area have a low to high paleontological sensitivity. At the ground surface, these deposits are typically too young to contain fossilized remains; however, Holocene to late Pleistocene ancient Lake Cahuilla deposits may underlie the younger surficial deposits at moderate depth (i.e., approximately 20 feet). These lacustrine deposits have yielded significant vertebrate remains. The geologic units within the project area and their determined sensitivity ratings are shown in Table 2.2.4-2, Paleontology Sensitivity for the Project.

Table 2.2.4-2: Paleontology Sensitivity for the Project

Geologic Unit	Map Abbreviation	Age	Typical Fossils	Paleontological Sensitivity
Quaternary surficial deposits	Qya, Qyf, Qe, Qw	Late Holocene to latest Pleistocene	Fish, terrestrial reptiles and mammals (at moderate depths)	Low to high (increasing with depth)

Source: Combined PIR/PER (March 2018), p. 17.

2.2.4.3 Environmental Consequences

Alternative 1 (No-Build Alternative)

Under the No-Build Alternative, no project construction would occur and, therefore, no impact on paleontological resources would occur.

Alternatives 7 and 8 (Build Alternatives)

While there are no known, recorded paleontological resources within the project boundaries, the project area consists of surficial and subsurface geologic units ranked as low to high potential for buried fossil resources (i.e., sensitivity increases with depth below ground surface). As a result, ground-disturbing activities associated with the construction of the Build Alternatives could result in the disturbance or loss of previously undiscovered paleontological resources. Any loss of significant paleontological resources would most likely occur well below the contact between Holocene lacustrine deposits and Pleistocene lacustrine deposits (possibly at 20 feet bgs).

Since the project's ground-disturbing activities could result in adverse impacts to paleontological resources, a worker's environmental awareness training and on-site construction monitoring would be required, as described in Measures PAL-1 and PAL-2 below. If paleontological resources are discovered during ground-disturbing activities, fossil preparation, curation, and reporting would occur in accordance with Measures PAL-3a and PAL-3b. With implementation of Measures PAL-1, PAL-2, PAL3a and PAL-3b, the Build Alternatives would not result in any adverse effects to significant paleontological resources.

2.2.4.4 Avoidance, Minimization, and/or Mitigation Measures

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 concurrent with other environmental training (e.g., cultural and natural resources awareness training, safety training, etc.).

PAL-2 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:

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.

b) If a paleontological resource is discovered, the paleontological monitor and the Resident Engineer may divert the construction equipment around the find temporarily.

c) The paleontological find will be assessed for scientific significance and collected, if significant.

The PMP will also include, but not be limited to, the following avoidance measures:

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.

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.

f) Monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls.

g) In areas of high sensitivity, monitoring efforts can be reduced or eliminated at the discretion of the Project Paleontologist.

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.

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 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.

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2.2.5 Hazardous Waste/Materials

2.2.5.1 Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage, and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health, and land use.

The primary federal laws regulating hazardous wastes/materials are the *Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980*, and the *Resource Conservation and Recovery Act (RCRA) of 1976*. The purpose of CERCLA, often referred to as "Superfund," is to identify and cleanup abandoned contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave" regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992;
- Clean Water Act;
- Clean Air Act;
- Safe Drinking Water Act;
- Occupational Safety and Health Act (OSHA);
- Atomic Energy Act;
- Toxic Substances Control Act (TSCA); and
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA).

In addition to the acts listed above, Executive Order (EO) 12088, *Federal Compliance with Pollution Control Standards*, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

2.2.5.2 Affected Environment

This section is based on the State Route 86/Avenue 50 New Interchange Project Phase I Initial Site Assessment (Phase I ISA) (October 2017).

2.2.5.2.1 Field Survey and Record Search Methodology

Records Review: An Environmental Data Resources, Inc. (EDR) records search of federal and state environmental databases, for sites within the project site and within an approximate one-mile radius of the project site boundaries, was received on May 12, 2017 and the results were incorporated into the Phase I ISA.

Agency File Review: Based on the regulatory listings provided by EDR, the project limits and nearby properties were not identified on one or more of the standard environmental record sources. Further, the listed off-site properties that were identified were reported to have a low potential to impact the project site based on the distance, anticipated groundwater flow direction, and/or the status of the identified site(s). Therefore, no further file review was required as part of the Phase I ISA.

Historical Research: The standard sources identified by American Society for Testing and Materials (ASTM) E 1527-13 include aerial photographs, fire insurance maps, property tax files, recorded land title records (a chain-of-title), historical U.S. Geological Survey (USGS) topographic maps, local street directories, building department records, zoning/land use records, prior assessments, and other historical sources (i.e., any source or sources, other than those listed, that are credible to a reasonable person and that identify past uses of the property). The focus is on usage rather than ownership, which is why a chain-of-title is not sufficient by itself. As part of the Phase I ISA, historical decade aerial photographs, historical topographic maps, property tax files, zoning/land use records, and California Department of Oil, Gas, and Geothermal Resources (DOGGR) record were reviewed. Sanborn Maps were requested, but not available for the project area.

The Phase I ISA acknowledged that review of standard historical sources at less than approximately five-year intervals is not required by ASTM E 1527-13 Standard Practice. If the specific use of the property appears unchanged over a period longer than five years, then it is not required by ASTM E 1527-13 Standard Practice to research the use during that period. The Phase I ISA was unable to obtain specific property land use information of the project site within a five-year interval, from 1904 to 1941. During this time, a small rural residential use was developed on-site. However, no indicators or potential hazardous materials were noted in relation to this use. No other substantial development or changes occurred at the project site. No evidence of other uses during this time were noted for the surrounding area. Thus, the Phase I ISA determined that this limitation is not a significant data gap.

The Phase I ISA did not note any other conditions that limited the historical use review during the course of the Phase I ISA.

Site Reconnaissance: On June 5, 2017, site reconnaissance was conducted and consisted of a visual observation of readily accessible areas of the project site and immediately adjoining properties. The project site was viewed from all public thoroughfares. If roads or paths with no apparent outlet were observed on the project site, the use of the road or path was identified to determine whether it was likely to have been used as an avenue for disposal of hazardous substances or petroleum products.

Some access restrictions were encountered during the Phase I ISA site visit. The Phase I ISA did not include direct examination of the Coachella Valley Stormwater Channel (CVSC) due to restricted access on the maintenance roads along the CVSC. Also, the Phase I ISA did not include observation of the interior of the on-site residential structures. Due to the nature of these structures (residential uses), and since these properties were not listed in EDR for

handling/storage or transport of hazardous materials, the Phase I ISA determined that these limitations are not considered significant data gaps in the analysis.

Interviews: The Phase I ISA identified the key site manager as the Project Engineer. The Project Engineer, local government officials, including staff from the City of Coachella Water Division and Caltrans District 8, were interviewed as part of the Phase I ISA.

Due to the nature of the project (transportation improvements), current and past property owners/operators/occupants associated with right-of-way (ROW) acquisition properties were not interviewed. Based on a review of available historical topographic maps, historical aerial photographs, and available public records, the project site consisted of transportation, stormwater infrastructure, commercial, agricultural, and vacant land uses. Based on the historical documentation reviewed, the Phase I ISA determined that these interviews would not increase the knowledge of the Environmental Professional such that the conclusions of this Phase I ISA would change. Thus, the Phase I ISA determined that this deviation is not a significant data gap in the analysis.

2.2.5.2.2 Results of the Phase I ISA

The project site consists of State Route 86 (SR-86), Avenue 50, Tyler Street, an unimproved road (Cabazon Road), ROW associated with the CVSC (including two maintenance roads), as well as permanent ROW acquisition areas, including single family residential, agricultural, commercial, and vacant land uses. Vacant land associated with an off-site radio tower station will be acquired within the eastern portion of the project site. One single family residence (with three structures) is located within the southern portion of the project limits. Ornamental landscaping and driveways associated with single family residences are located at the western portion of the project limits.

The lists that were reviewed as part of the Phase I ISA did not report any contaminated properties within the project limits. During preparation of the Phase I ISA, no known corrective action, restoration, or remediation has been planned, is taking place, or has been completed on the project site. The project site, and properties that are situated bordering the project site, have not been under investigation for violation of any environmental laws, regulations, or standards, as identified in the databases reported by EDR. Further, all other off-site properties reported in EDR were found to have a low potential of affecting soil, soil gas, and groundwater at the project site due to the distance, anticipated groundwater flow direction, and/or the status of the identified sites. Thus, no soil, soil gas, and/or groundwater contamination is anticipated to be present on-site as a result of off-site properties.

Agricultural Uses

Agricultural uses are present on-site in association with areas of ROW acquisition in the northern, eastern, and western portions of the project limits. An agricultural pond, and associated diesel-powered irrigation pump, was noted within the eastern portion of the project site. Irrigation-related infrastructure is located throughout the project site. No substantial diesel staining was observed on bare soils. No other maintenance facilities or structures relating to agricultural uses are located within the project site. No evidence of pesticide storage was observed on-site. The Phase I ISA determined that the current agricultural uses have not resulted in a recognized environmental condition (REC) at the time of the Phase I ISA. However, past agricultural uses present a concern.

Agriculture use within the project vicinity dates back to at least 1953. Therefore, a combination of several commonly used pesticides (i.e., dichlorodiphenyldichloroethane [DDD], dichlorodiphenyltrichloroethane [DDT], and dichlorodiphenyldichloroethylene [DDE]), which are now banned, may have been used throughout the project limits. The historical use of agricultural pesticides may have resulted in pesticide residues of certain persistence in soil concentrations that are considered to be hazardous based on established federal regulatory levels. The primary concern with historical pesticide residues is human health from inadvertent ingestion of contaminated soil, particularly by children. The presence of moderately elevated pesticide residuals in soil presents potential health and marketplace concerns.

As the project site was historically used for agriculture (particularly during the 1950's and 1960's), it is likely that these pesticides/herbicides of concern were historically used. Therefore, although there was no REC identified for current agricultural uses, the Phase I ISA determined that residual herbicide/pesticide contamination in on-site surface soils is likely and a REC has resulted in this regard.

Commercial Uses

The project proposes permanent ROW acquisition of a vacant portion of an off-site radio tower station, situated at Assessor's Parcel Number (APN) 603-330-003 near the eastern portion of the project site. Based on the regulatory database search provided by EDR, this off-site radio tower station has not been listed in any regulatory databases for handling/storage and/or transport of hazardous materials. Based on the Phase I ISA, no evidence of the storage, use, or transport of hazardous materials/waste has been noted. Further, no evidence of hazardous materials was observed during the June 5, 2017 site visit. Thus, as this property has not reported the presence of hazardous materials, the Phase I ISA determined that this property has not resulted in a REC at the time of this Phase I ISA.

Residential Uses

The project proposes permanent ROW acquisition of residential areas, including structures and yard/driveway areas. Build Alternative 7 proposes demolition of the residential structures located within the southeastern portion of the project site, immediately west of SR-86 and east of CVSC. Partial acquisition of vacant portions (such as yard and driveway areas) of other residential properties near the western project limits will also be required. These residential properties have not been reported in any regulatory databases per EDR. No evidence of hazardous materials was observed during the June 5, 2017 site visit. As these properties have not reported a release of hazardous materials to the environment, the Phase I ISA determined that these properties have not resulted in a REC at the time of this Phase I ISA.

Asbestos-Containing Materials

Asbestos is a strong, incombustible, and corrosion resistant material, which was used in many commercial products since prior to the 1940s and up until the early 1970s. If inhaled, asbestos fibers can result in serious health problems. Asbestos containing-materials (ACMs) are building materials containing more than one percent asbestos (some state and regional regulators impose a one-tenth of one percent threshold).

Project implementation will result in the demolition of existing structures associated with the single-family residence located within the southeastern portion of the project site, immediately west of SR-86 and east of CVSC. Based on information obtained from the Riverside County Assessor's Office, residential structures proposed for demolition were constructed in 1950 and

may be associated with ACMs. Based on a site visit conducted in conjunction with the completion of the Phase I ISA, there was no observed evidence of frying or peeling that would suggest the release of ACMs to on-site soils. As there has been no reported release of hazardous materials to the environment in this area, as discussed in the Phase I ISA, there has been no resultant REC as of October 2017.

ACMs are also commonly known to be used in building materials for bridge structures. However, no bridge structures are currently present within the project limits.

Lead-Based Paints

Until 1978, when the U.S. Consumer Product Safety Commission (CPSC) phased out the sale and distribution of residential paint containing lead, many homes were treated with paint containing some amount of lead. It is estimated that over 80 percent of all housing built prior to 1978 contains some lead-based paint (LBP). The mere presence of lead in paint may not constitute a material to be considered hazardous. In fact, if in good condition (no flaking or pealing), most intact LBP is not considered to be a hazardous material. In poor condition LBPs can create a potential health hazard for building occupants, especially children.

Based on information obtained from the Riverside County Assessor's Office, residential structures proposed for demolition were constructed in 1950 and may be associated with LBPs. Based on a site visit conducted in conjunction with the completion of the Phase I ISA, there was no observed evidence of peeling or chipping that would suggest the release of LBPs to on-site soils. As there has been no reported release of hazardous materials to the environment in this area, as discussed in the Phase I ISA, there has been no resultant REC as of October 2017.

LBPs are also commonly known to be used in building materials for bridge structures. However, no bridge structures are currently present within the project limits.

Traffic Striping Materials

LBPs were commonly used in traffic striping materials before the discontinued use of lead chromate pigment in traffic striping/marking materials and hot-melt thermoplastic stripe materials (discontinued in 1996 and 2004, respectively). According to the Phase I ISA, traffic striping was observed within the boundaries of the project site during the June 5, 2017 site visit. Thus, the Phase I ISA determined that the potential for LBPs to be present on-site as a result of traffic striping is likely. However, the Phase I ISA stated that the on-site striping materials appeared to be contained, and reported no visible evidence to suggest the release of LBPs into the environment. As such, the Phase I ISA determined that the on-site striping materials have not resulted in an REC on the project site as a result of LBPs.

Transformers

The Phase I ISA noted four pole-mounted transformers on-site during the June 5, 2017 site visit along Avenue 50 and Tyler Street, in the northern and central portions of the project site. Transformers have the potential to contain polychlorinated biphenyls (PCBs). However, based on the Phase I ISA, no evidence of dielectric fluid or staining was noted on-site. The Phase I ISA determined that the on-site transformers had not resulted in an REC on the project site.

Aerially Deposited Lead

Aerially deposited lead (ADL) refers to lead deposited on highway shoulders from past leaded fuel vehicle emissions. Although lead was banned as a fuel additive in California beginning in 1992, ADL may still be present in soils adjacent to highways in use prior to that time.

Based on the Phase I ISA, the project site appears to have consisted of transportation and vacant land uses since prior to 1904. Tyler Street was developed between 1941 and 1953. Avenue 50 was improved prior to 1959 and Tyler Street was improved prior to 1972. These roadways are rural in nature and have corresponding traffic volumes. The portion of SR-86 within the project limits has been opened to traffic since July 1993. Therefore, the potential for ADL contamination to exist within soils along portions of State Highway associated with the project area is considered to be unlikely.

Cortese Listing

Based on the Phase I ISA, the project site, including all ROW acquisition properties, is not listed pursuant to Section 65962.5 of the California Government Code (also referred to as the Cortese list).

2.2.5.3 Environmental Consequences

2.2.5.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

No improvements to the existing SR-86/Avenue 50 at-grade crossing or Avenue 50 low water crossing would occur under the No-Build Alternative and, therefore, it would not result in temporary impacts related to hazardous waste and materials.

Build Alternative 7

Asbestos-Containing Materials

Project implementation will result in the demolition of existing structures associated with the single-family residence located within the southeastern portion of the project site, immediately west of SR-86 and east of CVSC. Demolition of these structures could disturb potential ACMs associated with the building materials. Demolition activities would be required to comply with existing federal, state, and local laws and regulations involving disturbance of ACMs. ACM testing would be required to be conducted prior to demolition/modification of structures by a certified specialist (Measure HAZ-1). If present, the certified specialist would be required to monitor the disposal of the ACMs as they are uncovered. As such, effects related to ACMs in building materials would not be adverse.

Lead-Based Paints

As stated above, Alternative 7 would require demolition of the three existing structures associated with the single-family residence within the southeastern portion of the project site. These activities could disturb potential LBPs associated with building materials. LBP testing would be required to be conducted prior to demolition/modification of structures by a certified specialist (Measure HAZ-1). If present, the certified specialist would be required to monitor the disposal of the LBPs as they are uncovered. As such, effects related to LBPs in building

materials would not be adverse. Potential impacts regarding LBPs associated with traffic striping materials are described below.

Traffic Striping Materials

Disturbance of traffic striping materials would occur with implementation of Build Alternative 7. Adherence to Caltrans Standard Special Provision's (SSP's), Section 14-11.12, Removal of Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue, Section 36-4, Residue Containing Lead from Paint and Thermoplastic, and Section 84-9.03C, Remove Traffic Stripes and Pavement Markings Containing Lead, would ensure proper removal, handling, and disposal of the generated traffic striping waste at a permitted disposal facility.

Upon adherence to this standardized measure, adverse effects related to LBPs in traffic striping materials would not occur.

Transformers

The Phase I ISA noted on-site pole-mounted transformers during the June 5, 2017 site visit. Construction activities associated with Build Alternative 7 could involve the relocation/removal of on-site transformers. As such, construction/demolition of on-site transformers would need to be conducted under the purview of the local purveyor to identify property-handling procedures regarding PCBs (Measure HAZ-2). As such, effects related to PCBs would not be adverse.

Aerially Deposited Lead

Aerially deposited lead (ADL) from the historical use of leaded gasoline, exists along roadways throughout California. There is the likely presence of soils with elevated concentrations of lead as a result of ADL on the state highway system right of way within the limits of the project alternatives. Soil determined to contain lead concentrations exceeding stipulated thresholds must be managed under the July 1, 2016, ADL Agreement between Caltrans and the California Department of Toxic Substances Control. This ADL Agreement allows such soils to be safely reused within the project limits as long as all requirements of the ADL Agreement are met.

The Phase I ISA determined that ADL has not resulted in a REC on the project site. The potential for lead contamination to exist within soils along on-site roadways due to aerially deposited lead is unlikely, however ADL testing must be conducted due to the excavation that will occur at the project site. Effects related to ADL are anticipated to not be substantial.

Septic Systems

Excavation activities under Build Alternative 7 could disturb existing residential septic systems and leach fields that could be located within the project limits. Measure HAZ-3 would require the location of septic tanks and leach fields be confirmed prior to site disturbance activities. Should septic systems be present on-site, the City of Coachella would be required to properly abandon the existing system(s) and relocate the system(s) appropriately. As such, effects related to potential septic systems would not be adverse.

Unknown Waste

Construction of the project would involve grading and earthwork that could result in the disturbance of unknown wastes or suspect materials that may involve hazardous waste/materials. Adherence to Caltrans Standard Specifications Section 14-11.02, Discovery of Unanticipated Asbestos and Hazardous Substances, would ensure that if unknown wastes or suspect materials are discovered during site disturbance activities that may involve hazardous

waste/materials, the contractor would immediately stop work in the vicinity of the suspected contaminant and notify the Project Engineer of the implementing agency. Title 29, Part 1910.120, Hazardous Waste Operations and Emergency Response, of the Code of Federal Regulations, requires that no one enter the designated exclusion zones until a complete and effective "hazardous waste worker protection program" is established or until the consultant has determined no exposure danger exists. With adherence to these standardized measures impacts related to unknown hazardous waste and suspect materials would not be adverse.

Build Alternative 8

All temporary impact areas would be similar to that described in Build Alternative 7, with the exception of temporary impacts involving demolition of existing residential structures. Build Alternative 8 would result in slightly less demolition materials, since only one of the three existing structures associated with the single-family residence located immediately west of SR-86 would be demolished. Notwithstanding, similar to Build Alternative 7, Measure HAZ-1 would still be necessary regarding potential ACMs and LBPs in building materials associated with demolition activities.

2.2.5.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

The No-Build Alternative would not change the existing physical environment and, therefore, there would be no permanent impacts related to hazardous waste under this alternative. Routine maintenance activities would continue to occur under this alternative, including compliance with applicable regulations with respect to the use, storage, handling, transport, and disposal of potentially hazardous materials.

Alternatives 7 and 8 (Build Alternatives)

Routine maintenance activities during operation of the Build Alternatives 7 and 8 would be required to follow applicable regulations with respect to the use, storage, handling, transport, and disposal of potentially hazardous materials. Therefore, the operation of the Build Alternatives 7 and 8 would not result in adverse impacts related to hazardous waste or materials.

2.2.5.4 Avoidance, Minimization, and/or Mitigation Measures

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.

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).

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.

2.2.6 Air Quality

2.2.6.1 Regulatory Setting

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act (CCAA) is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency (EPA) and the California Air Resources Board (ARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM)—which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM_{10}) and particles of 2.5 micrometers and smaller ($PM_{2.5}$)—and sulfur dioxide (SO_2). In addition, national and state standards exist for lead (Pb), and state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H_2S), and vinyl chloride. The NAAQS and state standards are set at levels that protect public health with a margin of safety, and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act (NEPA). In addition to this environmental analysis, a parallel "Conformity" requirement under the FCAA also applies.

2.2.6.1.1 Conformity

The conformity requirement is based on FCAA Section 176(c), which prohibits the U.S. Department of Transportation (USDOT) and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to State Implementation Plan (SIP) for attaining the NAAQS. "Transportation Conformity" applies to highway and transit projects and takes place on two levels: the regional (or planning and programming) level and the project level. The proposed project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and "maintenance" (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS for carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM_{10} and $PM_{2.5}$), and in some areas (although not in California), sulfur dioxide (SO_2). California has nonattainment or maintenance areas for all of these transportation-related "criteria pollutants" except SO_2, and also has a nonattainment area for lead (Pb); however, lead is not currently required by the FCAA to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years (for the RTP) and 4 years (for the FTIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the

FCAA and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) make the determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept and scope and the "open-to-traffic" schedule of a proposed transportation project are the same as described in the RTP and FTIP, then the proposed project meets regional conformity requirements for purposes of project-level analysis.

Project-level conformity is achieved by demonstrating that the project comes from a conforming RTP and TIP; the project has a design concept and scope[1] that has not changed significantly from those in the RTP and TIP; project analyses have used the latest planning assumptions and EPA-approved emissions models; and in PM areas, the project complies with any control measures in the SIP. Furthermore, additional analyses (known as hot-spot analyses) may be required for projects located in CO and PM nonattainment or maintenance areas to examine localized air quality impacts.

2.2.6.2 Affected Environment

Information in this section comes from the Air Quality Report for the project (April 2018). Detailed analytical methods, modeling files, and calculation worksheets can be found in the Air Quality Report.

2.2.6.2.1 Environmental Setting

The project site is located at the intersection of State Route 86 (SR-86) and Avenue 50, approximately 1.1 miles north of the existing SR-86/Avenue 52 intersection and 1.95 miles south of the existing SR-86/Dillon Road interchange within the central area of the City of Coachella, in eastern Riverside County. The project site lies within the northeastern portion of the Salton Sea Air Basin (SSAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). The SCAQMD sets and enforces air pollutant regulations for stationary sources in the SSAB, while CARB is charged with controlling motor vehicle emissions. The SSAB is composed of the western portions of Riverside County, and all of Imperial County.

2.2.6.2.2 Climate

The southeastern edge of the SSAB is bounded by the Colorado River. The western boundary follows the ridge line of a series of high mountain ranges: the San Gabriel, San Bernardino, and San Jacinto ranges, which form both a physical and climatological barrier between the Salton Sea and South Coast Air Basins. The SSAB, including the Coachella Valley, has a desert climate characterized by low annual rainfall, low humidity, hot days, and very cool nights. The mean annual precipitation in the Coachella Valley averages approximately three inches, most of which occurs between October and January. Temperature in the Coachella Valley area varies greatly between summer and winter, ranging from 30 degrees Fahrenheit (ºF) in winter to over 100ºF in the summer. Relative humidity is generally low in the summer, with particularly dry afternoons. These clear, dry conditions result in intense solar radiation that, combined with high temperatures, is highly conducive to photochemical smog formation.

[1] "Design concept" means the type of facility that is proposed, such as a freeway or arterial highway. "Design scope" refers to those aspects of the project that would clearly affect capacity and thus any regional emissions analysis, such as the number of lanes and the length of the project.

Wind direction and speed (which in turn affect atmospheric stability) are the most important climatological elements affecting the ambient air quality within the project area. The on-shore dominant daytime wind pattern (from the west) occurs between 12:00 p.m. and 7:00 p.m., following the peak travel period (6:00 a.m. to 9:00 a.m.) in the Los Angeles/Orange County area. Consequently, during periods of low inversions and low wind speeds, the photochemical smog formed in these areas is transported downwind into Riverside County and San Bernardino County. Within the vicinity of the project site the wind direction is generally in a southeast direction. The Coachella Valley rarely experiences the summer temperature inversions that frequently "cap" polluted air layers in the Los Angeles basin area. However, inversions can form during cold nights with mild winds (typically during winter months), but are usually removed during daytime heating. When these desert inversions form, they may trap pollutants near low-level emission sources such as freeways or parking lots.

2.2.6.2.3 Attainment Status

Criteria pollutants are defined as those pollutants for which the federal and state governments have established ambient air quality standards, based on health criteria, for outdoor concentrations to protect public health and prevent degradation of the environment. The state and federal ambient air quality standards, and attainment statuses for all criteria pollutants are provided in Table 2.2.6-1, State and Federal Criteria Air Pollutant Standards, Effects, And Sources. As shown in Table 2.2.6-1, the Basin is an attainment area for CO, NO_2, SO_2, and $PM_{2.5}$ for both state and federal standards. The Basin is a nonattainment area for O_3 and PM_{10} under both state and federal standards.

2.2.6.2.4 Transportation Conformity Rule

The EPA, in conjunction with the DOT, established the Transportation Conformity Rule on November 30, 1993. The rule implements the FCAA conformity provision, which mandates that the federal government not engage, support, or provide financial assistance for licensing or permitting, or approve any activity not conforming to an approved FCAA implementation plan. Transportation Conformity Regulations apply to all programs and projects requiring funding or approval from the DOT, the FHWA, the FTA, or the MPO. The Transportation Conformity Rule applies to highways and mass transit, while the General Conformity Rule applies to all other actions.

It should be noted that the Transportation Conformity Rule distinguishes between metropolitan and rural areas since metropolitan areas have MPO's, which are specifically charged with determining conformity under the FCAA. The MPO is responsible for transportation planning, including the development of federally required metropolitan transportation plans and transportation improvement programs (TIPs) and determining conformity of such plans and TIPs. Transportation projects in rural areas are not included in MPO plans and TIPs. However, there are two types of rural areas for the purposes of the transportation conformity program, and the conformity requirements in these two types of rural areas are different. These two types of rural areas are defined as Isolated and Donut Areas.[2]

[2] Refer to §93.101 of the Transportation Conformity Rule.

Table 2.2.6-1: State and Federal Criteria Air Pollutant Standards, Effects, and Sources

Pollutant	Averaging Time	State[1] Standard	Federal[2] Standard	Principal Health and Atmospheric Effects	Typical Sources	State Project Area Attainment Status	Federal Project Area Attainment Status
Ozone (O_3)	1 hour	0.09 ppm[3]	--- [4]	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage and cancer. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include many known toxic air contaminants. Biogenic VOC may also contribute.	Low-altitude ozone is almost entirely formed from reactive organic gases/volatile organic compounds (ROG or VOC) and nitrogen oxides (NOx) in the presence of sunlight and heat. Common precursor emitters include motor vehicles and other internal combustion engines, solvent evaporation, boilers, furnaces, and industrial processes.	Nonattainment	Severe 15 Nonattainment
	8 hours	0.070 ppm	0.070 ppm (4th highest in 3 years)			Nonattainment	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen. CO also is a minor precursor for photochemical ozone. Colorless, odorless.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.	Attainment	Attainment/Serious Maintenance
	8 hours	9.0 ppm [1]	9 ppm				
	8 hours (Lake Tahoe)	6 ppm	---				
Respirable Particulate Matter (PM_{10})[5]	24 hours	50 µg/m^3 [6]	150 µg/m^3 (expected number of days above standard < or equal to 1)	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many toxic & other aerosol and solid compounds are part of PM_{10}.	Dust- and fume-producing industrial and agricultural operations; combustion smoke & vehicle exhaust; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources.	Nonattainment	Serious Nonattainment
	Annual	20 µg/m^3	--- [5]				
Fine Particulate Matter ($PM_{2.5}$)[5]	24 hours	---	35 µg/m^3	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – a toxic air contaminant – is in the $PM_{2.5}$ size range. Many toxic & other aerosol and solid compounds are part of $PM_{2.5}$.	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical and photochemical reactions involving other pollutants including NOx, sulfur oxides (SOx), ammonia, and ROG.	Attainment	Unclassifiable/Attainment
	Annual	12 µg/m^3	12.0 µg/m^3				
	24 hours (conformity process[7])	---	65 µg/m^3				
	Secondary Standard (annual; also for conformity process[5])	---	15 µg/m^3 (98th percentile over 3 years)				
Nitrogen Dioxide (NO_2)	1 hour	0.18 ppm	0.100 ppm[8]	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain & nitrate contamination of stormwater. Part of the "NOx" group of ozone precursors.	Motor vehicles and other mobile or portable engines, especially diesel; refineries; industrial operations.	Attainment	Unclassified/Attainment
	Annual	0.030 ppm	0.053 ppm				

Table 2.2.6-1: State and Federal Criteria Air Pollutant Standards, Effects, and Sources [continued]

Pollutant	Averaging Time	State[1] Standard	Federal[2] Standard	Principal Health and Atmospheric Effects	Typical Sources	State Project Area Attainment Status	Federal Project Area Attainment Status
Sulfur Dioxide (SO_2)	1 hour	0.25 ppm	0.075 ppm[9] (99th percentile over 3 years)	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing; some natural sources like active volcanoes. Limited contribution possible from heavy-duty diesel vehicles if ultra-low sulfur fuel not used.	Attainment	Unclassified/ Attainment
	3 hours	---	0.5 ppm[10]				
	24 hours	0.04 ppm	0.14 ppm (for certain areas)				
	Annual	---	0.030 ppm (for certain areas)				
Lead (Pb)[11]	Monthly	1.5 µg/m^3	---	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also a toxic air contaminant and water pollutant.	Lead-based industrial processes like battery production and smelters. Lead paint, leaded gasoline. Aerially deposited lead from older gasoline use may exist in soils along major roads.	Attainment	Attainment
	Calendar Quarter	---	1.5 µg/m^3 (for certain areas)				
	Rolling 3-month average	---	0.15 µg/m^3 [12]				
Sulfate	24 hours	25 µg/m^3	---	Premature mortality and respiratory effects. Contributes to acid rain. Some toxic air contaminants attach to sulfate aerosol particles.	Industrial processes, refineries and oil fields, mines, natural sources like volcanic areas, salt-covered dry lakes, and large sulfide rock areas.	Attainment	N/A
Hydrogen Sulfide (H_2S)	1 hour	0.03 ppm	---	Colorless, flammable, poisonous. Respiratory irritant. Neurological damage and premature death. Headache, nausea. Strong odor.	Industrial processes such as: refineries and oil fields, asphalt plants, livestock operations, sewage treatment plants, and mines. Some natural sources like volcanic areas and hot springs.	Unclassified	N/A
Visibility Reducing Particles (VRP)	8 hours	Visibility of 10 miles or more (Tahoe: 30 miles) at relative humidity less than 70%	---	Reduces visibility. Produces haze. NOTE: not directly related to the Regional Haze program under the Federal Clean Air Act, which is oriented primarily toward visibility issues in National Parks and other "Class I" areas. However, some issues and measurement methods are similar.	See particulate matter above. May be related more to aerosols than to solid particles.	Unclassified	N/A
Vinyl Chloride[11]	24 hours	0.01 ppm	---	Neurological effects, liver damage, cancer. Also considered a toxic air contaminant.	Industrial processes	Unclassified	N/A

Adapted from Sonoma-Marin Narrows Draft EIR and California ARB Air Quality Standards chart (http://www.arb.ca.gov/research/aaqs/aaqs2.pdf).

Greenhouse Gases and Climate Change: Greenhouse gases do not have concentration standards for that purpose. Conformity requirements do not apply to greenhouse gases.

1. State standards are "not to exceed" or "not to be equaled or exceeded" unless stated otherwise.
2. Federal standards are "not to exceed more than once a year" or as described above.
3. ppm = parts per million
4. Prior to 6/2005, the 1-hour ozone NAAQS was 0.12 ppm. Emission budgets for 1-hour ozone are still be in use in some areas where 8-hour ozone emission budgets have not been developed, such as the S.F. Bay Area.
5. Annual PM_{10} NAAQS revoked October 2006; was 50 µg/m^3. 24-hr. $PM_{2.5}$ NAAQS tightened October 2006; was 65 µg/m^3. Annual $PM_{2.5}$ NAAQS tightened from 15 µg/m^3 to 12 µg/m^3 December 2012 and secondary annual standard set at 15 µg/m^3.
6. µg/m^3 = micrograms per cubic meter
7. The 65 µg/m^3 $PM_{2.5}$ (24-hr) NAAQS was not revoked when the 35 µg/m^3 NAAQS was promulgated in 2006. The 15 µg/m^3 annual $PM_{2.5}$ standard was not revoked when the 12 µg/m^3 standard was promulgated in 2012. The 0.08 ppm 1997 ozone standard is revoked FOR CONFORMITY PURPOSES ONLY when area designations for the 2008 0.75 ppm standard become effective for conformity use (7/20/2013). Conformity requirements apply for all NAAQS, including revoked NAAQS, until emission budgets for newer NAAQS are found adequate, SIP amendments for the newer NAAQS are approved with an emission budget, EPA specifically revokes conformity requirements for an older standard, or the area becomes attainment/unclassified. SIP-approved emission budgets remain in force indefinitely unless explicitly replaced or eliminated by a subsequent approved SIP amendment. During the "Interim" period prior to availability of emission budgets, conformity tests may include some combination of build vs. no build, build vs. baseline, or compliance with prior emission budgets for the same pollutant.
8. Final 1-hour NO_2 NAAQS published in the Federal Register on 2/9/2010, effective 3/9/2010. Initial area designation for California (2012) was attainment/unclassifiable throughout. Project-level hot spot analysis requirements do not currently exist. Near-road monitoring starting in 2013 may cause re-designation to nonattainment in some areas after 2016.
9. EPA finalized a 1-hour SO_2 standard of 75 ppb (parts per billion [thousand million]) in June 2010. Nonattainment areas have not yet been designated as of 9/2012.
10. Secondary standard, set to protect public welfare rather than health. Conformity and environmental analysis address both primary and secondary NAAQS.
11. The ARB has identified vinyl chloride and the particulate matter fraction of diesel exhaust as toxic air contaminants. Diesel exhaust particulate matter is part of PM_{10} and, in larger proportion, $PM_{2.5}$. Both the ARB and U.S. EPA have identified lead and various organic compounds that are precursors to ozone and $PM_{2.5}$ as toxic air contaminants. There are no exposure criteria for adverse health effect due to toxic air contaminants, and control requirements may apply at ambient concentrations below any criteria levels specified above for these pollutants or the general categories of pollutants to which they belong.
12. Lead NAAQS are not considered in Transportation Conformity analysis.

The Transportation Conformity Rule has been amended several times since 1993 to address updates to the NAAQS and revise conformity provisions and procedures. Enacted in August 2005, the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) authorizes funding of the nation's transportation infrastructure and made several changes to the conformity portion of the FCAA. SAFETEA-LU was superseded by the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was enacted on July 6, 2012. MAP-21 governs the use of federal funds for transportation investments. Additionally, the Fixing America's Surface Transportation Act (FAST Act) was enacted on December 4, 2015 and builds on the changes made by MAP-21. The FAST Act provides long-term funding certainty for surface transportation infrastructure planning and investment. It authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act also maintains a focus on safety, keeps intact the established structure of the various highway-related programs managed by FHWA, continues efforts to streamline project delivery, and provides a dedicated source of federal funding for freight projects.

2.2.6.2.5 Sensitive Receptors

Sensitive populations (sensitive receptors) are more susceptible to the effects of air pollution than the general population. Sensitive receptors that are in proximity to localized sources of toxics and CO are of particular concern. According to the SCAQMD, a sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. Land uses considered sensitive receptors include residences, motels/hotels, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The closest sensitive receptors to the project include residential uses that are along the north and south of the existing Avenue 50, residents along Tyler Street, and a single-family residence immediately west of SR-86 and north of the Coachella Valley Stormwater Channel (CVSC).

2.2.6.2.6 Local Ambient Air Quality

The SCAQMD operates several air quality monitoring stations throughout the SSAB. The project site is located within Source Receptor Area (SRA) 30 (Coachella Valley). The communities within an SRA are expected to have similar climatology and subsequently, similar ambient air pollutant concentrations. The Indio-Jackson Street Monitoring Station is the closest monitoring station to the site (approximately 3.2 miles west) within SRA 30. This station monitors O_3, PM_{10}, and $PM_{2.5}$. The next closest monitoring station is the Palm Springs Fire Station Monitoring Station (approximately 25 miles northwest). This station monitors NO_2 and CO. The data collected at these stations is considered to be representative of the air quality experienced on-site. Air quality data from 2014 to 2016 is provided in Table 2.2.6-2, Local Air Quality Levels. The following air quality information briefly describes the various types of pollutants.

2.2.6.2.7 Mobile Source Air Toxics

In addition to the criteria air pollutants addressed by NAAQS, EPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., drycleaners), and stationary sources (e.g., factories or refineries). Mobile Source Air Toxics (MSATs) are a subset of the 188 air toxics defined by the Federal Clean Air Act. The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted

to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

Table 2.2.6-2: Local Air Quality Levels

Pollutant	Primary Standard		Year	Maximum Concentration[1]	Number of Days State/Federal Std. Exceeded
	California	Federal			
Carbon Monoxide (CO) [2] (1-Hour)	20 ppm for 1 hour	35 ppm for 1 hour	2014 2015 2016	2.23 ppm 1.98 3.05	0/0 0/0 0/0
Ozone (O_3) [3] (1-Hour)	0.09 ppm for 1 hour	N/A	2014 2015 2016	0.095 ppm 0.093 0.099	2/0 0/0 3/0
Ozone (O_3) [3] (8-Hour)	0.07ppm for 8 hours	0.070 ppm for 8 hours	2014 2015 2016	0.091ppm 0.085 0.089	30/10 12/4 29/27
Nitrogen Dioxide (NO_X) [2] (1-Hour)	0.18 ppm for 1 hour	0.100 ppm for 1 hour	2014 2015 2016	0.463 ppm 0.415 0.0426	0/0 0/0 0/0
Particulate Matter (PM_{10}) [3, 4, 5] (24-Hour)	50 µg/m^3 for 24 hours	150 µg/m^3 for 24 hours	2014 2015 2016	322.3 µg/m^3 381.0 393.2	15/6 13/3 NM/2
Fine Particulate Matter ($PM_{2.5}$) [3, 5] (24-Hour)	No Separate State Standard	35 µg/m^3 for 24 hours	2014 2015 2016	18.3 µg/m^3 24.6 25.8	NM/0 NM/0 NM/0

ppm = parts per million
µg/m^3 = micrograms per cubic meter
NM = Not Measured
PM_{10} = particulate matter 10 microns in diameter or less
$PM_{2.5}$ = particulate matter 2.5 microns in diameter or less
NA = Not Applicable

Notes:
1. Maximum concentration is measured over the same period as the California Standard.
2. Measurements taken at the Palm Springs Fire Station Monitoring Station located at 590 East Racquet Club Avenue, Palm Springs, California 92262.
3. Measurements taken at the Indio-Jackson Street Monitoring Station located at 46990 Jackson Street, Indio, California 92201.
4. PM_{10} exceedances are based on State thresholds established prior to amendments adopted on June 20, 2002.
5. PM_{10} and $PM_{2.5}$ exceedances are derived from the number of samples exceeded, not days.

Source: California Air Resources Board, ADAM Air Quality Data Statistics, http://www.arb.ca.gov/adam/welcome.html.

The EPA issued a Final Rule on Controlling Emissions of Hazardous Air Pollutants from Mobile Sources, 66 FR 17229 (March 29, 2001). This rule was issued under the authority in Section 202 of the Federal Clean Air Act. In its rule, the EPA examined the impacts of existing and newly promulgated mobile source control programs, including its reformulated gasoline (RFG) program, its national low emission vehicle (NLEV) standards, its Tier 2 motor vehicle emissions standards and gasoline sulfur control requirements, and its proposed heavy-duty engine and vehicle standards and on-highway diesel fuel sulfur control requirements. Even if vehicle miles traveled (VMT) increases by 45 percent as assumed between years 2010 and 2050, FHWA projects would reduce on-highway emissions by an average of 72 percent. Thus, the EPA concluded that no further motor vehicle emissions standards or fuel standards were necessary to control MSATs.

The EPA is preparing a subsequent rule under the authority of Section 202(l) of the Federal Clean Air Act that would address these issues and make adjustments to the primary and secondary MSATs. Depending on the specific project circumstances, FHWA has identified three tiers of analysis:

- No analysis for projects with no potential for meaningful MSAT effects;
- Qualitative analysis for projects with low potential MSAT effects; or
- Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

According to the Air Quality Report prepared for the project, the project would fall into the second category above, and the qualitative analysis was performed.

2.2.6.2.8 Naturally Occurring Asbestos

Chrysotile and amphibole asbestos (such as tremolite) occur naturally in certain geologic settings in California, most commonly in association with ultramafic rocks and along associated faults. Asbestos is a known carcinogen and inhalation of asbestos may result in the development of lung cancer or mesothelioma. The asbestos contents of many manufactured products have been regulated in the United States for a number of years. For example, the California Air Resources Board (CARB) has regulated the amount of asbestos in crushed serpentinite used in surfacing applications, such as for gravel on unpaved roads, since 1990. In 1998, new concerns were raised about possible health hazards from activities that disturb rocks and soil containing asbestos and may result in the generation of asbestos laden dust. These concerns recently lead CARB to revise their asbestos limit for crushed serpentinite and ultramafic rock in surfacing applications from five percent to less than 0.25 percent, and to adopt a new rule requiring best practices dust control measures for activities that disturb rock and soil containing naturally occurring asbestos (NOA).

NOA in bedrock is typically associated with serpentine and peridotite deposits. Note that during demolition activities, the likelihood of encountering structural asbestos is low due to the nature of the demolished materials. The material would consist primarily of concrete. Therefore, the potential for NOA to be present within the project limits is considered to be low. Furthermore, prior to the commencement of construction, qualified geologists would further examine the soils and makeup of the existing structure. Should the project geologist encounter asbestos during the analysis, proper steps shall be executed to handle the materials.

2.2.6.3 Environmental Consequences

2.2.6.3.1 Temporary Construction Impacts

The project would construct a new bridge spanning over the CVSC, realign and widen Avenue 50 from the existing two-lane roadway to a six-lane major arterial, and realign Tyler Street on both the east and west side of SR-86 (Phase 1); and convert a portion of SR-86 from an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing bridge and access ramps (Phase 2). Temporary impacts to air quality would occur during demolition, grading/trenching, new pavement construction, and the restriping phase. Additional sources of construction-related emissions include exhaust emissions and potential odors from construction equipment used on the construction site as well as the vehicles used to transport materials to and from the site, in addition to exhaust emissions from the motor vehicles of the construction crew.

Construction of the first phase of the project is planned to commence in November of 2020 and would be open to traffic in approximately 12 months. Due to funding considerations, construction of the second phase is planned to commence in November 2023 and would be open to traffic in approximately 15 months. As currently planned, both phases of the project are planned to be completed and fully operational by the third quarter of 2025. As a result,

construction activities would not last for more than five years at one general location, so construction-related emissions do not need to be included in regional and project-level conformity analysis (40 CFR 93.123(c)(5)).

Project construction would result in temporary emissions of ROG, CO, NO_X, PM_{10}, and $PM_{2.5}$. Stationary or mobile powered on-site construction equipment would include trucks, tractors, signal boards (temporary messaging signs), excavators, backhoes, graders, scrapers, and pavers. Based on the nominal amount of daily work trips required for project construction, construction worker trips are not anticipated to substantially contribute to or affect traffic flow on local roadways and are therefore not considered substantial. During the demolition phase, asphalt concrete (AC) pavement would have to be removed.

Table 2.2.6-3, Estimated Daily Construction Emissions depicts the estimated daily emissions associated with each construction phase for Build (Alternatives 7 and 8) conditions. The emissions were estimated based on the assumptions described above and using the Roadway Construction Emissions Model (RCEM) (Version 8.1.0) developed by the Sacramento Metropolitan Air Quality Management District (SMAQMD). The emissions modeling is based on an estimate of 311,337 total cubic yards (CY) of earthwork (import) for Alternative 7 and 308,971 CY of import for Alternative 8.

Table 2.2.6-3: Estimated Daily Construction Emissions

Construction Phase	Pollutant (pounds/day)[1]				
	ROG	CO	NO_X	PM_{10}[2, 3]	$PM_{2.5}$[2, 3]
Alternative 7					
Grubbing/Land Clearing	1.93	14.93	20.85	50.92	11.23
Grading/Excavation	5.48	46.82	58.40	52.70	12.84
Drainage/Utilities/Sub-Grade	3.88	36.05	37.53	51.77	12.03
Paving	1.31	17.10	12.33	0.67	0.59
Maximum	*5.48*	*46.82*	*58.40*	*52.70*	*12.84*
Alternative 8					
Grubbing/Land Clearing	0.97	6.99	10.70	50.45	10.80
Grading/Excavation	5.23	43.75	55.76	52.57	12.73
Drainage/Utilities/Sub-Grade	3.88	36.05	37.53	51.77	12.03
Paving	1.31	17.10	12.33	0.67	0.59
Maximum	*5.23*	*43.75*	*55.76*	*52.57*	*12.73*

ROG = reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; PM_{10} = particulate matter up to 10 microns; $PM_{2.5}$ = particulate matter up to 2.5 microns

Notes:
1. Emissions were calculated using the Roadway Construction Emissions Model (RCEM) (Version 8.1.0) developed by the Sacramento Metropolitan Air Quality Management District (SMAQMD).
2. PM_{10} and $PM_{2.5}$ estimates assume control of fugitive dust from watering and associated dust control measures.
3. Emissions include the sum of exhaust and fugitive dust.

RCEM is a data-entry spreadsheet that utilizes various sources to estimate construction emissions, including OFFROAD and EMFAC2014. RCEM is recommended by Caltrans and the SCAQMD as it is specifically developed to estimate emissions associated with roadway construction projects since the default equipment, activities, and typical phasing are different than those of land use development projects and building construction projects. The RCEM phasing assumptions were used to allocate the project specific construction equipment to the specific phases. The methodologies and assumptions used in RCEM are appropriate for road

construction projects, including new road construction, road widening and bridge or overpass construction.

In order to further minimize construction-related emissions, all construction vehicles and construction equipment would be required to be equipped with state-mandated emission control devices pursuant to state emission regulations and standard construction practices. After construction of the project is complete, all construction-related impacts would cease. Temporary construction particulate matter emissions would be further reduced through the implementation of dust suppression measures outlined within SCAQMD Rule 403. Caltrans Standard Specifications for Construction (Sections 14-11.04 [Dust Control]) and 14-9.02 [Air Pollution Control]) would also be adhered to for asphalt concrete emissions and all earthwork, clearing and grubbing, and roadbed activities involving heavy construction equipment. The contractor would comply with all air pollution control ordinances and statutes which apply to any work performed pursuant to the contract, including any air pollution control rules, regulations, ordinances and statutes, specified in Section 11017 of the Government Code. The project would comply with any state, federal, and/or local rules and regulations developed as a result of implementing control and mitigation measures proposed as part of their respective SIPs. Therefore, project construction is not anticipated to violate state or federal air quality standards or contribute to the existing air quality violations in the SSAB.

2.2.6.3.2 Regional Conformity

The project is listed in the SCAG *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy Final Amendment #3* (RTP/SCS) [Project ID RIV061159], which was found to conform by FHWA and FTA and adopted on April 6, 2018. The project is also included in SCAG 2019 FTIP (Local Highway Amendments 1-13, page 4 of 27 [RIV110825], and State Highway Amendments 1-13, page 10 of 17 [RIV061159]). The SCAG 2019 FTIP was determined to conform by FHWA and FTA on December 17, 2018. The design concept and scope of the project is consistent with the project description in the SCAG 2016 RTP/SCS, 2019 SCAG FTIP, and the open to traffic assumptions of the SCAG regional emissions analysis.

2.2.6.3.3 Project Level Conformity

Nonattainment/maintenance areas are subject to the Transportation Conformity Rule, which requires local transportation and air quality officials to coordinate planning to ensure that transportation projects such as road construction do not affect an area's ability to reach its clean air goals. The Basin is an attainment area for CO, NO_2, SO_2, and $PM_{2.5}$ for both state and federal standards. The Basin is a nonattainment area for O_3 and PM_{10} under both state and federal standards; refer to Table 2.2.6-1.

An Air Quality Conformity Analysis (AQCA) was prepared for the project and submitted to the FHWA on March 14, 2019. The FHWA issued their Conformity Determination on April 2, 2019. The FHWA Conformity Determination is provided in Chapter 4.0, Comments and Coordination.

2.2.6.3.4 Particulate Matter Hot-Spot Analysis

A hot-spot analysis is required in nonattainment and maintenance areas for CO, PM_{10}, and $PM_{2.5}$. Transportation conformity requirements become effective one year after an area is designated as nonattainment. A hot-spot analysis is required for a project of air quality concern (POAQC). The Build Alternatives are within a maintenance area for federal PM_{10} standards and nonattainment area for federal $PM_{2.5}$ standards. Therefore, per 40 CFR Part 93, analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses (either

qualitative or quantitative) for those that are not listed in Section 93.123(b)(1) as a POAQC. A hot-spot analysis is defined in 40 CFR 93.101 as an estimation of likely future localized pollutant concentrations resulting from a new transportation project and a comparison of those concentrations to the relevant air quality standard. A hot-spot analysis assesses the air quality impacts on a scale smaller than an entire nonattainment or maintenance area, including, for example, congested roadway intersections and highways or transit terminals. Such an analysis is a means of demonstrating that a transportation project meets FCAA conformity requirements to support state and local air quality goals with respect to potential localized air quality impacts.

The following criteria are directly associated with 40 CFR 93.123(b)(1). The associated discussions address why the project does not qualify as a POAQC:

i. New or expanded highway projects that have a significant number of or significant increase in diesel vehicles.

Existing traffic volumes along the roadway segments in the project study area are provided in Table 2.2.6-4, Existing Daily Traffic Volumes. As depicted in Table 2.2.6-4, traffic volumes range from 10,144 to 31,477 daily vehicles. Trucks make up approximately 5.4 to 7.9 percent of the traffic on Avenue 50, and 19.4 percent of the traffic on SR-86.

Table 2.2.6-4: Existing Daily Traffic Volumes

Segment	Existing		
	Total ADT[1,2]	% Trucks[1,2]	# Trucks[1,2]
SR-86 Mainline			
South of Avenue 50	25,082	19.4%	4,866
North of Avenue 50	31,477	19.4%	6,107
Avenue 50			
Bridge, Between Tyler Street & SR-86	10,473	7.9%	827
Between Leoco Lane and Peter Rabbit Lane	16,203	5.5%	891
West of Harrison Street	10,144	5.4%	548

Notes:
1. Total ADTs, and SR-86 truck volumes and percentages were derived from the State Route 86/Avenue 50 New Interchange Project Traffic Operations Report (November 2017), prepared by Fehr and Peers.
2. Avenue 50 truck volumes and percentages were derived from the Traffic Report for Avenue 50 Bridge Over Coachella Valley Stormwater Channel (CVSC), May 2016.

Table 2.2.6-5, Opening Year Traffic Volumes depicts the opening year traffic volumes along the roadways study segment for both the no build alternative and the build alternatives. It is noted that there are two opening years for the project: 2021 and 2025. Opening Year 2021 is when the Avenue 50 bridge construction would be complete, and Opening Year 2025 reflects the completion of SR-86/Avenue 50 interchange construction. As shown in Table 2.2.6-5, the highest opening year no build average daily traffic (ADT) volumes would be 42,520, which include truck volumes of 8,249 ADT. The highest opening year build (with project) ADT volumes would be 43,130, which include truck volumes of 8,367 ADT. The project would not significantly change the truck traffic volumes and percentages in the area, and would not result in a higher proportion of trucks overall. As indicated in Table 2.2.6-5, both Build Alternatives would have daily traffic volumes less than 125,000 ADT. Additionally, daily truck volumes would be less than 10,000 ADT.

Table 2.2.6-5: Opening Year Traffic Volumes

Location	Opening Year No Build[1]			Opening Year Build[1,2]			# Trucks Percent Change
	ADT	% Trucks	# Trucks	ADT	% Trucks	# Trucks	
SR-86 Mainline							
South of Avenue 50	30,280	19.4%	5,874	31,470	19.4%	6,105	3.9%
North of Avenue 50	42,520	19.4%	8,249	43,130	19.4%	8,367	1.6%
SR-86 Northbound Ramps							
Avenue 50 Off-Ramp	N/A	N/A	N/A	1,830	19.4%	355	N/A
Direct On-Ramp	N/A	N/A	N/A	640	19.4%	124	N/A
Loop On-Ramp	N/A	N/A	N/A	6,200	19.4%	1,203	N/A
SR-86 Southbound Ramps							
Avenue 50 Off-Ramp	N/A	N/A	N/A	7,710	19.4%	1,496	N/A
On-Ramp[1]	N/A	N/A	N/A	1,060	19.4%	206	N/A
Avenue 50							
Bridge, Between Tyler Street & SR-86	13,830	7.9%	1,093	15,480	7.9%	1,223	5.8
Between Leoco Lane and Peter Rabbit Lane	17,880	5.5%	983	18,500	5.5%	1,018	3.6
West of Harrison Street	11,020	5.4%	595	11,070	5.4%	598	10.1

ADT = Average Daily Traffic; SR-86 = State Route 86

Notes:

1. The traffic volumes along Avenue 50 and SR-86 are for Opening Year 2021, and 2025, respectively.
2. Build Alternatives 7 and 8 have different southbound on-ramp configurations, but the traffic volumes would be identical for both Alternatives. Therefore, the Opening Year Build traffic volumes would be the same for both Alternatives.

Source: Fehr and Peers, State Route 86/Avenue 50 New Interchange Project Traffic Operations Report, November 2017.

Table 2.2.6-6, Horizon Year Traffic Volumes depicts the horizon year volumes for the no build alternative and the build alternatives. Table 2.2.6-6 compares the no build and build traffic volumes along each roadway segment. As shown in Table 2.2.6-6, Horizon Year No Build ADT volumes range from 15,370 to 61,180, which include truck volumes that range from 830 to 11,869 ADT. Under Build conditions, ADTs would range from 1,060 to 62,140, and truck volumes would range from 355 to 12,055 ADT. Truck volumes would not exceed 12,055 on the SR-86 mainline and 2,556 on Avenue 50. Under No Build conditions, truck volumes along the SR-86 mainline (North of Avenue 50) would be 11,869 ADT; however, the Build Scenario/With Project increase would only be 1.6 percent. Overall project traffic and truck volumes would be relatively low in the Horizon Year Build conditions and truck percent increases would be low for roadway segments with higher volumes of trucks.

Table 2.2.6-6: Horizon Year Traffic Volumes

Location	Horizon Year No Build			Horizon Year Build[1]			# Trucks Percent Change
	ADT	% Trucks	# Trucks	ADT	% Trucks	# Trucks	
SR-86 Mainline							
South of Avenue 50	42,580	19.4%	8,261	44,220	19.4%	8,579	3.9%
North of Avenue 50	61,180	19.4%	11,869	62,140	19.4%	12,055	1.6%
SR-86 Northbound Ramps							
Avenue 50 Off-Ramp	N/A	N/A	N/A	2,470	19.4%	479	N/A
Direct On-Ramp	N/A	N/A	N/A	1,830	19.4%	355	N/A
Loop On-Ramp	N/A	N/A	N/A	9,240	19.4%	1,793	N/A
SR-86 Southbound Ramps							
Avenue 50 Off-Ramp	N/A	N/A	N/A	10,380	19.4%	2,014	N/A
On-Ramp[1]	N/A	N/A	N/A	1,060	19.4%	206	N/A
Avenue 50							
Bridge, Between Tyler Street & SR-86	30,570	7.9%	2,415	32,350	7.9%	2,556	5.8
Between Leoco Lane and Peter Rabbit Lane	26,270	5.5%	1,445	31,240	5.5%	1,718	3.6
West of Harrison Street	15,370	5.4%	830	16,930	5.4%	914	10.1

ADT = Average Daily Traffic; SR-86 = State Route 86

Notes:

1. Build Alternatives 7 and 8 have different southbound on-ramp configurations, but the traffic volumes would be identical for both Alternatives. Therefore, the Horizon Year Build traffic volumes would be the same for both Alternatives.

Source: Fehr and Peers, State Route 86/Avenue 50 New Interchange Project Traffic Operations Report, November 2017.

ii. Projects affecting intersections that are Level of Service (LOS) D, E, or F with a significant number of diesel vehicles, or those that will change to LOS, D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.

The project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. Implementation of the project would enhance traffic flow in the project area for both truck traffic and general traffic. Based on the traffic data in Tables 2.2.6-5 and 2.2.6-6, the project would not result in significant changes in traffic volume, vehicle mix, or other factors that would cause an increase in emissions.

Table 2.2.6-7, Opening Year (2021) Level of Service summarizes the delay and corresponding Level of Service (LOS) within the project area during the 2021 Opening Year, which includes Phase 1 (Avenue 50 bridge). As shown in Table 2.2.6-7, LOS would improve (i.e., delay would be reduced). Additionally, Table 2.2.6-8, Opening Year (2025) Level of Service depicts the delay and corresponding Level of Service (LOS) within the project area during the 2025 Opening Year, which includes Phase 1 and Phase 2 (two Build Alternatives for SR-86/Avenue 50 Interchange). The additional capacity under the SR-86/Avenue 50 New Interchange project would attract more traffic using the SR-86/Avenue 50 interchange and result in higher delay at the ramp terminals. All other study intersections would operate at acceptable LOS D or better conditions under both Opening Year Build conditions.

Table 2.2.6-7: Opening Year 2021 Level of Service

Study Intersection	Opening Year No Build Peak Hour LOS[1]		Opening Year (2021) Build Peak Hour LOS	
	AM	PM	AM	PM
Avenue 50/Leoco Lane	A	B	A	A
Avenue 50/Peter Rabbit Lane	A	A	A	B
Avenue 50/Tyler Street	**F**	**F**	C	C
Tyler Street/Calle Mendoza	C	B	C	C

Bold = Exceeds LOS D threshold.

Source: Fehr and Peers, State Route 86/Avenue 50 New Interchange Project Traffic Operations Report, November 2017.

Table 2.2.6-8: Opening Year 2025 Level of Service

Study Intersection	Opening Year No Build Peak Hour LOS[1]		Alternative 7 Opening Year (2025) Build Peak Hour LOS[1]		Alternative 8 Opening Year (2025) Build Peak Hour LOS[1]	
	AM	PM	AM	PM	AM	PM
Avenue 50/Southbound SR-86 Ramps	**F**	**F**	B	C	B	B
Avenue 50/Northbound SR-86 Ramps			B	B	B	B
Dillon Road/Southbound SR-86 Ramps	B	C	B	B	B	B
Dillon Road/Northbound SR-86 Ramps	B	B	B	B	B	B
Avenue 52/Southbound SR-86 Ramps	B	A	B	B	B	B
Avenue 52/Northbound SR-86 Ramps	B	B	B	B	B	B

Bold = Exceeds LOS D threshold.

Source: Fehr and Peers, State Route 86/Avenue 50 New Interchange Project Traffic Operations Report, November 2017.

Additionally, Table 2.2.6-9, Horizon Year Level of Service summarizes the horizon year delay and corresponding LOS within the project area. As shown in Table 2.2.6-9, LOS would generally improve (i.e., delay would be reduced) under build conditions.

Table 2.2.6-9: Horizon Year Level of Service

Study Intersection	Horizon Year No Build Peak Hour LOS		Alternative 7 Horizon Year Build Peak Hour LOS		Alternative 8 Horizon Year Build Peak Hour LOS	
	AM	PM	AM	PM	AM	PM
Avenue 50/Leoco Lane	B	C	B	D	B	D
Avenue 50/Peter Rabbit Lane	A	A	B	B	B	B
Avenue 50/Tyler Street	**F**	**F**	C	C	C	C
Avenue 50/Southbound SR-86 Ramps	**F**	**F**	B	C	B	B
Avenue 50/Northbound SR-86 Ramps			A	B	B	B
Dillon Road/Southbound SR-86 Ramps	B	C	B	C	B	C
Dillon Road/Northbound SR-86 Ramps	C	B	C	C	C	C
Avenue 52/Southbound SR-86 Ramps	B	B	B	C	B	C
Avenue 52/Northbound SR-86 Ramps	B	A	B	B	B	B
Tyler Street/Calle Mendoza	C	C	C	C	C	C

Bold = Exceeds LOS D threshold.

Source: Fehr and Peers, State Route 86/Avenue 50 New Interchange Project Traffic Operations Report, November 2017.

iii. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.

The project does not involve new bus or rail terminals or transfer points with a significant number of diesel vehicles congregating at a single location. The project would enhance traffic flow in the project area for both truck traffic and general traffic.

iv. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.

The project does not involve expanded bus or rail terminals or transfer points with a significant number of diesel vehicles congregating at a single location. As stated above, the project involves roadway widening and a new SR-86/Avenue 50 interchange and overcrossing bridge structure, as well as another new bridge spanning over the CVSC.

v. Projects in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$ and PM_{10} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project is consistent with SCAG RTP and FTIP (Project IDs RIV110825 and RIV061159) and is intended to meet the traffic needs in the area based on local land use plans.

EPA's March 2006 guidance document, *Transportation Guidance for Qualitative Hot-spot Analysis in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas,* references a two-step criteria to identify "a significant volume of diesel truck traffic." The first criterion is facilities with greater than 125,000 ADT volumes. If the first criterion is met, the second criterion is that 8 percent or more of said traffic volumes (i.e., 10,000 vehicles or more) are diesel truck traffic volumes. As discussed above, traffic volumes within the

project limits would not exceed 125,000 vehicles daily. The truck percentage is also projected to remain the same for both the opening year and the horizon year.

As demonstrated above, the project would not involve a significant amount of diesel truck traffic, as traffic volumes would be less than 125,000 ADT, and is in compliance with the RTP/FTIP. Therefore, the project meets the FCAA requirements and is not a project of air quality concern under 40 CFR 93.123(b)(1) and would not cause or contribute to a violation of NAAQS for $PM_{2.5}$.

The SCAG's Transportation Conformity Working Group (TCWG) determined that the project is not a POAQC; refer to subsection, 2.2.6.3.7, Interagency Consultation, below. Therefore, the project would not be considered a POAQC under 40 CFR 93.123 (b)(1). The required Air Quality Conformity Analysis and associated determination letter from the Federal Highway Administration (FHWA) will be addressed following the identification of the Preferred Alternative, after public circulation of the IS/EA.

2.2.6.3.6 Carbon Monoxide

A hot-spot analysis is required in nonattainment and maintenance areas for CO, PM_{10}, and $PM_{2.5}$. In California, the procedures of the local analysis for CO are modified pursuant to 40 CFR 93.123(a)(1) of the Transportation Conformity Rule. The Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) developed by the Institute of Transportation Studies at the University of California Davis was used to provide the CO quantitative analysis on this project. The CO Protocol outlines the procedure for performing a CO analysis, which was approved by David P. Howekamp, Director of the Air Division of the EPA Region IX, in October 1997. The EPA deemed the CO Protocol as an acceptable option to the mandated quantitative analysis. The CO Protocol incorporates 40 CFR 93.115 through 93.117, and 40 CFR 93.126 through 93.128 into its rules and procedures. As discussed in the Air Quality Report, the CO screening analysis concluded that project implementation would reduce congestion and overall travel time due to overall improvements in Level of Service (LOS) and vehicle hours traveled (VHT) during build conditions. Additionally, the project does not involve parking lots, and therefore would not increase the number of vehicles operating in cold start mode. As a result, the project has sufficiently addressed the carbon monoxide impact and no further analysis is needed.

2.2.6.3.7 Interagency Consultation

Because the project is located within a serious nonattainment area for federal PM_{10}, analyses are required for conformity purposes per 40 CFR Part 93. A qualitative hot-spot analysis is defined in 40 CFR 93.101 as an estimation of likely future localized pollutant concentrations resulting from a new transportation project and a comparison of those concentrations to the relevant air quality standard. A hot-spot analysis assesses the air quality impacts on a scale smaller than an entire nonattainment or maintenance area, including, for example, congested roadway intersections and highways or transit terminals. Such an analysis is a means of demonstrating that a transportation project meets FCAA conformity requirements to support state and local air quality goals with respect to potential localized air quality impacts.

Pursuant to the interagency consultation requirement of 40 CFR 93.105 (c)(1)(i), the project completed interagency coordination via SCAG's TCWG, at two separate meetings due to the phasing of the project. The first meeting was held on June 28, 2016 [Project ID RIV110825] and the second meeting was held on March 27, 2018 [Project ID RIV061159 and RIV110825]. At these meetings, the TCWG determined that the project is not a POAQC. Therefore, the project

would not be considered a POAQC under 40 CFR 93.123 (b)(1), as it would not create a new or worsen an existing PM_{10} violation.

2.2.6.3.8 Mobile Source Air Toxics

As discussed in the Air Quality Report, the project would not result in an increase in MSATs between Build and No Build conditions. The MSAT analysis determined that a slight increase in vehicle miles traveled (VMT) would occur; however, VHT would decrease as a result of project improvements to accommodate growth and enhance mobility. Additionally, as previously discussed, the project would not result in a significant increase in truck ADT between the Build and No Build conditions. The project does not involve a truck route, would not add diesel truck capacity, or be a major truck traffic generator, and traffic volumes would be less than 125,000 ADT. Additionally, the project would result in less congestion and vehicle idling in the project area. MSAT emissions under the Build conditions would be offset somewhat compared to the No Build conditions due to traffic flow improvements. Based on the Air Quality Report, emissions of all of the priority MSATs (with the exception of diesel particulate matter) decrease as speed increases. The extent to which these speed-related emissions decreases offset MSATs cannot be reliably projected due to the inherent deficiencies of technical models. Furthermore, emissions would likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by 80 percent between 2010 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases. Therefore, there would be no significant impacts arising from the project's operational condition.

2.2.6.3.9 Naturally Occurring Asbestos

The California Geological Survey Geological Map Index was searched for available geological maps, which cover the project study area and surrounding areas. These geological maps indicate geological formations, which are overlaid on a topographic map. Some maps focus on specific issues (i.e., bedrock, sedimentary rocks, etc.), while others may identify artificial fills (including landfills). Geological maps can be effective in estimating permeability and other factors that influence the spread of contamination. According to the California Geological Survey (formerly the California Division of Mines and Geology [CDMG]) document entitled A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report (August 2000), the project is not located in an area where NOA is likely to be present.

2.2.6.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.2.6.5 Climate Change

Neither the United States Environmental Protection Agency (U.S. EPA) nor the Federal Highway Administration (FHWA) has issued explicit guidance or methods to conduct project-level greenhouse gas analysis. FHWA emphasizes concepts of resilience and sustainability in highway planning, project development, design, operations, and maintenance. Because there have been requirements set forth in California legislation and executive orders on climate change, the issue is addressed in the California Environmental Quality Act (CEQA) chapter of

this document. The CEQA analysis may be used to inform the National Environmental Policy Act (NEPA) determination for the project.

2.2.7 Noise

2.2.7.1 Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

2.2.7.1.1 California Environmental Quality Act

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless those measures are not feasible. The rest of this section will focus on the NEPA/23 Code of Federal Regulations Part 772 (23 CFR 772) noise analysis; please see Chapter 3 of this document for further information on noise analysis under CEQA.

2.2.7.1.2 National Environmental Policy Act and 23 CFR 772

For highway transportation projects with Federal Highway Administration (FHWA) involvement (and Caltrans, as assigned), the Federal-Aid Highway Act of 1970 and its implementing regulations (23 Code of Federal Regulations [CFR] 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations include noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 dBA) is lower than the NAC for commercial areas (72 dBA). Table 2.2.7-1 lists the noise abatement criteria for use in the NEPA/23 CFR 772 analysis.

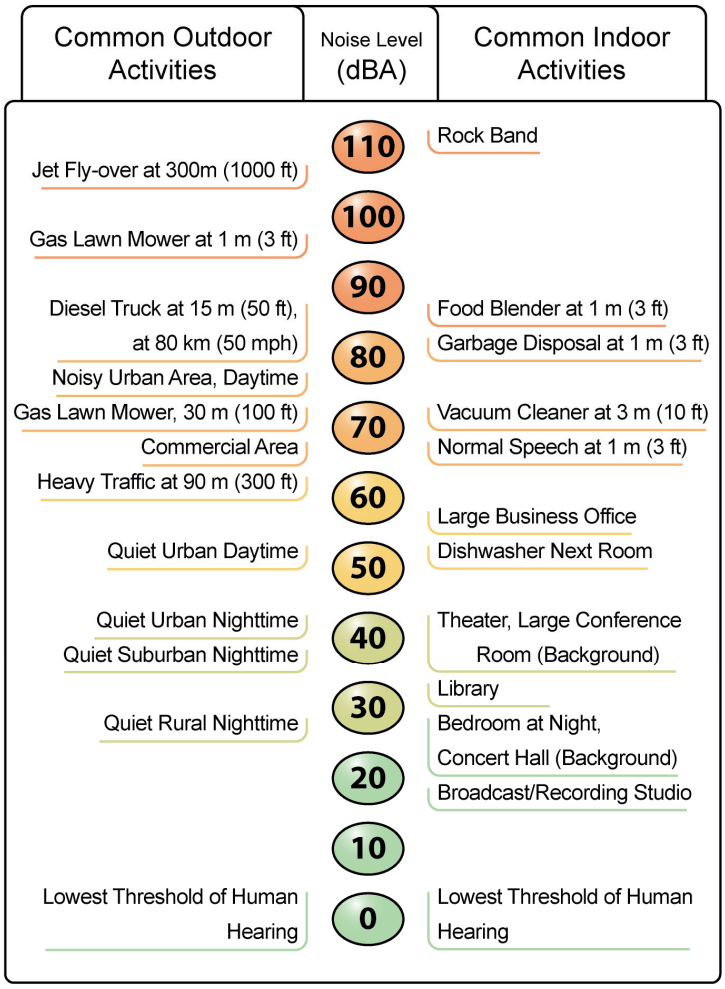
Table 2.2.7-1: Noise Abatement Criteria

Activity Category	NAC, Hourly A-Weighted Noise Level, $L_{eq}(h)$	Description of Activity Category
A	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[1]	67 (Exterior)	Residential.
C[1]	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, recording studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A–D or F.
F	No NAC—reporting only	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical, etc.), and warehousing.
G	No NAC—reporting only	Undeveloped lands that are not permitted.

Note:
1. Includes undeveloped lands permitted for this activity category.

Figure 2.2.7-1, Noise Levels of Common Activities, lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.

Figure 2.2.7-1: Noise Levels of Common Activities



According to Department's Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, May 2011, a noise impact occurs when the predicted future noise level with the project substantially exceeds the existing noise level (defined as a 12 dBA or more increase) or when the future noise level with the project approaches or exceeds the NAC. Approaching the NAC is defined as coming within 1 dBA of the NAC.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

The Department's Traffic Noise Analysis Protocol sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 5 dBA reduction for all impacted receptors in the future noise

levels must be achieved for an abatement to be considered feasible. Other considerations include topography, access requirements, other noise sources, and safety considerations. Additionally, a noise reduction of at least 7 dBA must be achieved at one or more benefited receptors for an abatement measure to be considered reasonable. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include: residents' acceptance and the cost per benefited residence.

2.2.7.2 Affected Environment

This section is based on the State Route 86/Avenue 50 New Interchange Project Noise Study Report (August 20, 2018).

2.2.7.2.1 Land Uses and Sensitive Receptors

An inventory of developed and undeveloped land uses within the project area was identified through a field inspection on June 8, 2016. Land uses within the project area were categorized by land use type, NAC Activity Category (as defined in Table 2.2.7-1 above), and frequency of human use.

Residential uses (Activity Category B) are located to the north and south of Avenue 50, as well as to the east of Tyler Street. Other land uses in the project vicinity include park land (Activity Category C) located to the east of Tyler Street, and agricultural land (Activity Category F) located to the south of Avenue 50 (west of Tyler Street) and east of SR-86.

Vehicular traffic along Avenue 50 and Tyler Street represent the two primary noise sources within the project area. The closest sensitive receptors (residential uses) are located approximately 35 feet to the east of the project's construction area along Tyler Street.

Short-Term Monitoring

On June 8, 2016, six short-term measurements were conducted at Activity Category B, C, and F land uses; refer to Figures 2.2.7-2a, Noise Measurement and Modeling Locations (Alternative 7) and 2.2.7-2b, Noise Measurement and Modeling Locations (Alternative 8). Two noise measurements (locations 12 and 14) were taken at Activity Category C and F land uses as background noise measurements. Short-term noise measurement locations were selected within the project area to determine existing noise levels, and verify or calibrate the noise prediction model. Measurements occurred over a 15-minute duration at each site.

Table 2.2.7-2, Summary of Short-Term Measurements, summarizes the results of the short-term noise monitoring conducted in the project area. Measured traffic noise levels were compared with modeled noise levels at field measurement locations using the FHWA's Traffic Noise Model Version 2.5 (TNM 2.5). Table 2.2.7-3 compares measured and modeled noise levels at the measurement locations; refer to Figures 2.2.7-2a and 2.2.7-2b. As concluded within Table 2.2.7-3, the project's modeled (predicted) sound levels are within 2 dB of the measured traffic sound levels and are therefore considered to be in reasonable agreement with the measured sound levels. Therefore, no calibration to the model was necessary.

Source: Google Earth Pro Aerial.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Noise Measurement and Modeling Locations (Alternative 7)

11/18 | JN 159814

Figure 2.2.7-2a

Source: Google Earth Pro Aerial.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Noise Measurement and Modeling Locations (Alternative 8)

11/18 | JN 159814

Figure 2.2.7-2b

Table 2.2.7-2: Summary of Short-Term Measurements

Location[1]	APN	Area/ Land Use	Date	Duration (minutes)	Start Time	Measured L_{eq}	Autos		Medium Trucks		Heavy Trucks		Observed Speed (mph)
							EB	WB	EB	WB	EB	WB	
2	603-471-072	B/Residential	6/8/16	15	10:30 a.m.	57.0	178	12	4	192	9	3	45
5	603-461-056	B/Residential			10:08 a.m.	58.4	277	16	6	259	14	7	45
7[2]	778-170-009	B/Residential			10:53 a.m.	55.7	98	2	0	109	3	1	45
12[3]	778-170-011	F/Agricultural			11:11 a.m.	57.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A
14[3]	763-020-018	C/Park			11:38 a.m.	56.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A
16[4]	763-041-001	B/Residential			12:40 p.m.	67.1	92	5	1	96	6	0	50

APN = Assessor's Parcel Number; L_{eq} = Equivalent Sound Level; EB = Eastbound; WB = Westbound; mph = miles per hour

Notes:
1. Refer to Figures 2.2.7-2a and 2.2.7-2b for measurement locations.
2. The noise measurement location was taken at an acoustically equivalent area approximately 155 feet east of the modeled receptor location, as the residential property was not accessible on June 8, 2016.
3. This noise measurement was recorded as a background noise measurement, and does not include traffic counts.
4. The noise measurement location was taken in the front of the residence at an acoustically equivalent area (along Tyler Street), as the backyard area of this property was not accessible on June 8, 2016.

Source: State Route 86/Avenue 50 New Interchange Project Noise Study Report, August 2018.

Table 2.2.7-3: Comparison of Measured to Predicted Sound Levels in the TNM Model

Measurement Location[1,2]	Measured Sound Level (dBA)	Predicted Sound Level (dBA)	Measured minus Predicted (dB)
2	57.0	56.5	0.5
5	58.4	58.1	0.3
7	55.7	57.4	-1.7
16	67.1[2]	67.4	-0.3

dBA= A-Weighted Decibel; dB= Decibel

Note:
1. Refer to Figures 2.2.7-2a and 2.2.7-2b for measurement locations.
2. Noise measurement locations 12 and 14 were used for short-term background noise. Therefore, locations 12 and 14 were not validated with the TNM2.5 model.
3. The noise measurement location was taken in the front of the residence at an acoustically equivalent area (along Tyler Street), as the backyard area of this property was not accessible on June 8, 2016.

Source: State Route 86/Avenue 50 New Interchange Project Noise Study Report, August 2018.

Long-Term Monitoring

Long-term monitoring was conducted at one NAC Activity Category C (park) use located approximately 35 feet east of the Tyler Street edge-of-pavement, within Sierra Vista Park; refer to Measurement Location 14 on Figures 2.2.7-2a and 2.2.7-2b. The purpose of this measurement was to describe variations in sound levels throughout the day, rather than absolute sound levels at a specific receptor of concern. The long-term sound level data was collected over a 24-hour period, beginning Wednesday, June 8, 2016, and ending Thursday, June 9, 2016.

Table 2.2.7-4, Summary of Long-Term Monitoring at Location 14, and Figure 2.2.7-3, Long Term Monitoring at Location 14, summarizes the results of the long-term noise monitoring conducted in the project area.

Table 2.2.7-4: Summary of Long-Term Monitoring at Location 14

Hour Beginning	Average (dBA L_{eq}[h])[1]	Difference from Loudest Hour (dB)[2]
11:37 a.m.	55.8	-4.4
12:00 p.m.	56.7	-3.5
1:00 p.m.	58.0	-2.2
2:00 p.m.	**60.2**	0.0
3:00 p.m.	59.7	-0.5
4:00 p.m.	59.9	-0.3
5:00 p.m.	57.6	-2.6
6:00 p.m.	57.8	-2.4
7:00 p.m.	57.2	-3.0
8:00 p.m.	58.3	-1.9
9:00 p.m.	54.3	-5.9
10:00 p.m.	50.0	-10.2
11:00 p.m.	50.0	-10.2
12:00 a.m.	48.8	-11.4
1:00 a.m.	48.0	-12.2
2:00 a.m.	47.2	-13.0
3:00 a.m.	47.0	-13.2
4:00 a.m.	47.1	-13.1
5:00 a.m.	50.5	-9.7
6:00 a.m.	50.0	-10.2
7:00 a.m.	52.1	-8.1
8:00 a.m.	54.2	-6.0
9:00 a.m.	52.3	-7.9
10:00 a.m.	54.4	-5.8
11:00 a.m.	56.3	-3.9
dBA L_{eq}(h) = A-Weighted Decibel Equivalent Sound Level; dB= Decibel		
Source: State Route 86/Avenue 50 New Interchange Project Noise Study Report, August 2018.		

As indicated Table 2.2.7-4, average loudest-hour sound level measured at Measurement Location 14 was 60.2 dBA Leq(h) during the 2:00 p.m. hour.

Existing Noise Levels

The worst-case (noisiest-hour) traffic volumes and posted vehicle speeds were coded into TNM 2.5 with existing roadway conditions. The results of the existing traffic noise modeling are shown in Table 2.2.7-5, Existing Traffic Noise Levels.

Figure 2.2.7-3: Long-Term Monitoring at Location 14, June 8-9, 2016

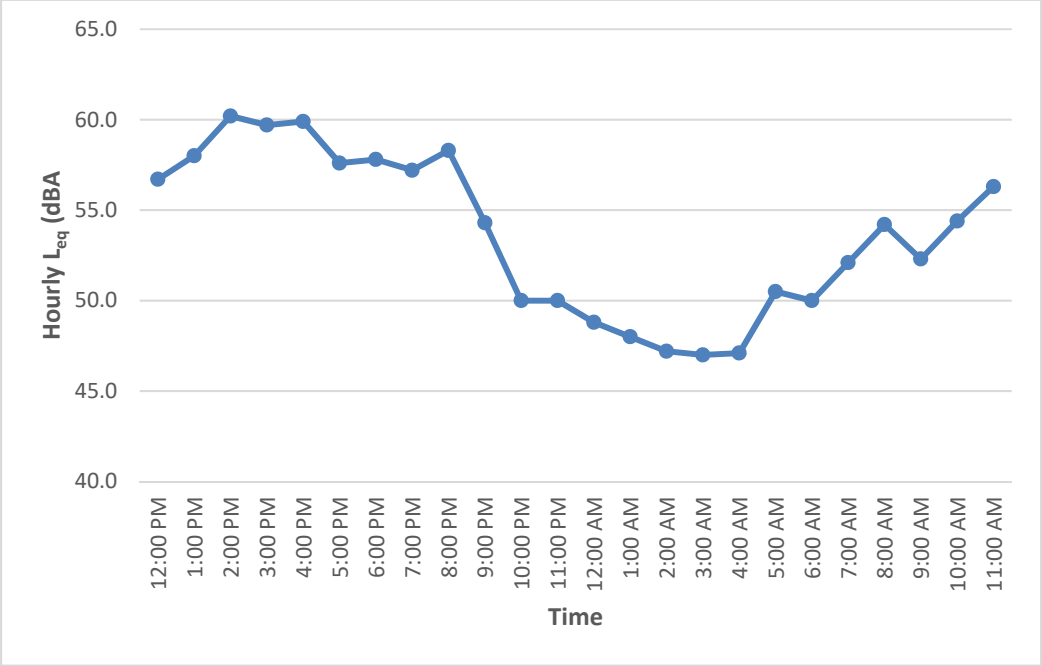


Table 2.2.7-5: Existing Traffic Noise Levels

Receptor No.	Assessor's Parcel Number	Land Use	Noise Abatement Category	Impact Criteria	Measured Noise Level[1]	Modeled Existing Noise Level[2,3]
1	603-471-071	Residential	B	67	N/A	55
2	603-471-072	Residential	B	67	57.0	55
3	603-471-073	Residential	B	67	N/A	56
4	603-471-075	Residential	B	67	N/A	55
5	603-461-056	Residential	B	67	58.4	55
6	603-461-057	Residential	B	67	N/A	56
7	778-170-009	Residential	B	67	55.7	59
8	778-170-005	Residential	B	67	N/A	61
9	778-170-006	Residential	B	67	N/A	55
10	778-170-007	Residential	B	67	N/A	52
11	778-170-011	Agricultural	F	N/A[4]	N/A	63
12	778-170-011	Agricultural	F	N/A[4]	57.6	52
13	778-170-011	Agricultural	F	N/A[4]	N/A	57
14	763-020-018	Park	C	67	56.9	62
15	763-042-001	Residential	B	67	N/A	62
16	763-041-001	Residential	B	67	67.1[5]	58[6]
17	763-041-002	Residential	B	67	N/A	57
18	763-041-003	Residential	B	67	N/A	57
19	763-041-004	Residential	B	67	N/A	57
20	763-041-005	Residential	B	67	N/A	57
21	763-041-006	Residential	B	67	N/A	57
22	763-042-006	Residential	B	67	N/A	49

Table 2.2.7-5: Existing Traffic Noise Levels [continued]

Receptor No.	Assessor's Parcel Number	Land Use	Noise Abatement Category	Impact Criteria	Measured Noise Level[1]	Modeled Existing Noise Level[2,3]
23	763-042-008	Residential	B	67	N/A	48
24	763-042-010	Residential	B	67	N/A	48
25	763-042-012	Residential	B	67	N/A	48
26	603-300-027	Agricultural	F	N/A[4]	N/A	69
27	603-330-010	Agricultural	F	N/A[4]	N/A	65
28	603-330-003	Utilities	F	N/A[4]	N/A	59
29	603-330-006	Residential	B	67	N/A	59
30	763-020-023	Agricultural	F	N/A[4]	N/A	60

dBA = A-weighted decibel; N/A = not available

Notes:
1. The measured noise levels were taken during off-peak noise hours.
2. The modeled noise levels are based on worst-case traffic volumes that correspond to LOS C or existing p.m. peak hour traffic volumes from the State Route 86/Avenue 50 New Interchange Project Traffic Operations Report prepared by Fehr and Peers (November 2017).
3. P.M. peak hour traffic data is not provided for Tyler Street and/or Avenue 50 to the north/east of SR-86 in the State Route 86/Avenue 50 New Interchange Project Traffic Operations Report prepared by Fehr and Peers (November 2017). Therefore, the LOS C maximum traffic volume of 668 vehicles per hour per lane (vphpl) was used to model these roadways.
4. Noise Abatement Category F does not have noise abatement criteria levels, but the existing agricultural areas were modeled as required by the Protocol.
5. The noise measurement location was taken in the front of the residence at an acoustically equivalent area (along Tyler Street), as the backyard area of this property was not accessible on June 8, 2016.
6. This modeled receptor was positioned in the backyard of this property rather than in front of the residence along Tyler Street (i.e., where the noise measurement was taken), as this is the primary activity area on the property.

Source: State Route 86/Avenue 50 New Interchange Project Noise Study Report, August 2018.

As indicated in Table 2.2.7-5, none of the 30 modeled receptor locations approach or exceed the applicable NAC under existing conditions.

2.2.7.3 Environmental Consequences

2.2.7.3.1 Permanent Impacts

The project is considered a Type I project under 23 CFR 772 since it entails a "proposed federal or federal aid highway project for the construction of a highway on a new location or the physical alteration of an existing highway, which changes either the horizontal or vertical alignment or increases the number of through-traffic lanes." All Type I projects are required to consider noise abatement measures.

To determine traffic-related noise attributed to the project, model runs for the No-Build and Build Alternatives were developed using TNM 2.5 computer modeling. As discussed in the Noise Study Report, the project would result in a traffic noise impact if either the traffic noise level at a sensitive receiver location is predicted to "approach or exceed" the NAC or if the predicted traffic noise level is 12 dBA or more over the corresponding modeled existing peak noise level at the sensitive receiver locations analyzed. When traffic noise impacts occur, noise abatement measures must be considered.

Alternative 1 (No-Build Alternative)

Table 2.2.7-6, Existing and Predicted Traffic Noise Levels, summarizes the traffic noise modeling results for existing conditions and design year conditions without the project. The modeling results are based on the Traffic Operations Report (November 2017) prepared for the

project, which assumes an existing year of 2016, and a design year of 2045. To determine whether a traffic noise impact would occur, predicted design-year traffic noise levels without the project (No-Build Alternative) are compared to the predicted design-year (2045) conditions without the project. The modeled future noise levels for each receiver were also compared to their respective NAC Activity Category. Refer to Table 2.2.7-1 for a summary of NAC Activity Categories and their respective land use categories.

As indicated in Table 2.2.7-6, noise levels under the No-Build Alternative would not approach or exceed the NAC of 67 dBA L_{eq}(h) for Category B or C land uses or result in a substantial increase in noise. Thus, the No-Build Alternative would not involve permanent noise impacts which would require avoidance, minimization, and/or mitigation measures.

Alternatives 7 and 8 (Build Alternatives)

Traffic noise modeling results for existing conditions (2016) and design year (2045) conditions under Alternative 7 and Alternative 8 are presented in Table 2.2.7-6, below. To determine whether a traffic noise impact would occur, predicted design-year traffic noise levels with the project (Build Alternatives) are compared to the predicted design-year (2045) conditions with the project. The modeled future noise levels for each receiver were also compared to their respective NAC Activity Category. Refer to Table 2.2.7-1 for a summary of NAC Activity Categories and their respective land use categories.

As concluded in Table 2.2.7-6, noise levels under Alternatives 7 and 8 would not approach or exceed the NAC of 67 dBA L_{eq}(h) for Category B or C land uses or result in a substantial increase in noise. In fact, future traffic noise levels at several modeled receptors (i.e., receptors 1, 2, 3, 11, 14, 15, and 16) would experience lower noise levels under design-year conditions plus Alternatives 7 and 8 (compared to future no build conditions) due to an increase in distance between the roadways and receptors. Specifically, receptors 1, 2, and 3 would be located approximately 92 feet, 59 feet, and 22 feet further from Avenue 50, respectively, and receptors 14, 15, and 16 would be positioned approximately 162 feet, 121 feet, and 55 feet further, respectively, from Tyler Street under future build conditions compared to existing and future no build conditions. Additionally, although Avenue 50 would be closer to Receptor 11 under future build conditions, this receptor would experience a decrease in traffic noise levels due to an increase in distance to Tyler Street (i.e., Tyler Street would be positioned approximately 360 feet from Receptor 11 under future build conditions, compared to approximately 130 feet under existing and future no-build conditions). The highest noise level (72 dBA) would occur at Receptor 26; however, there is no NAC for this receptor (Activity Category F). Therefore, the Build Alternatives would not involve permanent noise impacts which would require noise abatement or avoidance, minimization, and/or mitigation measures.

2.2.7.3.2 Temporary Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not result in temporary noise impacts.

Table 2.2.7-6: Existing and Predicted Traffic Noise Levels

Receptor No.	Assessor's Parcel Number	Land Use	NAC Activity Category	Impact Criteria	Measured Noise Level[1]	Modeled Existing Noise Level[2,3]	Future No Build[2,3]	Alternative 7[2,3]	Impact Type	Alternative 8[1,2]	Impact Type
1	603-471-071	Residential	E	67	N/A	55	57	56	None	56	None
2	603-471-072	Residential	B	67	57.0	55	57	55	None	55	None
3	603-471-073	Residential	B	67	N/A	56	57	56	None	56	None
4	603-471-075	Residential	B	67	N/A	55	56	56	None	56	None
5	603-461-056	Residential	B	67	58.4	55	56	56	None	56	None
6	603-461-057	Residential	B	67	N/A	56	57	56	None	56	None
7	778-170-009	Residential	B	67	55.7	59	60	62	None	62	None
8	778-170-005	Residential	B	67	N/A	61	62	63	None	63	None
9	778-170-006	Residential	B	67	N/A	55	56	57	None	57	None
10	778-170-007	Residential	B	67	N/A	52	53	55	None	55	None
11	778-170-011	Agricultural	B	N/A[4]	N/A	63	65	62	None	62	None
12	778-170-011	Agricultural	B	N/A[4]	57.6	52	54	60	None	60	None
13	778-170-011	Agricultural	B	N/A[4]	N/A	57	59	63	None	63	None
14	763-020-018	Park	C	67	56.9	62	65	57	None	57	None
15	763-042-001	Residential	B	67	N/A	62	65	58	None	58	None
16	763-041-001	Residential	B	67	67.1[5]	58[6]	61[6]	60[6]	None	60[6]	None
17	763-041-002	Residential	B	67	N/A	57	60	60	None	60	None
18	763-041-003	Residential	B	67	N/A	57	60	61	None	61	None
19	763-041-004	Residential	B	67	N/A	57	60	61	None	61	None
20	763-041-005	Residential	B	67	N/A	57	60	62	None	62	None
21	763-041-006	Residential	B	67	N/A	57	60	62	None	62	None
22	763-042-006	Residential	B	67	N/A	49	52	53	None	53	None
23	763-042-008	Residential	B	67	N/A	48	51	53	None	53	None
24	763-042-010	Residential	B	67	N/A	48	51	52	None	52	None
25	763-042-012	Residential	B	67	N/A	48	51	52	None	52	None
26	603-300-027	Agricultural	F	N/A[4]	N/A	69	71	72	None	72	None
27	603-330-010	Agricultural	F	N/A[4]	N/A	65	67	N/A[7]	None	N/A[7]	None
28	603-330-003	Utilities	F	N/A[4]	N/A	59	60	62	None	62	None
29	603-330-006	Residential	B	67	N/A	59	60	62	None	62	None
30	763-020-023	Agricultural	F	N/A[4]	N/A	60	61	64	None	64	None

Notes:
1. The measured noise level was taken during off-peak hours.
2. The modeled noise levels are based on worst-case traffic volumes that correspond to LOS C or peak hour traffic volumes from the State Route 86/Avenue 50 New Interchange Project Traffic Operations Report prepared by Fehr and Peers (November 2017).
3. P.M. peak hour traffic data is not provided for Tyler Street and/or Avenue 50 to the north/east of SR-86 in the State Route 86/Avenue 50 New Interchange Project Traffic Operations Report prepared by Fehr and Peers (November 2017). Therefore, the LOS C maximum traffic volume of 668 vehicles per hour per lane (vphpl) was used to model these roadways.
4. Noise Abatement Category F does not have noise abatement criteria levels, but the existing agricultural areas were modeled as required by the Protocol.
5. The noise measurement location was taken in the front of the residence at an acoustically equivalent area (along Tyler Street), as the backyard area of this property was not accessible on June 8, 2016.
6. This modeled receptor was positioned in the backyard of this property rather than in front of the residence along Tyler Street (i.e., where the noise measurement was taken), as this is the primary activity area on the property.
7. Build Alternatives 7 and 8 would require partial acquisition (approximately 8.18 acres) of this property for construction of the new SR-86/Avenue 50 interchange, and allow for Tyler Street to transverse it. Therefore, noise modeling was not conducted at this receptor in the Future Plus Build Alternative 7 or Future Plus Build Alternative 8 scenarios.

Source: State Route 86/Avenue 50 New Interchange Project Noise Study Report, August 2018.

Alternatives 7 and 8 (Build Alternatives)

Construction noise would result from the transport of construction workers and equipment and materials to and from the project site, as well as from roadway and bridge construction activities. These activities could represent a nuisance to nearby residential uses and other sensitive receptors. The Federal Transit Administration (FTA) has compiled data regarding noise levels produced by construction equipment that is commonly used on roadway construction projects; refer to Table 2.2.7-7, Construction Equipment Noise. Construction equipment noise would decrease with distance at a rate of approximately 6 dB per doubling of distance.

Table 2.2.7-7: Construction Equipment Noise

Equipment	Maximum Noise Level (dBA at 25 feet)	Maximum Noise Level (dBA at 50 feet)	Maximum Noise Level (dBA at 100 feet)	Maximum Noise Level (dBA at 600 feet)
Scrapers	95	89	83	67
Bulldozers	91	85	79	63
Heavy Trucks	94	88	82	66
Backhoe	86	80	74	58
Pneumatic Tools	91	85	79	63
Concrete Pump	88	82	76	30
dBA= A-Weighted Decibel				
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2006.**Error! Bookmark not defined.**				

As discussed, the closest sensitive receptors to the project include residential uses located approximately 35 feet to the east of the project construction area along Tyler Street. Construction activities associated with the Build Alternatives could expose these uses to temporary noise levels between approximately 83 and 92 dBA L_{max}. Construction-related noise associated with Alternatives 7 and 8 would be temporary and would cease upon project completion. Additionally, construction would comply with Caltrans Standard Specifications Section 14-8.02, “Noise Control,” and applicable local noise standards. These measures provide guidance on maximum noise levels resulting from work activities as well as allowable construction activities. Accordingly, temporary impacts related to the Build Alternatives would not be adverse.

2.2.7.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.3 BIOLOGICAL ENVIRONMENT

2.3.1 Natural Communities

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed below in the Threatened and Endangered Species section (Section 2.3.5). Wetlands and other waters are also discussed below in Section 2.3.2.

2.3.1.1 Affected Environment

This section is based upon the Natural Environment Study (NES) prepared for the project dated November 2018. For the purposes of this analysis, a biological study area (BSA) was established for the project; refer to Figure 2.3.1-1, Biological Study Area. The BSA includes the two build alternatives and a 500-foot radius buffer around the project footprint for both build alternatives.

2.3.1.1.1 Existing Conditions

Two natural plant communities are present within the BSA: arrowweed scrub and saltbush scrub. However, neither of these communities is identified as a natural community of special concern. In addition, the BSA supports three human-modified areas: agriculture, disturbed, and developed. The natural plant communities and human-modified areas that occur in the BSA are described in Table 2.3.1-1, Vegetation, and are depicted on Figure 2.3.1-2, Vegetation.

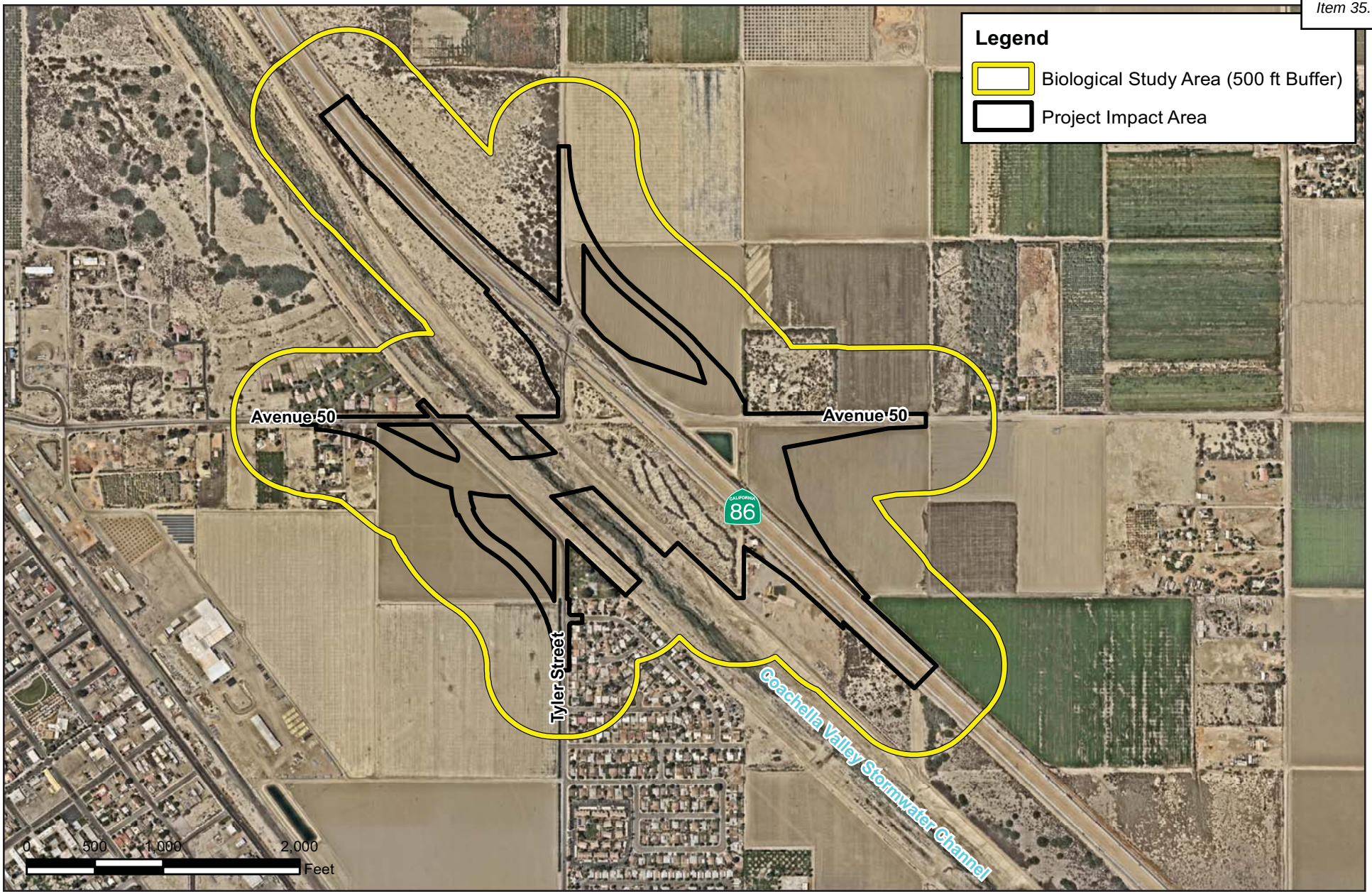
Table 2.3.1-1: Vegetation

Vegetation Types and Other Areas in the BSA	Existing Acres
Arrowweed scrub	7.2
Saltbush scrub	75.5
Agriculture	141.0
Disturbed	120.0
Developed	62.3
Total	**406.0**

Source: Natural Environment Study, May 2018.

Arrowweed Scrub

The arrowweed scrub plant community encompasses approximately 7.2 acres of the BSA. This plant community is located within the active channel of the CVSC throughout the BSA. Plant species occurring within this plant community include arrowweed (*Pluchea sericea*), salt heliotrope (*Heliotropium curassavicum*), sea purslane (*Sesuvium verrucosum*), salt grass (*Distichlis spicata*), pigweed (*amaranthus spp.*), common reed (*Phragmites australis*), fringed willowherb (*Epilobium ciliatum*), jimsonweed (*Datura wrightii*), tree tobacco (*Nicotiana glauca*), Bermuda grass (*Cynodon dactylon*), five hook bassia (*Bassia hyssopifolia*), bulrush (*Schoenoplectus acutus*), and cattail (*Typha domingensis*). Isolated stands of black willow (*Salix gooddingii*) and tamarisk (*Tamarix ramosissima*) also occur.



Source: Natural Environment Study, May 2018.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Biologicial Study Area

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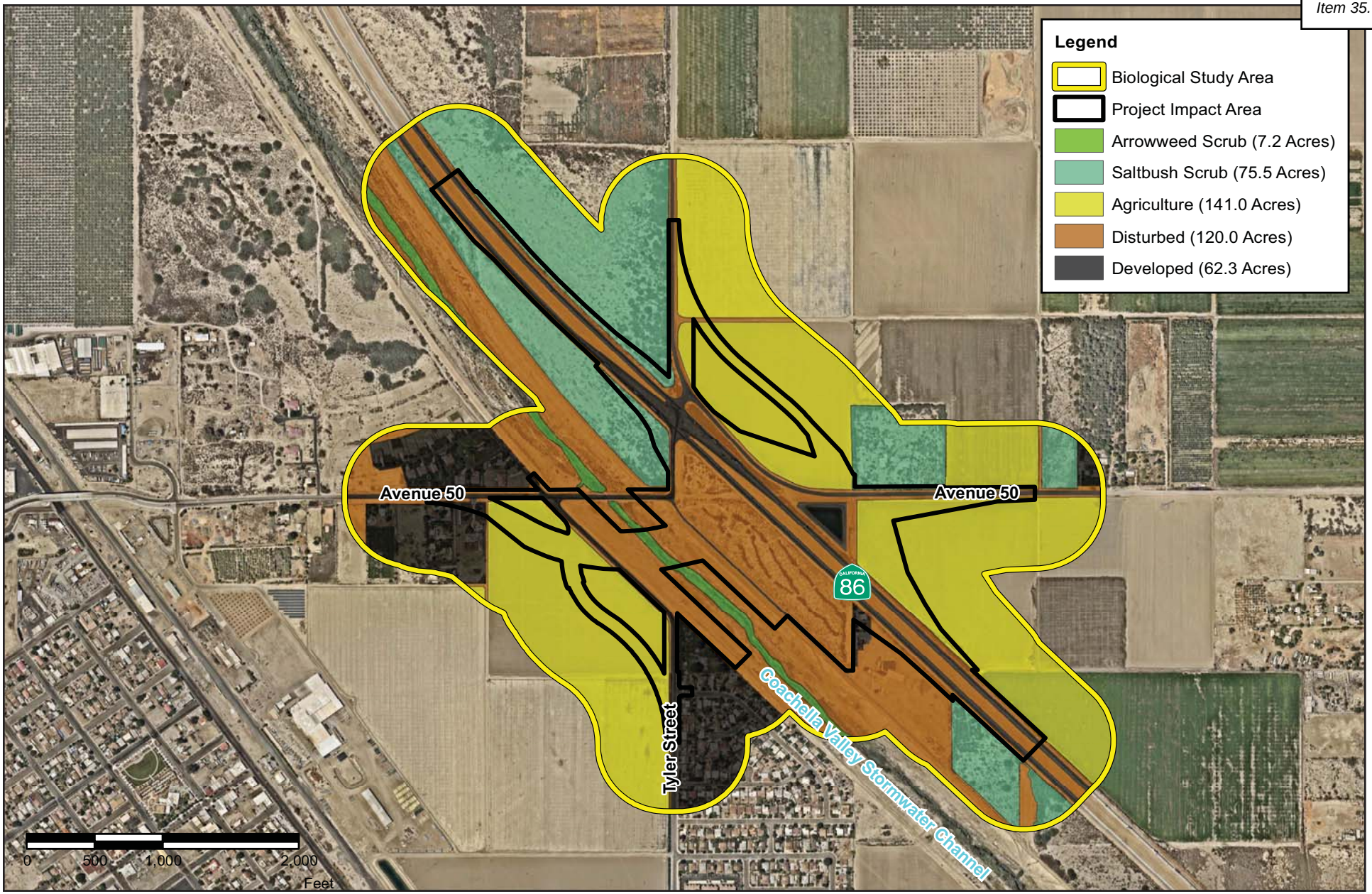
Figure 2.3.1-1



Source: Natural Environment Study, May 2018.

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
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Vegetation

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Figure 2.3.1-2

Saltbush Scrub

The saltbush scrub plant community encompasses approximately 75.5 acres of the BSA. This plant community is located on the northeastern portion of the BSA east of the CVSC and west of SR-86, north of Avenue 50. Plant species occurring within this plant community include big saltbush (*Atriplex lentiformis*), white bursage (*Ambrosia dumosa*), burrowbrush (*Ambrosia salsola*), smoke tree (*Psorothamnus spinosus*), desert thorn (*Lycium brevipes*), leaved cambess (*Oligomeris linifolia*), and bush seepweed (*Suaeda nigra*). In addition, isolated stands of honey mesquite (*Prosopis glandulosa*), catclaw (*Senegalia greggii*), and tamarisk occur in this plant community adjacent to Avenue 50 and SR-86.

Agriculture

Agriculture land uses encompass approximately 141.0 acres of the BSA. Agricultural land is located south of Avenue 50, west of Tyler Street, and east of SR-86. This area supports planted row crops that are currently active and are exposed to routine irrigation practices.

Disturbed

Disturbed areas encompass approximately 120.0 acres of the BSA. Disturbed areas within the BSA generally consist of unpaved areas that no longer support vegetation or comprise a plant community. These areas include unimproved access roads and land that has been routinely cleared or graded during maintenance and/or weed abatement activities. The areas immediately west and east of the active channel, but within the limits of the CVSC are routinely graded/maintained and no longer support a native plant community. In addition, the area south of Avenue 50, west of SR-86, and east of the CVSC has also been subject to grading and maintenance activities and no longer supports a native plant community.

Developed

Developed areas encompass approximately 62.3 acres of the BSA and consist of residential properties and paved, impervious surfaces. Developed areas within the BSA include the Sierra Vista Park, residential properties, Avenue 50, Tyler Street, and SR-86, city streets, and other paved roadways.

The BSA is not affected by a certified Local Coastal Program (LCP) or within 100 feet of a potentially environmentally sensitive habitat area (ESHA) as defined by the Coastal Act. Thus, no special resource protection areas are located within the BSA.

2.3.1.1.2 Habitat Connectivity

Habitat linkages provide links between larger undeveloped habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species but inadequate for others. Wildlife corridors are significant features for dispersal, seasonal migration, breeding, and foraging. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

There are no known habitat linkages or wildlife corridors within the BSA. Further, the CVSC has not been identified in the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) as a habitat linkage or wildlife corridor. Areas surrounding the BSA are completely developed and comprised of residential, transportation, and agricultural land uses which have eliminated the connection between the BSA and naturally occurring vegetation communities.

2.3.1.2 Environmental Consequences

2.3.1.2.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not impact natural communities of special concern.

Alternatives 7 and 8 (Build Alternatives)

As indicated above, two natural plant communities occur within the BSA: arrowweed scrub and saltbush scrub. Although these plant communities provide suitable nesting and foraging opportunities for avian and mammalian species, no natural communities of special concern were identified in the BSA. Therefore, no temporary impacts to natural communities of special concern are anticipated to occur as a result of the Build Alternatives.

2.3.1.2.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not impact natural communities of special concern.

Alternatives 7 and 8 (Build Alternatives)

As noted above, although the arrowweed scrub and saltbush scrub provide suitable nesting and foraging opportunities for avian species and mammalian species, no natural communities of special concern were identified within the BSA. Therefore, no permanent impacts to natural communities of special concern would occur as a result of the Build Alternatives.

As noted above, there are no known habitat linkages or wildlife corridors within the BSA. Further, the CVSC has not been identified in the CVMSHCP as a habitat linkage or wildlife corridor. Areas surrounding the BSA are completely developed and comprised of residential, transportation, and agricultural land uses which have eliminated the connection between the BSA and naturally occurring vegetation communities. Accordingly, impacts related to wildlife corridors and habitat fragmentation would not be adverse.

2.3.1.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

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2.3.2 Wetlands and Other Waters

2.3.2.1 Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (CWA) (33 United States Code [USC] 1344), is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the U.S., including wetlands. Waters of the U.S. include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce. The lateral limits of jurisdiction over non-tidal water bodies extend to the ordinary high water mark (OHWM), in the absence of adjacent wetlands. When adjacent wetlands are present, CWA jurisdiction extends beyond the OHWM to the limits of the adjacent wetlands. To classify wetlands for the purposes of the CWA, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils formed during saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the CWA.

Section 404 of the CWA establishes a regulatory program that provides that discharge of dredged or fill material cannot be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (USACE) with oversight by the U.S. Environmental Protection Agency (U.S. EPA).

The USACE issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of USACE's Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the USACE decision to approve is based on compliance with U.S. EPA's Section 404(b)(1) Guidelines (40 Code of Federal Regulations [CFR] 230), and whether permit approval is in the public interest. The Section 404 (b)(1) Guidelines (Guidelines) were developed by the U.S. EPA in conjunction with the USACE, and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative which would have less adverse effects. The Guidelines state that the USACE may not issue a permit if there is a "least environmentally damaging practicable alternative" (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S., and not have any other significant adverse environmental consequences.

The Executive Order for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, EO 11990 states that a federal agency, such as FHWA and/or the Department, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: (1) that there is no practicable alternative to the construction and (2) the proposed project includes all practicable measures to minimize harm. A Wetlands Only Practicable Alternative Finding must be made.

At the state level, wetlands and waters are regulated primarily by the State Water Resources Control Board (SWRCB), the Regional Water Quality Control Boards (RWQCBs) and the California Department of Fish and Wildlife (CDFW). In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or the Tahoe Regional Planning Agency) may also be involved. Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFW.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act to oversee water quality. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. In compliance with Section 401 of the CWA, the RWQCBs also issue water quality certifications for activities which may result in a discharge to waters of the U.S. This is most frequently required in tandem with a Section 404 permit request. Please see the Water Quality section for more details.

2.3.2.2 Affected Environment

This section is based upon the Natural Environment Study (NES) prepared for the project dated November 2018, which included preparation of a Jurisdictional Delineation Report.

2.3.2.2.1 Methodology

Prior to the field delineation, a literature review and records search was conducted to determine watershed characteristics and the locations/types of aquatic resources that may be present within the Biological Study Area (BSA). High-resolution aerial photographs, USFWS National Wetland Inventory (NWI) maps, and USGS topographic maps were examined to determine the potential areas of USACE, RWQCB, and CDFW jurisdiction within the BSA.

The delineation was conducted on foot and included a systematic inspection and evaluation of all drainage features present within the survey area. The channel widths within drainage features were measured based on the discernible OHWM in order to quantify acreage and linear feet of potential waters of the United States. Where there were observed changes in the OHWM width, transects were recorded to obtain an accurate representation of the entire reach of each feature. Width of streambed and bank, and associated riparian vegetation and/or wildlife resources were also measured in order to quantify potential jurisdictional streambed. The lateral extent potential jurisdictional streambed was measured from bank to bank at the top of the channel, or to the drip-line of the associated riparian vegetation where it extends beyond the bank of the channel. While in the field data points were obtained with a Garmin 62 Global Positioning System (GPS) Map62 in order to record and identify the active channels using field indicators such as OHWM, picture locations, and drainage features. The data was then transferred and added to the project's jurisdictional map using Geographic Information System software. Data are also recorded through the use of an Apple iPad using an ArcGIS application.

2.3.2.2.2 Existing Conditions

Vegetation: Site conditions are characteristic of the arid west environment and typical of arrowweed scrub habitat. Emergent riparian vegetation was documented adjacent to the Coachella Valley Stormwater Channel (CVSC). Vegetation within the BSA consists of tamarisk (*Tamarix ramosissima*), cattail (*Typha domingensis*), common reed (*Phragmites australis*), and black willow (*Salix gooddingii*) within the bed of the channel. Along the banks big saltbush (*Atriplex lentiformis*), sea purslane (*Sesuvium verrucosum*), arrowweed (*Pluchea sericea*), salt heliotrope (*Heliotropium curassavicum*), and saltgrass (*Distichlis spicata*) were documented. Based on the review of aerial photography and on-site conditions, portions of the CVSC are maintained for flood control purposes.

Upland vegetation along the existing SR-86 alignment consists of big saltbush, bush seepweed (*Suaeda nigra*), burrobrush (*Ambrosia salsola*), and leaved cambess (*Oligomeris linifolia*).

Hydrology: The active channel, Whitewater River, delineated throughout the CVSC is characterized by perennial flows, with surrounding areas comprised of earthen material and a combination of native and non-native vegetation. The study area receives flows from connected subsurface evacuation channels throughout the valley. All waters are conveyed through the site south to the Salton Sea. Two existing culverts convey flows to the BSA.

The active channel mapped during this delineation exhibited clear evidence of hydrological processes such as sediment deposition and the destruction of terrestrial vegetation. The active channel also exhibited large accumulations of drift deposits on the upstream side of the channel. The active channel inventoried during the course of the field work was comprised of a single channel form, ranging between 6 and 20 feet in width. Generally, the active channel exhibited a very flat (i.e., planar) bed topography. One large pond utilized for agricultural purposes can be seen immediately south of Avenue 50; refer to Figures 2.3.2-1a and 2.3.2-1b, Overview of Jurisdictional Features. This pond is wholly excavated in the uplands and does not exhibit a connection to the CVSC. Further, a large culvert with a trash screen, concrete wing walls, and rip rap energy dissipaters contribute storm flows to the Whitewater River, with portions downstream of the culvert within the project footprint.

The higher elevations along SR-86 contained no other hydrological features; refer to Figures 2.3.2-2a and 2.3.2-2b, Jurisdictional Areas.

Soils: Soils found primarily consisted of sandy loams and sandy clay. In addition, conditions on-site are disturbed as a result of maintenance occurring within the flood control channel. Based on field investigations, it was determined hydric soils were preset within the project site. The Indio very fine sandy loam, wet and Gilman fine sandy loam, wet, 0 to 2 percent slopes, were located along the road in conjunction with the agricultural fields.

According to the results of the field delineation, approximately 0.97-acre of USACE/RWQCB jurisdiction is located within the project site. Of the 0.97-acre, approximately 0.08-acre would be considered non-wetland waters and 0.89-acre wetland waters. In addition, approximately 5.11-acres of CDFW jurisdiction (0.89-acre vegetated streambed and 4.22-acres non-vegetated streambed) is located within the project site.

NOT TO SCALE

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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Overview of Jurisdictional Features

Figure 2.3.2-1a

NOT TO SCALE

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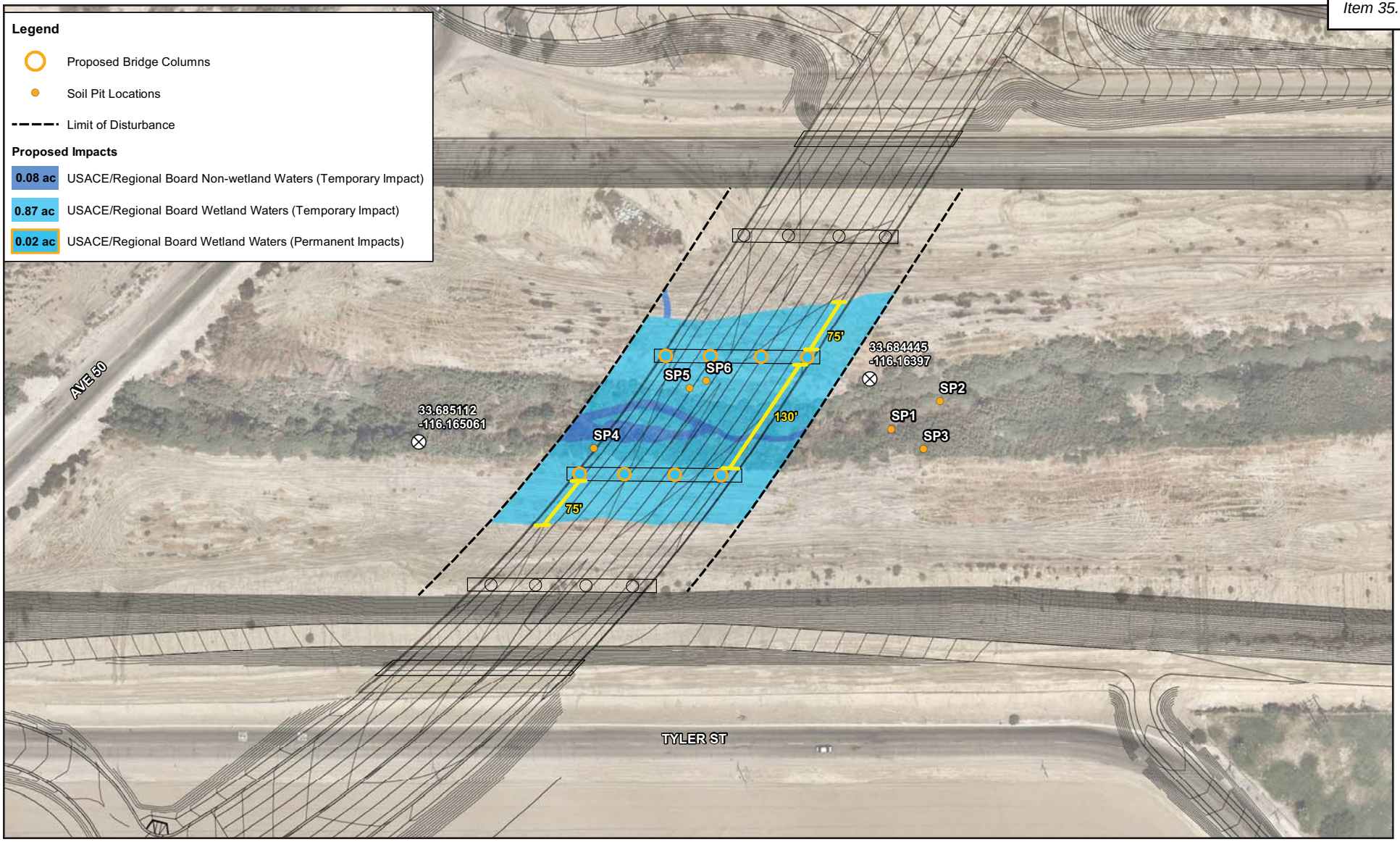
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Overview of Jurisdictional Features

Figure 2.3.2-1b



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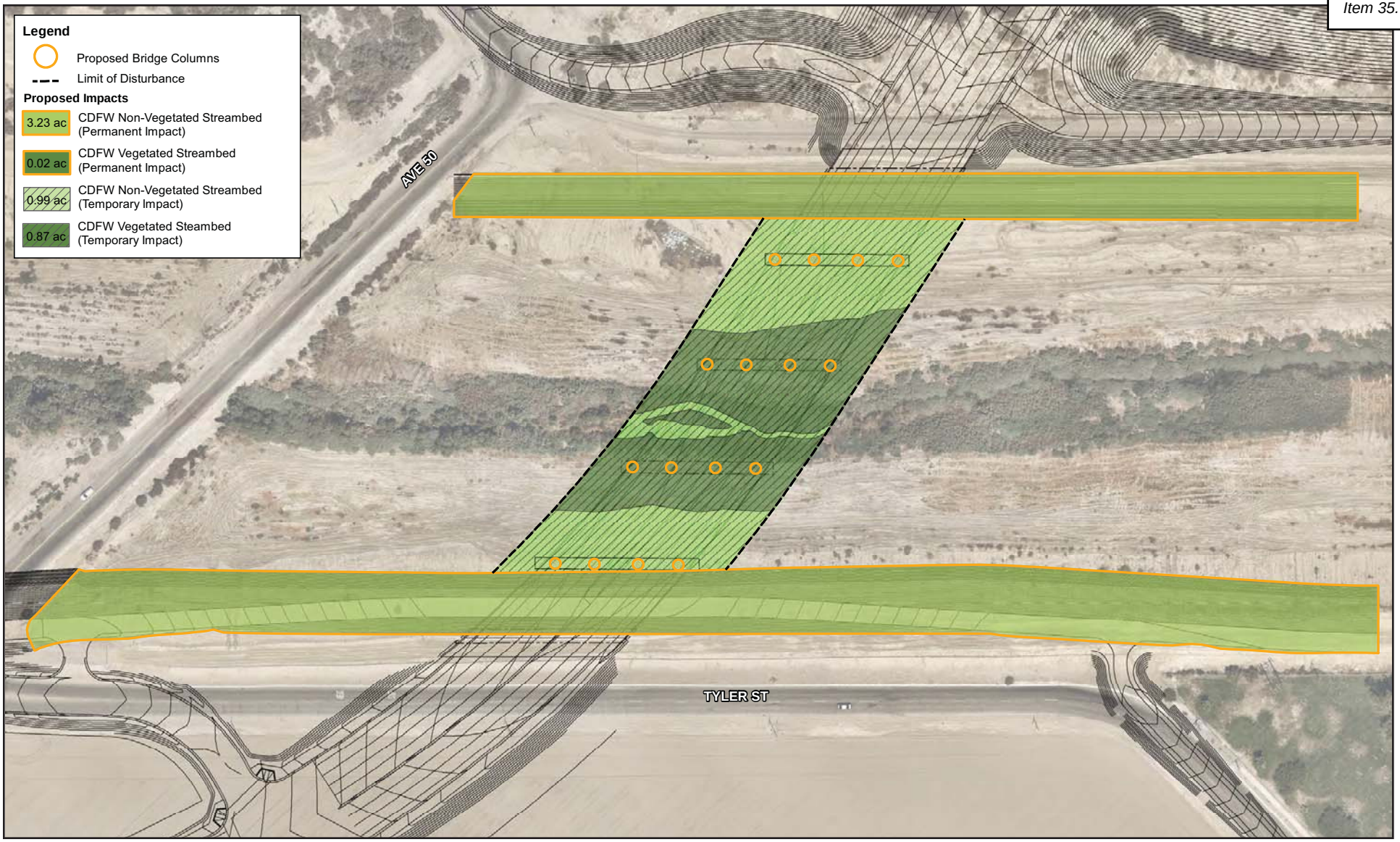
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Jurisdictional Areas

Figure 2.3.2-2a



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INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Jurisdictional Areas

Figure 2.3.2-2b

2.3.2.3 Environmental Consequences

2.3.2.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not impact wetlands and other waters.

Alternatives 7 and 8 (Build Alternatives)

The Avenue 50 bridge supporting columns and related construction activities would span the active CVSC channel. Both Build Alternatives would result in temporary project impacts to 0.95-acre (0.08 of non-wetland waters and 0.87 of wetland) of USACE jurisdiction and RWQCB jurisdiction, and 1.88-acre (0.87 of vegetated streambed and 0.99 of unvegetated streambed) of CDFW jurisdiction (refer to Table 2.3.2-1, Jurisdictional Impact Summary and Figure 2.3.2-1b).

The City of Coachella will obtain the USACE CWA Section 404 Permit, SWRCB CWA Section 401 Water Quality Certification, and CDFW Section 1602 Streambed Alteration Agreement (SAA) prior to impacting areas under the jurisdiction of the USACE, RWQCB, and CDFW. Measures WET-1, WET-2a, and WET-2b are expected to minimize potential impacts associated with construction of the project. Measure WET-1 would require impacts to jurisdictional waters of the U.S. and State be mitigated at a minimum 1:1 ratio at an approved mitigation bank, applicant-sponsored mitigation area, or on-site; thereby reducing these potential impacts. 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. Measures WET-2a and WET-2b would require a delineated no work buffer around riparian and riverine communities to minimize and/or avoid potential impacts to these communities.

Prior to vegetation clearing or construction, highly visible barriers (such as orange construction fencing) will be installed providing a no work buffer around riparian and riverine communities adjacent to the project footprint and flagged as Environmentally Sensitive Areas (ESAs) to be preserved. The ESAs will serve as an exclusionary buffer delineating areas where no work shall be performed. In particular, no grading or fill activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to nearby preserved areas. No structure of any kind, or incidental storage of equipment or supplies, shall be allowed within these protected zones. Silt fence barriers will be installed at the ESA boundary to prevent accidental deposition of fill material in areas where vegetation is adjacent to planned grading activities. Installation of ESA fencing and silt fence barriers is identified in Measures WET-2a and WET-2b, below.

Thus, with adherence to Measures WET-1, WET-2a, and WET-2b, CWA Section 404 Permit, CWA Section 401 Certification, and Section 1602 SAA, temporary effects related to project implementation would not be adverse in this regard.

2.3.2.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not impact wetlands and other waters.

Alternatives 7 and 8 (Build Alternatives)

The CVSC runs northwest to southeast through the BSA and is characterized by perennial flows, with surrounding areas comprised of earthen material and a combination of native and non-native vegetation. The CVSC is a relatively permanent water and flows to the Salton Sea, a traditional navigable water.

The project would result in approximately 3.25-acres (0.02-acres of vegetated streambed and 3.23-acres of non-vegetated streambed) of permanent impacts to streambeds associated with CVSC, which are under CDFW jurisdiction; refer to Figure 2.3.2-1b, above.

According to the results of the field delineation, as shown in Table 2.3.2-1, the project would result in approximately 0.02-acres of permanent impacts to wetlands associated with CVSC; refer to Figure 2.3.2-1a, above. The project would result in no permanent impacts to non-wetland waters under USACE and RWQCB jurisdiction.

Table 2.3.2-1: Jurisdictional Impact Summary

Acreage	USACE		RWQCB		CDFW	
	Non-Wetland Waters	Wetland	Non-Wetland Waters	Wetland	Vegetated Streambed	Non-Vegetated Streambed
Permanent Impacts	0 acre	0.02 acre	0 acre	0.02 acre	0.02 acre	3.23 acres
Temporary Impacts	0.08 acre	0.87 acre	0.08 acre	0.87 acre	0.87 acre	0.99 acre

Source: Jurisdictional Delineation Report, November 2018.

Two-hundredths of an acre is approximately 2.24% of the .89 acres of wetland waters located within the project footprint, which are under USACE and RWQCB jurisdiction. Although the actual area of wetlands expected to be permanently impacted by the project is nominal, changing the design of the bridge over the CVSC in order to avoid permanent impacts to the 0.02 acres of wetlands is not practicable due to the substantial increases in the cost of the project that would result.

Based upon an evaluation of the parameters of the wetlands, the piers, which would be the source of the permanent impacts to the wetlands, would need to be moved approximately 75 feet towards the outer banks of the channel; refer to Figure 2.3.2-2a, above.

Relocating the two sets of bridge columns to avoid wetlands would more than double the length of the center span of the bridge from 130 feet to approximately 280 feet, an increase of 150 feet due to shifting each set of bridge columns approximately 75 feet closer to the CVSC's outer banks. A comparison of the current preliminary engineering design, for both build alternatives, a five-span bridge span bridge structure versus the three-span bridge structure that would be

based upon avoiding permanent impacts to the 0.02 acres of wetlands is provided in Table 2.3.2-2.

Table 2.3.2-2: Preliminary Bridge Span Results

	5-SPAN STRUCTURE (Current Design, both Build Alternatives)			3-SPAN STRUCTURE (Wetlands Avoidance Design)		
	Span Length	Girder Depth	Column size	Span Length	Girder Depth	Column size
Span# 1	107'-6"	5'-6"	5'-6"	175'-6"	11'-3"	7'-10" x 10'-6" oblong
Span# 2	130'-0"	5'-6"	5'-6"	280'-0"	11'-3"	7'-10" x 10'-6" oblong
Span# 3	130'-0"	5'-6"	5'-6"	149'-6"	11'-3"	7'-10" x 10'-6" oblong
Span# 4	130'-0"	5'-6"	5'-6"	N/A	N/A	N/A
Span# 5	107'-6"	5'-6"	5'-6"	N/A	N/A	N/A
Note: Total bridge length = 605 feet						

Using a 280-foot center span on a 3-span river bridge would not be consistent with the characteristics of the setting of the project. This span length is typically used to span over a river (with navigable water) and/or "high-flying" freeway connectors. A bridge with a 280-foot span would require that the superstructure depth more than double, from 5'-6" to 11'-3". Additionally, with a 280-foot center span, in order to maintain the same water surface elevation and freeboard, the roadway vertical profile would need to be higher by approximately six feet. For the project, this would result in the following:

1. Larger project footprint would require additional acquisition, including impacts to adjacent private driveways;

2. Proposed CV Link ramp profiles would lengthen and flatten, resulting in impacts to the existing Sierra Vista Park sidewalk;

3. A 280-foot center span would change the design and construction costs. The unit price for the current design, for either build alternative, is $285/square foot, totaling to a $21,726,000 project cost. The design necessary to avoid permanently impacting the 0.032 acres of wetlands would be approximately $450/ square foot, totaling to a $34,304,000 project cost. The additional $12.6 million cost of the bridge, would be a 58% increase, just for the structure alone, the costs associated with the additional right of way and changes to the approach roadway would be additional.

Based on the information provided above, a bridge design that avoids impacts to wetlands is not considered practicable. The center span of the bridge under the Build Alternatives is 130 feet. As depicted in Figure 2.3.2-2a, in order to avoid impacts to wetlands, each set of columns would need to be shifted closer to the CVSC's outer banks by approximately 75 feet (a total increase in the center span of the bridge of 150 feet).

The design team further evaluated the current 5-span design to maximize the center span length. The maximum feasible distance the columns could be shifted is estimated to be approximately 10 additional feet farther away from the centerline of CVSC channel. However, this increase of 20 feet (2 x10 feet) in the center span, a total center of 150 feet, would be insufficient to avoid permanent impacts to wetlands.

The Jurisdictional Delineation prepared for the project (dated April 2018) was provided to the USACE for review and concurrence. The Jurisdictional Delineation was updated in October

2018 and resubmitted to USACE for review and concurrence. Written concurrence from the USACE on the results and findings of the Jurisdictional Delineation was received in the form of a Preliminary Jurisdictional Determination Form signed by the USACE on February 13, 2019, and an Approved Jurisdictional Determination Form signed by the USACE on March 21, 2019. The City of Coachella will obtain the required USACE 404 Standard Individual Permit, Colorado River Basin Regional Water Quality Control Board (CRBRWQCB) 401 Water Quality Certification, and CDFW 1602 SAA, satisfying all associated requirements, prior to completion of final design. Anticipated potential impacts to jurisdictional waters of the U.S. and State will be addressed at a minimum 1:1 ratio, which may involve purchase of land or land credits and/or a restoration plan. Impacts following completion of this project are not anticipated to be substantial.

Least Environmentally Damaging Practicable Alternative

As discussed in Section 2.2.2 Water Quality and Stormwater Runoff, the USACE issues permits only if there is no practicable alternative. The evaluation of practicable alternatives must consider a reasonable range of options that could fulfill the project purpose and need with focus on the project that avoids waters of the U.S. or impacts the smallest area of waters of the U.S.. An alternative is practicable “if it is available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes” (40 CFR §230.10 [a] [2]). The Least Environmentally Damaging Practicable Alternative (LEDPA) must not have other overriding significant environmental consequences, must be practicable, and must meet the project purpose and need.

Identification of the LEDPA

Chapter 1.0 describes the range of alternatives examined during development of the project. A number of alternatives were withdrawn from consideration before the initiation of the IS/EA, due to the potential for greater impacts related to tribal lands, conflicts with Caltrans design standards and associated safety concerns, and a sizable increase in impact area and ROW acquisition. Alternative 1, the No-Build Alternative, was carried forward for analysis within the IS/EA, but is not consistent with the purpose and need of the project. Build Alternatives 7 and 8 were also carried forward for analysis, satisfy the purpose and need of the project, and result in a similar potential for impacts. Therefore, Alternatives 7 and 8 are considered the two practicable alternatives under consideration for the LEDPA.

A subject-specific comparison of impacts is provided in Table 1-16. The potential for environmental impacts are very similar under Alternatives 7 and 8. Alternative 7 would require slightly more acreage of permanent ROW acquisition than Alternative 8, but would impact slightly less tribal land. Impacts to waters of the U.S. are identical under both Build Alternatives, and all unavoidable impacts to wetlands and waters of the U.S. would be minimized to the extent practicable or mitigated.

Alternative 7 would require fewer nonstandard features as opposed to Alternative 8, and would result in enhanced safety for travelers within the project site. Therefore, Alternative 7 has been identified as the LEDPA, because this alternative avoids and/or minimizes environmental impacts to the maximum extent practicable while meeting the overall project purpose and need most effectively.

2.3.2.4 Avoidance, Minimization, and/or Mitigation Measures

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.

WET-2a Prior to any construction related ground disturbing activities, ESA fencing will be installed where and as specified on project plans.

WET-2b Silt fence barriers will be installed at the ESA boundary.

2.3.2.5 Wetlands Only Practicable Alternative Finding

As noted above, EO 11990 regulates the activities of federal agencies with regard to wetlands. Essentially, EO 11990 states that a federal agency, such as FHWA and/or Caltrans, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: (1) that there is no practicable alternative to the construction and (2) the project includes all practicable measures to minimize harm.

The No-Build Alternative is not considered the Wetlands Only Practicable Alternative (WOPA), because it is not consistent with the purpose and need for the project. Build Alternatives 7 and 8 would both result in identical permanent impacts to 0.02-acres of wetlands under USACE and RWQCB jurisdiction. Based on the discussion provided above in Section 2.3.2.3.2, a bridge design with an increased span between bridge columns that avoids impacts to wetlands is not considered practicable. Measures WET-1 through WET-2b have been incorporated and represent all practicable measures to minimize harm to wetlands. Permanent impacts to wetlands would not be avoidable or minimizable under any practicable alternative available for the current project.

Based on the above considerations, it is determined that there is no practicable alternative to the construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands that may result from such use.

2.3.3 Plant Species

2.3.3.1 Regulatory Setting

The U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) have regulatory responsibility for the protection of special-status plant species. "Special-status" species are selected for protection because they are rare and/or subject to population and habitat declines. Special status is a general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA) and/or the California Endangered Species Act (CESA). Please see the Threatened and Endangered Species section 2.3.5 in this document for detailed information about these species.

This section of the document discusses all other special-status plant species, including CDFW species of special concern, USFWS candidate species, and California Native Plant Society (CNPS) rare and endangered plants.

The regulatory requirements for FESA can be found at 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. The regulatory requirements for CESA can be found at California Fish and Game Code, Section 2050, et seq. Department projects are also subject to the Native Plant Protection Act, found at California Fish and Game Code, Section 1900-1913, and the California Environmental Quality Act (CEQA), found at California Public Resources Code, Sections 21000-21177.

2.3.3.2 Affected Environment

This section is based on the Natural Environment Study (NES) prepared for the project, dated November 2018.

2.3.3.2.1 Methodology

Prior to conducting the habitat assessment, a literature review and records search was conducted for special-status biological resources potentially occurring on or within the vicinity of the Biological Study Area (BSA). The record search was focused on the Indio United States Geological Survey (USGS) 7.5-minute quadrangle. Previously recorded occurrences of special-status plant and animal species and their proximity to the BSA were determined through a query of the CDFW California Natural Diversity Database (CNDDB) Rarefind 5, CDFW Biogeographic Information & Observation System (BIOS), the California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California, Calflora Database, compendia of special-status species published by CDFW, and the USFWS species listings. In addition, a Species List was obtained from the Carlsbad Field Office of the USFWS via the Information for Planning and Conservation (IPaC) database on September 24, 2018.

Literature detailing biological resources previously documented in the vicinity of the BSA and historical land uses were reviewed to understand the extent of disturbances to the habitats on-site. Standard field guides and texts on special-status and non-special-status biological resources were reviewed for habitat requirements, as well as the following resources:

- Google Earth Pro Historic Aerial Imagery (1996 – 2016);

- United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Soil Survey;

- USFWS Critical Habitat designations for Threatened and Endangered Species and Primary Constituent Elements for least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), Yuma clapper rail (*Rallus longirostris yumanensis*), Coachella Valley fringe-toed lizard (*Uma inornata*), desert tortoise (*Gopherus agassizii*), and Coachella Valley milkvetch (*Astragalus lentiginosus* var. *coachellae*);

- Delineation of State and Federal Jurisdictional Waters for the State Route 86/Avenue 50 New Interchange Project (April 2018); and

- eBird database.

The literature review provided a baseline from which to inventory the biological resources potentially occurring within the BSA. Additional recorded occurrences of these species found within or near the BSA were derived from database queries. The CNDDB database was used, in conjunction with ArcGIS software, to locate the nearest special-status plant species occurrences and determine the distance from the BSA. In addition, the goals and objectives of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) were reviewed for applicability to the BSA.

Following the literature review and records search, an evaluation of the extent and condition of plant communities found within the boundaries of the BSA was conducted on April 26, 2017. Plant communities identified on aerial photographs during the literature review were verified in the field by walking meandering transects through the plant communities and along boundaries between plant communities. The plant communities were evaluated for their potential to support special-status plant species.

Special attention was given to special status habitats and/or undeveloped areas, which have higher potential to support special status plant species such as those identified during the records search. All plant species observed, as well as dominant plant species within each plant community, were recorded in a field notebook. Site characteristics such as soil condition, topography, hydrology, anthropogenic disturbances, indicator species, and condition of on-site plant communities were noted.

2.3.3.2.2 Existing Conditions

The Natural Environment Study (NES) prepared for the project analyzes impacts to sensitive plant species. Based on the NES, two natural communities were observed within the BSA during the site investigation on April 26, 2017: arrowweed scrub and saltbush scrub; refer to Section 2.3.1 above for a discussion of natural communities. In addition, there were three human-modified areas observed within the BSA: agriculture, disturbed, and developed.

A total of 12 special status plant species were identified during the CNDDB, CNPS, and IPaC records search as potentially occurring on the BSA. However, none of the twelve special status plant species were found to be present within the BSA during the assessment. According to the NES, none of the twelve special status plant species are expected to occur within the BSA and are presumed absent based on habitat requirements for specific species, availability, and quality of habitats needed by special status plant species. Refer to Table 2.3.3-1, Potentially Occurring Special-Status Plant Species, below.

Table 2.3.3-1: Potentially Occurring Special-Status Plant Species

Common Name	Scientific Name	Status		General Habitat Requirements	Habitat Present/Absent	Rationale
chaparral sand-verbena	*Abronia villosa var. aurita*	Fed: CA: CNPS: CVMSHCP:	None None 1B.1 Not Covered	Habitats include chaparral, coastal scrub, and desert dunes. Found at elevations ranging from 246 to 5,250 feet above mean sea level (msl). Blooming period is from January to September.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.
Coachella Valley milk-vetch	*Astragalus lentiginosus var. coachellae*	Fed: CA: CNPS: CVMSHCP:	FE None 1B.2 Covered	Occurs in dunes and sandy flats along disturbed margins of sandy washes and in sandy soils along roadsides adjacent to existing sand dunes. May also occur in sandy substrates in creosote bush scrub. Found at elevations ranging from 130 to 2,150 feet above msl. Blooming period is February to May.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.
Lancaster milk-vetch	*Astragalus preussii var. laxiflorus*	Fed: CA: CNPS: CVMSHCP:	None None 1B.1 Not Covered	Occurs on alkaline clay in flat, gravelly or sandy washes in chenopod scrub. Found at elevations ranging from 0 to 2,300 feet above msl. Blooming period is from March to May.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.
gravel milk-vetch	*Astragalus sabulonum*	Fed: CA: CNPS: CVMSHCP:	None None 2B.2 Not Covered	Associated with sandy, sometimes gravelly flats, washes, and roadsides. Habitats include desert dunes, Mojavean desert scrub, and Sonoran Desert scrub. Found at elevations ranging from -200 to 3,050 feet above msl. Blooming period is from February to July.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.

Table 2.3.3-1: Potentially Occurring Special-Status Plant Species [continued]

Common Name	Scientific Name	Status	General Habitat Requirements	Habitat Present/Absent	Rationale	Common Name
ribbed cryptantha	*Cryptantha costata*	Fed: CA: CNPS: CVMSHCP:	None None 4.3 Not Covered	Occurs on sandy habitats in desert dunes, Mojavean desert scrub, and Sonoran Desert scrub. Found at elevations ranging from -200 to 1,640 feet above msl. Blooming period is from February to May.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.
glandular ditaxis	*Ditaxis claryana*	Fed: CA: CNPS: CVMSHCP:	None None 2B.2 Not Covered	Occurs on sandy habitats in Mojavean desert scrub and Sonoran Desert scrub. Found at elevations ranging from 0 to 1,525 feet above msl. Blooming period is from October to March.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.
Joshua Tree poppy	*Eschscholzia androuxii*	Fed: CA: CNPS: CVMSHCP:	None None 4.3 Not Covered	Occurs on sandy, gravelly, and/or rocky desert washes, flats, and slopes in Joshua tree woodland and Mojavean desert scrub. Found at elevations ranging from 1,900 to 5,530 feet above msl. Blooming period is February to June.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.
pink velvet-mallow	*Horsfordia alata*	Fed: CA: CNPS: CVMSHCP:	None None 4.3 Not Covered	Grows in Sonoran Desert scrub. Found at elevations ranging from 330 to 1,640 feet above msl. Blooming period is from February to December.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.
Newberry's velvet-mallow	*Horsfordia newberryi*	Fed: CA: CNPS: CVMSHCP:	None None 4.3 Not Covered	Grows in Sonoran Desert scrub. Found at elevations ranging from 0 to 2,625 feet above msl. Blooming period is from February to December.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.

Table 2.3.3-1: Potentially Occurring Special-Status Plant Species [continued]

Common Name	Scientific Name	Status	General Habitat Requirements	Habitat Present/Absent	Rationale	Common Name
southwestern spiny rush	*Juncus acutus ssp. leopoldii*	Fed: CA: CNPS: CVMSHCP:	None None 4.2 Not Covered	Occurs in wetlands, seeps, meadows, salt-marsh, and dunes. Found at elevations ranging from 0 to 2,955 feet above msl. Blooming period is from May to June.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.
creamy blazing star	*Mentzelia tridentate*	Fed: CA: CNPS: CVMSHCP:	None None 1B.3 Not Covered	Occurs on rocky, gravelly, and sandy soils within Mojavean desert scrub. Found at elevations ranging from 2,300 to 3,850 feet above msl. Blooming period is from March to May.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.
Mecca-aster	*Xylorhiza cognate*	Fed: CA: CNPS: CVMSHCP:	None None 1B.2 Covered	Occurs in Sonoran Desert scrub within the Indio Hills and Mecca Hills. Found at elevations ranging from 65 to 1,310 feet above msl. Blooming period is from January to June.	Absent	There is no suitable habitat within or adjacent to the BSA. Habitat within the BSA is generally disturbed and/or comprised of agricultural and residential land uses.

Notes:
California Rare Plant Rank
1B - Plants Rare, Threatened, or Endangered in California and Elsewhere
2B - Plants Rare, Threatened, or Endangered in California, but More Common Elsewhere
4 - Plants of Limited Distribution – A Watch List

Threat Ranks
0.1 - Seriously threatened in California
0.2 - Moderately threatened in California
0.3 - Not very threatened in California

Source: SR-86/Avenue 50 New Interchange Project NES, Appendix E (Potentially Occurring Special Status Biological Resources).

2.3.3.3 Environmental Consequences

2.3.3.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not impact plant species.

Alternatives 7 and 8 (Build Alternatives)

As noted above, a total of 12 special status plant species were identified during the CNDDB, CNPS, and IPaC records search as potentially occurring in the BSA. However, none of the twelve special status plant species were found to be present within the BSA during the assessment. According to the NES, none of the twelve special status plant species are expected to occur within the BSA and are presumed absent based on habitat requirements for specific species, availability, and quality of habitats needed by special status plant species.

Due to a lack of suitable habitat, the NES determined that the BSA does not support any of the special-status plant species known to occur in the general vicinity of the BSA. Therefore, no direct impacts to special-status plant species are anticipated to occur as a result of the project. However, development of the project has the potential to result in indirect impacts to special-status plant species that may occur within habitats surrounding the BSA such as fugitive dust or spread of non-native seeds. Adherence to Caltrans Standard Specifications Section 14-10.01, General (Solid Waste Disposal and Recycling), would ensure project materials are not cast from the project site into nearby habitats and project related debris, spoils, and trash are contained and removed to a proper disposal facility. Caltrans Standard Specifications Section 18-1.03A, General (Dust Palliatives), would ensure dust control during project construction. Refer to Section 2.3.6 for a discussion regarding invasive species.

2.3.3.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not impact plant species.

Alternatives 7 and 8 (Build Alternatives)

Due to a lack of suitable habitat, the NES determined that the BSA does not support any of the special-status plant species known to occur in the general vicinity of the BSA. No direct or indirect permanent impacts to special-status plant species are anticipated to occur as a result of the Build Alternatives.

2.3.3.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.3.4 Animal Species

2.3.4.1 Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service (USFWS), the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service), and the California Department of Fish and Wildlife (CDFW) are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in the Threatened and Endangered Species Section 2.3.5, below. All other special-status animal species are discussed here, including CDFW fully protected species and species of special concern, and USFWS or NOAA Fisheries Service candidate species.

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 - 1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

2.3.4.2 Affected Environment

This section is based on the Natural Environment Study (NES) prepared for the project, dated November 2018.

2.3.4.2.1 Methodology

Prior to conducting the habitat assessment, a literature review and records search was conducted for special status biological resources potentially occurring on or within the vicinity of the Biological Study Area (BSA). The record search was focused on the Indio USGS 7.5-minute quadrangle. Previously recorded occurrences of special status plant and animal species and their proximity to the BSA were determined through a query of the CDFW California Natural Diversity Database (CNDDB) Rarefind 5, CDFW Biogeographic Information & Observation System (BIOS), the California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants of California, Calflora Database, compendia of special status species published by CDFW, and the USFWS species listings. In addition, a Species List was obtained from the Carlsbad Field Office of the USFWS via the Information for Planning and Conservation (IPaC) database on September 24, 2018.

Literature detailing biological resources previously documented in the vicinity of the BSA and historical land uses were reviewed to understand the extent of disturbances to the habitats on-site. Standard field guides and texts on special status and non-special status biological resources were reviewed for habitat requirements, as well as the following resources:

- Google Earth Pro Historic Aerial Imagery (1996 – 2016);
- United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Soil Survey;
- USFWS Critical Habitat designations for Threatened and Endangered Species and Primary Constituent Elements for least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), Yuma clapper rail (*Rallus longirostris yumanensis*), Coachella Valley fringe-toed lizard (*Uma inornata*), desert tortoise (*Gopherus agassizii*), and Coachella Valley milkvetch (*Astragalus lentiginosus* var. *coachellae*);
- Delineation of State and Federal Jurisdictional Waters for the State Route 86/Avenue 50 New Interchange Project (Michael Baker 2018); and
- eBird database.

The literature review provided a baseline from which to inventory the biological resources potentially occurring within the BSA. Additional recorded occurrences of these species found within or near the BSA were derived from database queries. The CNDDB database was used, in conjunction with ArcGIS software, to locate the nearest special status animal species occurrences and determine the distance from the BSA. In addition, the goals and objectives of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) were reviewed for applicability to the BSA.

Following the literature review and records search, an evaluation of the extent and condition of plant communities found within the boundaries of the BSA was conducted on April 26, 2017. Plant communities within the BSA were evaluated for their potential to support special status animal species. In addition, field staff identified any corridors and linkages that may support the movement of wildlife through the area.

Special attention was given to special status habitats and/or undeveloped areas, which have higher potential to support special status animal species such as those identified during the records search. Areas providing suitable habitat for burrowing owl were closely surveyed for suitable burrows during the habitat assessment. The survey included searching for burrowing owls and suitable burrows in all areas of the BSA that provide suitable habitat. Walking transects were spaced approximately 10 meters (33 feet) apart or less to ensure visual coverage of all areas. Methods to detect the presence of burrowing owl included direct observation, aural detection, and signs of presence including pellets, white wash, feathers, or prey remains. Suitable burrows or nests, including rock piles and non-natural substrates (e.g., drainpipes), were thoroughly examined for signs of presence. All suitable burrows encountered were thoroughly examined for shape, scat, pellets, feathers, tracks, and prey remains. The location of remnant and occupied burrows were documented, if found.

All animal species observed were recorded in a field notebook. Wildlife detections were made through observation of scat, trails, tracks, burrows, nests, and/or visual and aural observation.

2.3.4.2.2 Existing Conditions

The NES prepared for the project analyzes impacts to sensitive animal species. Based on the NES, no fish were observed within the BSA; however, one amphibian (American bullfrog [*Lithobates catesbeianus*]) was detected, and two reptilian species (Western side-blotched

lizard [*Uta stansburiana elegans*] and Great Basin whiptail [*Aspidoscelis tigris tigris*]) and one mammal (desert cottontail [*Sylvilagus audubonii*] were observed within the BSA during the site investigation on April 26, 2017. In addition, an American badger (*Taxidea taxus*) burrow and sign (i.e., paw print, and bones) was observed within the BSA in the Coachella Valley Stormwater Channel (CVSC) by Caltrans biologists on September 5, 2017. Avian species detected during the site investigation included Cooper's hawk *(Accipiter cooperii)*, burrowing owl *(Athene cunicularia)*, verdin (*Auriparus flaviceps*), Gambel's quail (*Callipepla gambelii*), rock pigeon (*Columba livia*), common raven (*Corvus corax*), greater roadrunner (*Geococcyx californianus*), common yellowthroat (*Geothlypis trichas*), house finch (*Haemorhous mexicanus*), song sparrow (*Melospiza melodia*), northern mockingbird (*Mimus polyglottos*), house sparrow (*Passer domesticus*), band-tailed pigeon (*Patagioenas fasciata*), double-crested cormorant (*Phalacrocorax auritus*), western tanager (*Piranga ludoviciana*), black-tailed gnatcatcher (*Polioptila melanura*), great-tailed grackle (*Quiscalus mexicanus*), Eurasian collared dove (*Streptopelia decaocto*), and mourning dove (*Zenaida macroura*).

A total of 23 special status animal species were identified by the CNDDB and IPaC records searches as potentially occurring within the BSA; refer to Table 2.3.4-1, Potentially Occurring Special Status Animal Species. Four special status animal species were identified within the BSA during the site investigation on April 26, 2017: Cooper's hawk, burrowing owl, black-tailed gnatcatcher, and American badger. Based on the results of the field survey, it was determined that the habitats within and adjacent to the BSA have a low potential to support summer tanager, vermillion flycatcher, Crissal thrasher, Le Conte's thrasher, least Bell's vireo, and yellow-headed blackbird. All other special status animal species are not expected to occur within the BSA and are presumed absent based on habitat requirements for specific species, availability and quality of habitats needed by special status animal species and known distributions.

Cooper's Hawk (Accipiter cooperii) (USFWS/Federal status: none; CDFW/California status: Watch List [WL])

According to the NES, one Cooper's hawk was observed foraging within the BSA during the field survey. This species is a California watch list species that is adapted to urban environments and commonly occurs within the vicinity of the BSA. The species typically forages along broken woodlands and habitat edges and usually nests in decidious trees in dense woodland and riparian areas, usually near streams. The breeding season for Cooper's hawk generally extends from March 1st through August 31st, but can vary slightly from year to year based upon seasonal weather conditions. The agriculture, arrowweed scrub, and saltbush scrub plant communities within the BSA provide suitable foraging habitat for Cooper's hawk. However, no nests or nesting behaviors were detected during the field survey and there is no suitable nesting habitat within the BSA.

Table 2.3.4-1: Potentially Occurring Special Status Animal Species

Common Name	Scientific Name	Status		General Habitat Requirements	Habitat Present/Absent	Rationale
Cooper's hawk	*Accipiter cooperii*	Fed: CA: CVMSHCP:	None WL Not Covered	Common yearlong resident of California. Typically forages in broken woodland and habitat edges with dense stands of coast live oak (*Quercus agrifolia*), riparian deciduous, or other forest habitat near water. Usually nests in dense riparian areas, usually near streams.	Present/Habitat Present	The agriculture, arrowweed scrub, and saltbush scrub plant communities within and adjacent to the BSA provide suitable foraging habitat. Further, the species was observed foraging within the BSA during the 2017 field investigation.
burrowing owl	*Athene cunicularia*	Fed: CA: CVMSHCP:	None SSC Covered	Common yearlong resident of southern California. Prefers open, annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Requires fossorial burrows for roosting and nesting surrounded by relatively short vegetation and open habitat for foraging and watching for predators. Also known to occupy man-made structures including drain pipes, debris piles, and development pads.	Present/Habitat Present	The agriculture, saltbush scrub, and disturbed land within and adjacent to the BSA provides suitable foraging/nesting habitat. Further, two (2) burrowing owls occupying two separate burrows were observed within the BSA during the 2017 field investigation.
ferruginous hawk	*Buteo regalis*	Fed: CA: CVMSHCP:	None WL Not Covered	Common winter resident of grasslands and agricultural areas in southwestern California. Frequents open grasslands, sagebrush flats, desert scrub, low foothills surrounding valleys, and fringes of pinyon-juniper habitats. Does not breed in California.	Absent	There is suitable foraging habitat within agricultural areas to the east of the BSA. However, the species does not nest in California and is not expected to roost within the BSA during winter.
San Diego banded gecko	*Coleonyx variegatus abbotti*	Fed: CA: CVMSHCP:	None SSC Not Covered	Occurs in creosote flats, sagebrush desert, pinyon juniper woodlands, and chaparral habitats. Prefers rocky coastal sage and chaparral habitat with granite outcrops. Also occurs in dry, rocky riverbeds. Species avoids areas with a high intensity of artificial night lighting.	Absent	There is no suitable habitat within or adjacent to the BSA.

Table 2.3.4-1: Potentially Occurring Special-Status Animal Species [continued]

Common Name	Scientific Name	Status		General Habitat Requirements	Habitat Present/Absent	Rationale
Southwestern willow Flycatcher	*Empidonax traillii extimus*	Fed: CA: CVMSHCP:	FE SE Covered	Uncommon summer resident of southern California. Occurs in riparian woodlands in southern California. Typically requires large areas of willow thickets in broad valleys, canyon bottoms, or around ponds and lakes. These areas typically have standing or running water, or rare at least moist.	Absent	There is no suitable nesting habitat within or adjacent to the BSA. The arrowweed scrub plant community within the low-flow channel of the CVSC is routinely maintained and lacks the preferred density and structure of plant species required for nesting. Further, there have been no recorded occurrences of this species within the Indio quadrangle by the CNDDB.
western mastiff bat	*Eumops perotis californicus*	Fed: CA: CVMSHCP:	None SSC Not Covered	Primarily a cliff-dwelling species, roost generally under exfoliating rock slabs. Roosts are generally high above the ground, usually allowing a clear vertical drop of at least 3 meters below the entrance for flight. In California, it is most frequently encountered in broad open areas. Its foraging habitat includes dry desert washes, flood plains, chaparral, oak woodland, open ponderosa pine forest, grassland, and agricultural areas.	Absent	There is no suitable roosting habitat (i.e., cliffs, caves, bridges) within or adjacent to the BSA.
desert tortoise	*Gopherus agassizii*	Fed: CA: CVMSHCP:	FT ST Covered	Occurs in desert scrub, desert wash, and Joshua tree habitats with friable, sandy, well-drained soils for nest and burrow construction. Highest densities occur in creosote bush scrub with extensive annual wildflower blooms and succulents with little to no non-native plant species.	Absent	There is no suitable habitat within or adjacent to the BSA.
western yellow bat	*Lasiurus xanthinus*	Fed: CA: CVMSHCP:	None SSC Covered	Uncommon in California, known only in Los Angeles and San Bernardino Counties. Occurs in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats. Prefers to roost and	Absent	There is no suitable roosting habitat (i.e., palm trees) within or adjacent to the BSA.

Table 2.3.4-1: Potentially Occurring Special-Status Animal Species [continued]

Common Name	Scientific Name	Status		General Habitat Requirements	Habitat Present/Absent	Rationale
				feed in, and near, palm oases and riparian habitats.		
lowland leopard frog	*Lithobates yavapaiensis*	Fed: CA: CVMSHCP:	None SSC Not Covered	Occurs along streams, river side channels, springs, ponds, and stock ponds in desert scrub, grassland, woodland, and pinyon-juniper woodland habitats. In California, species inhabited slackwater aquatic habitat dominated by bulrushes (*Schoenoplectus* ssp.), cattails (*Typha* ssp.), and riparian grasses near or under an overstory of cottonwoods (*Populus fremontii*) and willows (*Salix* ssp.). The species is currently considered extirpated from California.	Absent	Although there is marginal suitable habitat within the low-flow channel of the CVSC, the species is currently considered extirpated from California.
Coachella giant sand treader cricket	*Macrobaenetes valgum*	Fed: CA: CVMSHCP:	None None Covered	Depends on the active dunes and ephemeral sand fields at the west end of the Coachella Valley. In windblown environments, habitats are dominated by creosote bush, burrobush, honey mesquite, Mormon tea, desert willow, and sandpaper bush.	Absent	There is no suitable habitat within or adjacent to the BSA.
Palm Springs pocket mouse	*Perognathus longimembris bangsi*	Fed: CA: CVMSHCP:	None SSC Covered	Known from various vegetation communities, including creosote scrub, desert scrub, and grasslands, generally occurring on loosely packed or sandy soils with sparse to moderately dense vegetative cover. No longer occur on the valley floor from Palm Springs to the Salton Sea in areas developed for urban and agricultural land uses.	Absent	Although the BSA is within modeled habitat, the species is no longer presumed to occur on the valley floor from Palm Springs to the Salton Sea in areas developed for urban and agricultural land uses. Further, the high-level of routine maintenance within the CVSC and agriculture land has eliminated any suitable habitat within the BSA.

Table 2.3.4-1: Potentially Occurring Special-Status Animal Species [continued]

Common Name	Scientific Name	Status		General Habitat Requirements	Habitat Present/Absent	Rationale
flat-tailed horned lizard	*Phrynosoma mcallii*	Fed: CA: CVMSHCP:	None SSC Covered	Typical habitat is sandy desert hardpan or gravel flats with scattered sparse vegetation of low species diversity. Most common in areas with high density of harvester ants and fine windblown sand, but do not normally occur in habitats characterized as marshes and tamarisk arrowweed thickets, and agricultural and developed areas.	Absent	There is no suitable habitat within or adjacent to the BSA. Further, the BSA is located outside of the current distribution.
summer tanager	*Piranga rubra*	Fed: CA: CVMSHCP:	None SSC Covered	Uncommon summer resident occurring within open oak, hickory, and mixed oak-pine woodlands. Also found in parks, orchards, and along roadsides.	Habitat Present	The arrowweed scrub and saltbush scrub plant communities within and adjacent to the BSA provide suitable nesting/foraging habitat.
black-tailed gnatcatcher	*Polioptila melanura*	Fed: CA: CVMSHCP:	None WL Not Covered	In Mojave, Great Basin, Colorado and Sonoran Desert communities, prefers nesting and foraging in densely lined arroyos and washes dominated by creosote bush and salt bush with scattered bursage, burrowed, ocotillo, saguaro, barrel cactus, prickly pear cactus and cholla.	Present/Habitat Present	The arrowweed scrub and saltbush scrub plant communities within and adjacent to the BSA provide suitable nesting/foraging habitat. Multiple individuals were observed foraging along the low-flow channel of the CVSC during the during the 2017 field investigation.
Vermilion flycatcher	*Pyrocephalus rubinus*	Fed: CA: CVMSHCP:	None SSC Not Covered	Occurs in a variety of open habitats including open woodland, clearings, desert scrub, savannah, agricultural land, golf courses, and recreational parks. The species tends to stay near water, often occurring in riparian vegetation characterized by cottonwoods, mesquite (*Prosopis* ssp.), willows, and sycamores (*Platanus* ssp.).	Habitat Present	The agriculture, arrowweed scrub, and saltbush scrub plant communities within and adjacent to the BSA provide suitable nesting/foraging habitat.
Yuma clapper rail	*Rallus longirostris yumanensis*	Fed: CA: CVMSHCP:	FE ST, FP Covered	Rare yearlong resident of southern California. Restricted to the Salton Sea and immediate surrounding habitats. Generally found in freshwater and alkali	Absent	There is no suitable habitat within or adjacent to the BSA. The arrowweed scrub plant community within the CVSC is exposed to a

Table 2.3.4-1: Potentially Occurring Special-Status Animal Species [continued]

Common Name	Scientific Name	Status		General Habitat Requirements	Habitat Present/Absent	Rationale
				marshes dominated by stands of emergent vegetation interspersed with areas of open water and drier upland benches. Prefers mature marsh stands along margins of shallow ponds with stable water levels.		high-level of routine maintenance and does not provide suitable nesting habitat. Further, the BSA is located outside of the current distribution and there have been no recorded occurrences of this species within the Indio quadrangle by the CNDDB.
American badger	*Taxidea taxus*	Fed: CA: CVMSHCP:	None SSC Not Covered	Occupies a wide variety of habitats including dry, open grassland, sagebrush, and woodland habitats. Require dry, friable, often sandy soil to dig burrows for cover, food storage, and giving birth.	Present/Habitat Present	There is suitable foraging and denning habitat within and adjacent to the BSA. In addition, a burrow and sign (i.e., pawprint and bones) was observed within the BSA in the CVSC by Caltrans biologists during a site assessment conducted on September 5, 2017.
Crissal thrasher	*Toxostoma crissale*	Fed: CA: CVMSHCP:	None SSC Covered	Common yearlong resident in southern California. Occupies arid habitats including desert washes, riparian brush, and mesquite thickets at lower elevations and dense scrub in arroyos at higher elevations. Occurs in areas dominated by mesquite hummocks and thickets with acacias, arrowweed, and in desert saltbush scrub.	Habitat Present	The arrowweed scrub and saltbush scrub plant communities within and adjacent to the BSA provides suitable foraging/nesting habitat.
Le Conte's thrasher	*Toxostoma lecontei*	Fed: CA: CVMSHCP:	None SSC Covered	Common yearlong resident in southern California. Typically occurs in habitats consisting of sparsely vegetated desert flats, dunes, alluvial fans, or gently rolling hills having a high proportion of one or more species of saltbush (*Atriplex* spp.) and/or cylindrical cholla cactus (*Cylindropuntia* spp.). The ground is generally bare or with sparse patches of	Habitat Present	The arrowweed scrub and saltbush scrub plant communities within and adjacent to the BSA provides suitable foraging/nesting habitat.

Table 2.3.4-1: Potentially Occurring Special-Status Animal Species [continued]

Common Name	Scientific Name	Status		General Habitat Requirements	Habitat Present/Absent	Rationale
				grasses and annuals forming low ground cover. Prefers thick, dense, and thorny shrubs or cholla cactus for nesting.		
Coachella Valley fringe-toed lizard	*Uma inornata*	Fed: CA: CVMSHCP:	FT SE Covered	Sparsely-vegetated arid areas with fine wind-blown sand, including dunes, washes, alkali scrub, and flats with sandy hummocks formed around the bases of vegetation. Requires fine, loose, wind-blown sand for burrowing.	Absent	There is no suitable habitat within or adjacent to the BSA.
least Bell's vireo	*Vireo bellii pusillus*	Fed: CA: CVMSHCP:	FE SE Covered	Uncommon summer resident of southern California. Prefers riparian habitat in close proximity to waterbodies that typically feature a dense, stratified canopy. Species is typically associated with southern willow scrub, cottonwood-willow forest, mulefat scrub, sycamore alluvial woodlands, coast live oak riparian forest, willow riparian forest, or mesquite in desert regions.	Habitat Present	The arrowweed scrub plant community within the low-flow channel of the CVSC provides low quality nesting habitat. However, vegetation within the CVSC is routinely maintained and the arrowweed scrub plant community lacks the preferred density and structure of plant species which reduces the likelihood that the species would occur within the BSA. Further, there have been no recorded occurrences of this species within the Indio quadrangle by the CNDDB.
yellow-headed blackbird	*Xanthocephalus xanthocephalus*	Fed: CA: CVMSHCP:	None SSC Not Covered	Uncommon yearlong resident of southern California throughout freshwater emergent wetlands, and moist, open areas along agricultural areas, and mudflats of lacustrine habitats. Prefers to nest in dense wetland vegetation characterized by cattails, tules, or other similar plant species along the border of lakes and ponds.	Habitat Present	The arrowweed scrub and agricultural land within and adjacent to the BSA provides suitable foraging/nesting habitat.

Table 2.3.4-1: Potentially Occurring Special-Status Animal Species [continued]

Common Name	Scientific Name	Status		General Habitat Requirements	Habitat Present/Absent	Rationale
Palm Springs round-tailed ground squirrel	*Xerospermophilus tereticaudus chlorus*	Fed: CA: CVMSHCP:	None None Covered	Prefers open, flat, grassy areas in fine-textured, sandy soil. Habitats include mesquite- and creosote-dominated sand dunes, creosote bush scrub, creosote-palo verde, and saltbush/alkali scrub. Substrates include wind-blown sand, coarse sand, and packed silt with desert pavement.	Absent	There is no suitable habitat within or adjacent to the BSA.

Notes:
U.S. Fish and Wildlife Service (Fed) - Federal
FE – Federal Endangered
FT – Federal Threatened

California Department of Fish and Wildlife (CA) - California
SE – State Endangered
ST – State Threatened
FP – Fully Protected
SSC – State Species of Special Concern
WL – Watch List

Source: SR-86/Avenue 50 New Interchange Project NES, Appendix E (Potentially Occurring Special Status Biological Resources).

Burrowing Owl (Athene cunicularia) (USFWS/Federal status: none; CDFW/California status: Species of Special Concern [SSC])

Based on the NES, two individual burrowing owls occupying two separate burrows were observed within the northern portion of the BSA along the east bank of the CVSC during the field survey. No additional burrowing owls or occupied burrows were observed within the BSA during the habitat assessment. This species is a California Species of Special Concern and a grassland specialist where it occupies open areas with short vegetation and bare ground within shrub, desert, and grassland environments. The saltbush scrub plant community, agriculture, and disturbed land within the BSA is primarily comprised of open habitat with low-growing open vegetation that allows for line-of-sight observation and foraging habitat favored by burrowing owl. Burrowing owls rarely dig their own burrows and are instead dependent upon the presence of burrowing mammals whose burrows are used for roosting and nesting. Where mammal burrows are scarce, burrowing owls have been found occupying man-made cavities, such as buried and non-functioning drain pipes, dry culverts, and concrete demolition piles. The breeding season for burrowing owl generally extends from February 1st through August 31st, but can vary slightly from year to year based upon seasonal weather conditions. Several burrows capable of providing suitable roosting/nesting opportunities for burrowing owls occur along the banks of the CVSC.

Summer Tanager (Piranga rubra) (USFWS/Federal status: none; CDFW/California status: SSC)

According to the NES, no summer tanagers, nests, or nesting behaviors were detected within the BSA during the field survey. This species is a California Species of Special Concern and uncommon summer resident that inhabits riparian woodlands and, at higher elevations, woodlands dominated by mesquite and tamarisk. The summer tanager winters from central Mexico south through Central America to Bolivia and Brazil. Habitats utilized during migration including desert dry wash woodland, mesquite bosque, mesquite hummocks, and desert saltbush scrub. The breeding season for summer tanager generally extends from May 1st through August 31st, but can vary slightly from year to year based upon seasonal weather conditions. The arrowweed scrub and saltbush scrub plant communities within the BSA provide suitable foraging and nesting habitat for summer tanager. However, no nests or nesting behaviors were detected during the field survey and there is no suitable nesting habitat within the BSA. As a result, summer tanager was determined to have a low potential to occur within the BSA.

Black-Tailed Gnatcatcher (Polioptila melanura) (USFWS/Federal status: none; CDFW/California status: WL)

Based on the NES, multiple black-tailed gnatcatchers were observed foraging throughout the CVSC during the field survey. This species is a CDFW Watch List Species that prefers nesting and foraging in densely lined arroyos and washes dominated by creosote bush and saltbush with scattered bursage, burrowed, ocotillo, saguaro, barrel cactus, prickly pear cactus and cholla. The species is a fairly common resident below 300 feet above mean sea level in desert wash habitat from Palm Springs and Joshua Tree National Monument south, and common along the Colorado River. The breeding season for black-tailed gnatcatcher generally extends from March 1st through August 31st, but can vary slightly from year to year based upon seasonal weather conditions. The arrowweed scrub and saltbush scrub plant communities within the BSA provide suitable foraging and nesting habitat for black-tailed gnatcatcher. However, no nests or nesting behaviors were detected.

Vermillion Flycatcher (Pyrocephalus rubinus) (USFWS/Federal status: none; CDFW/California status: SSC)

According to the NES, no Vermillion flycatchers, nests, or nesting behaviors were detected within the BSA during the field survey. Vermillion flycatcher is a California Species of Special Concern that occurs in a variety of open habitats including desert riparian habitat adjacent to irrigated fields, irrigation ditches, pastures, and agricultural land. The species tends to stay near water, often occurring in riparian vegetation characterized by cottonwoods (*Populus fremontii*), mesquite, willows (*Salix* ssp.), and California sycamore (*Platanus racemosa*). The breeding season for Vermillion flycatcher generally extends from March 1st through August 31st, but can vary slightly from year to year based upon seasonal weather conditions. The agriculture, arrowweed scrub, and saltbush scrub plant communities within the BSA provides suitable foraging and nesting habitat for Vermillion flycatcher. However, no nests or nesting behaviors were detected. As a result, Vermillion flycatcher was determined to have a low potential to occur within the BSA.

American Badger (Taxidea taxus) (USFWS/Federal status: none; CDFW/California status: SSC)

According to the NES, no American badgers were observed within the BSA during the field survey. American badger is a California Species of Special Concern that occupies a wide variety of open habitats including grassland, farmland, desert scrub, and the edges of woodlands. The species requires dry, friable, often sandy soil to dig burrows that are used for shelter, food storage, and giving birth. The arrowweed scrub and saltbush scrub plant communities and agricultural land within the BSA provide suitable foraging habitat for American badger. In addition, there are several burrows along the banks of the CVSC that provide suitable denning habitat. An American badger burrow and sign (i.e., pawprint and bones) was also observed within the BSA in the CVSC by Caltrans during a site assessment conducted on September 5, 2017.

Crissal Thrasher (Toxostoma crissale) (USFWS/Federal status: none; CDFW/California status: SSC)

Based on the NES, no Crissal thrashers, nests, or nesting behaviors were detected within the BSA during the field survey. Crissal thrasher is a California Species of Special Concern and common yearlong resident in southern California. The species occupies arid habitats including desert washes, riparian brush, and mesquite thickets at lower elevations and dense scrub in arroyos at higher elevations. Occurs in areas dominated by mesquite hummocks and thickets with acacias, arrowweed, and in desert saltbush scrub. The breeding season for Crissal thrasher generally extends from January 15th through June 15th, but can vary slightly from year to year based upon seasonal weather conditions. The arrowweed scrub and saltbush scrub plant communities within the BSA provide suitable foraging and nesting habitat for Crissal thrashers. However, no nests or nesting behaviors were detected. As a result, Crissal thrasher was determined to have a low potential to occur within the BSA.

Le Conte's Thrasher (Toxostoma lecontei) (USFWS/Federal status: none; CDFW/California status: SSC)

Based on the NES, no Le Conte's thrashers, nests, or nesting behaviors were detected within the BSA during the field survey. Le Conte's thrasher is a California Species of Special Concern and common yearlong resident in southern California. The species typically occurs in habitats consisting of sparsely vegetated desert flats, dunes, alluvial fans, or gently rolling hills having a

high proportion of one or more species of saltbush (*Atriplex* spp.) and/or cylindrical cholla cactus (*Cylindropuntia* spp.). The ground is generally bare or with sparse patches of grasses and annuals forming low ground cover. Prefers thick, dense, and thorny shrubs or cholla cactus for nesting. The breeding season for Le Conte's thrasher generally extends from January 15th through June 15th, but can vary slightly from year to year based upon seasonal weather conditions. The arrowweed scrub and saltbush scrub plant communities within the BSA provide suitable foraging and nesting habitat for Le Conte's thrashers. However, no nests or nesting behaviors were detected. As a result, Le Conte's thrasher was determined to have a low potential to occur within the BSA.

Yellow-Headed Blackbird (Xanthocephalus xanthocephalus) (USFWS/Federal status: none; CDFW/California status: SSC)

According on the NES, no yellow-headed blackbirds, nests, or nesting behaviors were detected within the BSA during the field survey. Yellow-headed blackbird is a California Species of Special Concern and an uncommon yearlong resident of southern California where it occurs throughout freshwater emergent wetlands, and moist, open areas along agricultural areas, and mudflats of lacustrine habitats. The species prefers to nest in dense wetland vegetation characterized by cattails, tules, or other similar plant species along the border of lakes and ponds. The breeding season for yellow-headed blackbird generally extends from April 1st through July 31st, but can vary slightly from year to year based upon seasonal weather conditions. The agriculture and arrowweed scrub plant communities within the BSA provides suitable foraging and nesting habitat for summer tanager. However, no nests or nesting behaviors were detected. As a result, yellow-headed blackbird was determined to have a low potential to occur within the BSA.

2.3.4.3 Environmental Consequences

2.3.4.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not impact animal species.

Alternative 7 and 8 (Build Alternatives)

Cooper's Hawk (Accipiter cooperii)

Based on the NES, Build Alternative 7 would result in approximately 34.6 acres of temporary impacts to suitable foraging habitat for Cooper's hawk. Under Build Alternative 8, approximately 34.3 acres of temporary impacts to suitable foraging habitat would occur. One Cooper's hawk was observed foraging within the BSA during the field survey. Due to a lack of suitable nesting habitat within the BSA, no direct impacts to Cooper's hawks are anticipated to occur as a result of project. Although no nests or nesting behaviors were detected, construction-related activities during the Cooper's hawk breeding season (March 1st to August 31st) may result in temporary impacts. Nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (Sections 3503, 3503.3, 3511, and 3513). To minimize potential impacts to this migratory bird species, a pre-construction clearance survey would be performed if project activities occur during the nesting season (March 1st through August 31st) (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental

awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, construction effects on the Cooper's hawk would not be adverse.

Burrowing Owl (Athene cunicularia)

Based on the NES, Build Alternative 7 would result in approximately 80.6 acres of temporary impacts to suitable foraging/nesting habitat for burrowing owl. Under Build Alternative 8, approximately 72.8 acres of temporary impacts to suitable foraging/nesting habitat would occur. Two individual burrowing owls occupying two separate burrows were observed within the northern portion of the BSA along the east bank of the CVSC during the field survey and several suitable burrows occur along the banks of the CVSC and may become occupied by burrowing owls occurring in the immediate vicinity. Therefore, implementation of the project has the potential to have both direct and indirect impacts to burrowing owl. In addition, construction-related disturbance may have an adverse impact on this species, especially during the burrowing owl breeding season (February 1st to August 31st). Per the CVMSHCP, Measures AS-4a through AS-4d would require pre-construction surveys, and if determined present, would require avoidance and/or relocation as necessary. Additionally, Measures AS-1a through AS-3c would further reduce potential adverse effects to burrowing owls.

Summer Tanager (Piranga rubra)

Based on the NES, Build Alternative 7 would result in approximately 4.0 acres of temporary impacts to foraging/nesting habitat for summer tanager. Under Build Alternative 8, approximately 3.7 acres of temporary impacts to suitable foraging/nesting habitat would occur. Although no summer tanagers, nests, or nesting behaviors were detected within the BSA during the field survey, project implementation has the potential to result in direct impacts to summer tanager nests that may be located within the BSA. In addition, construction-related activities during the summer tanager breeding season (May 1st to August 31st) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, construction effects on the summer tanager would not be adverse.

Black-Tailed Gnatcatcher (Polioptila melanura)

Based on the NES, Build Alternative 7 would result in approximately 4.0 acres of temporary impacts to suitable foraging/nesting habitat for black-tailed gnatcatcher. Under Build Alternative 8, approximately 3.7 acres of temporary impacts to suitable foraging/nesting habitat will occur. Multiple black-tailed gnatcatchers were observed foraging throughout the CVSC during the field survey. Although no nests or nesting behaviors were detected during the field survey, project implementation has the potential to result in direct impacts to black-tailed gnatcatcher nests that may be located within the BSA. In addition, construction-related activities during the black-tailed gnatcatcher breeding season (March 1st to August 31st) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, construction effects on the black-tailed gnatcatcher would not be adverse.

Vermillion flycatcher (Pyrocephalus rubinus)

Based on the NES, Build Alternative 7 would result in approximately 34.6 acres of temporary impacts to suitable foraging/nesting habitat for Vermillion flycatcher. Under Build Alternative 8, approximately 34.3 acres of temporary impacts to suitable foraging/nesting habitat will occur. Although no Vermillion flycatchers, nests, or nesting behaviors were detected within the BSA during the field survey, project implementation has the potential to result in direct impacts to Vermillion flycatcher nests that may be located within the BSA. In addition, construction-related activities during the Vermillion flycatcher breeding season (May 1st to August 31st) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, construction effects on the Vermillion flycatcher would not be adverse.

American Badger (Taxidea taxus)

Based on the NES, Build Alternative 7 would result in approximately 34.6 acres of temporary impacts to suitable foraging/denning habitat for American badger. Under Build Alternative 8, approximately 34.3 acres of temporary impacts to suitable foraging habitat will occur. No American badgers were observed within the BSA during the field survey. However, there are several burrows along the banks of the CVSC that provide suitable denning habitat. Additionally, an American badger burrow and sign (i.e., pawprint and bones) was observed within the BSA in the CVSC by Caltrans on September 5, 2017. Therefore, project implementation has the potential to result in direct impacts to American badgers that may be located within the BSA. In addition, construction-related activities may result in indirect impacts to individuals that may be attempting to raise young within close proximity to the BSA. Measures AS-5a through AS-5c would require pre-construction surveys, and if determined present, would require avoidance and/or relocation as necessary. Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, construction effects on the American badger would not be adverse.

Crissal Thrasher (Toxostoma crissale)

Based on the NES, Build Alternative 7 would result in approximately 4.0 acres of temporary impacts to suitable foraging/nesting habitat for Crissal thrasher. Under Build Alternative 8, approximately 3.7 acres of temporary impacts to suitable foraging/nesting habitat will occur. Although no Crissal thrashers, nests, or nesting behaviors were detected within the BSA during the field survey, project implementation has the potential to result in direct impacts to Crissal thrasher nests that may be located within the BSA. In addition, construction-related activities during the Crissal thrasher breeding season (January 15th to June 15th) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, construction effects on the Crissal thrasher would not be adverse.

Le Conte's Thrasher (Toxostoma lecontei)

Based on the NES, Build Alternative 7 would result in approximately 4.0 acres of temporary impacts to suitable foraging/nesting habitat for Le Conte's thrasher. Under Build Alternative 8, approximately 3.7 acres of temporary impacts to suitable foraging/nesting habitat will occur.

Although no Le Conte's thrashers, nests, or nesting behaviors were detected within the BSA during the field survey, project implementation has the potential to result in direct impacts to Le Conte's thrasher nests that may be located within the BSA. In addition, construction-related activities during the Le Conte's thrasher breeding season (January 15th to June 15th) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, construction effects on the Le Conte's thrasher would not be adverse.

Yellow-Headed Blackbird (Xanthocephalus xanthocephalus)

Based on the NES, Build Alternative 7 would result in approximately 31.1 acres of temporary impacts to suitable foraging/nesting habitat for yellow-headed blackbird. Under Build Alternative 8, approximately 31.1 acres of temporary impacts to suitable foraging/nesting habitat will occur. Although no yellow-headed blackbirds, nests, or nesting behaviors were detected within the BSA during the field survey, project implementation has the potential to result in direct impacts to yellow-headed blackbird nests that may be located within the BSA. In addition, construction-related activities during the yellow-headed blackbird breeding season (April 1st to July 31st) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, construction effects on the yellow-headed blackbird would not be adverse.

2.3.4.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not impact animal species.

Alternative 7 and 8 (Build Alternatives)

Cooper's Hawk (Accipiter cooperii)

Based on the NES, Build Alternative 7 would result in approximately 8.9 acres of permanent impacts to suitable foraging habitat for Cooper's hawk. Under Build Alternative 8, approximately 9.2 acres of permanent impacts to suitable foraging habitat would occur. However, no impacts to Cooper's hawk breeding behaviors are anticipated due to a lack of suitable nesting habitat within the BSA. As such, no direct impacts to Cooper's hawks are anticipated to occur as a result of the project. However, construction-related activities during the Cooper's hawk breeding season (March 1st to August 31st) may result in indirect impacts. A pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, long-term effects on the Cooper's hawk would not be adverse.

Burrowing Owl (Athene cunicularia)

Based on the NES, Build Alternative 7 would result in approximately 20.2 acres of permanent impacts to suitable foraging/nesting habitat for burrowing owl. Under Build Alternative 8,

approximately 20.3 acres of permanent impacts to suitable foraging/nesting habitat would occur. Two individual burrowing owls occupying two separate burrows were observed within the northern portion of the BSA along the east bank of the CVSC during the field survey and several suitable burrows occur along the banks of the CVSC and may become occupied by burrowing owls occurring in the immediate vicinity. Therefore, implementation of the project has the potential to have both direct and indirect impacts to burrowing owl. In addition, construction-related disturbance may have an adverse impact on this species, especially during the burrowing owl breeding season (February 1st to August 31st). Per the CVMSHCP, Measures AS-4a through AS-4d would require pre-construction surveys, and if determined present, would require avoidance and/or relocation as necessary. Additionally, Measures AS-1a through AS-3c would further reduce potential adverse effects to burrowing owls.

Summer Tanager (Piranga rubra)

Based on the NES, Build Alternative 7 would result in approximately 0.2-acre of permanent impacts to foraging/nesting habitat for summer tanager. Under Build Alternative 8, approximately 0.5-acre of permanent impacts to suitable foraging/nesting habitat would occur. Although no summer tanagers, nests, or nesting behaviors were detected within the BSA during the field survey, project implementation has the potential to result in direct impacts to summer tanager nests that may be located within the BSA. In addition, construction-related activities during the summer tanager breeding season (May 1st to August 31st) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, long-term effects on the summer tanager would not be adverse.

Black-Tailed Gnatcatcher (Polioptila melanura)

Based on the NES, Build Alternative 7 would result in approximately 0.2-acre of permanent impacts to suitable foraging/nesting habitat for black-tailed gnatcatcher. Under Build Alternative 8, approximately 0.5-acre of permanent impacts to suitable foraging/nesting habitat would occur. Multiple black-tailed gnatcatchers were observed foraging throughout the CVSC during the field survey. Although no nests or nesting behaviors were detected, implementation of the project has the potential to result in direct impacts to black-tailed gnatcatcher nests that may be located within the BSA. In addition, construction-related activities during the black-tailed gnatcatcher breeding season (March 1st to August 31st) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a though AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, long-term effects on the black-tailed gnatcatcher would not be adverse.

Vermillion Flycatcher (Pyrocephalus rubinus)

Based on the NES, Build Alternative 7 would result in approximately 8.9 acres of permanent impacts to suitable foraging/nesting habitat for Vermillion flycatcher. Under Build Alternative 8, approximately 9.2 acres of permanent impacts to suitable foraging/nesting habitat would occur. Although no Vermillion flycatchers, nests, or nesting behaviors were detected within the BSA during the field survey, implementation of the project has the potential to result in direct impacts to Vermillion flycatcher nests that may be located within the BSA. In addition, construction-related activities during the Vermillion flycatcher breeding season (March 1st to August 31st) may result in indirect impacts. However, a pre-construction clearance survey would be

performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, long-term effects on the Vermillion flycatcher would not be adverse.

American Badger (Taxidea taxus)

Based on the NES, Build Alternative 7 would result in approximately 8.9 acres of permanent impacts to suitable foraging/denning habitat for American badger. Under Build Alternative 8, approximately 9.2 acres of permanent impacts to suitable foraging habitat would occur. No American badgers were observed within the BSA during the field survey. However, there are several burrows along the banks of the CVSC that provide suitable denning habitat. Additionally, an American badger burrow and sign (i.e., pawprint and bones) was observed within the BSA in the CVSC by Caltrans on September 5, 2017. Therefore, implementation of the project has the potential to result in direct impacts to American badgers that may be located within the BSA. In addition, construction-related activities may result in indirect impacts. Measures AS-5a through AS-5c would require pre-construction surveys, and if determined present, would require avoidance and/or relocation as necessary. Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, long-term effects on the American badger would not be adverse.

Crissal Thrasher (Toxostoma crissale)

Based on the NES, Build Alternative 7 would result in approximately 0.2-acre of permanent impacts to suitable foraging/nesting habitat for Crissal thrasher. Under Build Alternative 8, approximately 0.5-acre of permanent impacts to suitable foraging/nesting habitat would occur. Although no Crissal thrashers, nests, or nesting behaviors were detected within the BSA during the field survey, implementation of the project has the potential to result in direct impacts to Crissal thrasher nests that may be located within the BSA. In addition, construction-related activities during the Crissal thrasher breeding season (January 15th to June 15th) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, long-term effects on the Crissal thrasher would not be adverse.

Le Conte's Thrasher (Toxostoma lecontei)

Based on the NES, Build Alternative 7 would result in approximately 0.2-acre of permanent impacts to suitable foraging/nesting habitat for Le Conte's thrasher. Under Build Alternative 8, approximately 0.5-acre of permanent impacts to suitable foraging/nesting habitat would occur. Although no Le Conte's thrashers, nests, or nesting behaviors were detected within the BSA during the field survey, implementation of the project has the potential to result in direct impacts to Le Conte's thrasher nests that may be located within the BSA. In addition, construction-related activities during the Le Conte's thrasher breeding season (January 15th to June 15th) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, long-term effects on the Le Conte's thrasher would not be adverse.

Yellow-Headed Blackbird (Xanthocephalus xanthocephalus)

Based on the NES, Build Alternative 7 would result in approximately 8.9 acres of permanent impacts to suitable foraging/nesting habitat for yellow-headed blackbird. Under Build Alternative 8, approximately 8.9 acres of permanent impacts to suitable foraging/nesting habitat would occur. Although no yellow-headed blackbirds, nests, or nesting behaviors were detected within the BSA during the field survey, implementation of the project has the potential to result in direct impacts to yellow-headed blackbird nests that may be located within the BSA. In addition, construction-related activities during the yellow-headed blackbird breeding season (April 1st to July 31st) may result in indirect impacts. However, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c). Additionally, workers would receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, long-term effects on the yellow-headed blackbird would not be adverse.

2.3.4.4 Avoidance, Minimization, and/or Mitigation Measures

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 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.

AS-1c The contractor, resident engineer, and the Qualified Biologist shall be responsible for ensuring that employees are aware of the listed species.

AS-1d If additional employees are added to the project after initiation, they shall receive instruction prior to working on the project.

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.

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.

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.

AS-3c The Qualified Biologist shall monitor the nest to ensure that impacts to nesting birds do not occur.

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.

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.

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).

AS-4d Active relocation and eviction/passive relocation require the preservation and maintenance of suitable burrowing owl habitat determined through coordination with the CDFW.

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.

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.

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.

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2.3.5 Threatened and Endangered Species

2.3.5.1 Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (FHWA) (and the Department, as assigned), are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take statement or a Letter of Concurrence. Section 3 of FESA defines take as "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct."

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Wildlife (CDFW) is the agency responsible for implementing CESA. Section 2080 of the California Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the California Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by CDFW. For species listed under both FESA and CESA requiring a Biological Opinion under Section 7 of FESA, the CDFW may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

2.3.5.2 Affected Environment

This section is based on the Natural Environment Study (NES) prepared for the project, dated November 2018.

On September 24, 2018, an official USFWS List of Proposed, Threatened, and Endangered Species, and Critical Habitats was obtained through the USFWS Information System. According to the USFWS List and Information for Planning and Conservation (IPaC) Species

List, a total of six federally listed threatened or endangered plant or animal species have the potential to occur within the vicinity of the Biological Study Area (BSA); no critical habitats occur within the BSA. There were no additional listed species identified by the California Natural Diversity Database (CNDDB) and California Native Plant Society (CNPS) records searches. The NES prepared for the project analyzes impacts to threatened and endangered species. Based on the NES, no federally listed plant or animal species were observed within the BSA during the habitat assessment. Additionally, there is no suitable nesting habitat within or adjacent to the BSA for the federally listed threatened or endangered plant or animal species found to potentially occur within the vicinity of the BSA, with the exception of the least Bell's vireo (Vireo bellii pusillus). As such, only the least Bell's vireo is discussed in detail below. The project has no effect on all species listed below in Table 2.3.5-1, Effects Determination for Federal Species Identified in the Official USFWS Species List.

Table 2.3.5-1: Effects Determination for Federal Species Identified in the Official USFWS Species List

Scientific Name **Common Name**	**Status**		**General Habitat Requirements**	**Effects Finding**	**Reason for Finding**
	USFWS	**CDFW**			
Birds					
Empidonax traillii extimus southwestern willow flycatcher	FE	SE	Uncommon summer resident of southern California. Occurs in riparian woodlands in southern California. Typically requires large areas of willow thickets in broad valleys, canyon bottoms, or around ponds and lakes. These areas typically have standing or running water, or are at least moist.	No Effect	There is no suitable nesting habitat within or adjacent to the BSA. The arrowweed scrub plant community within the low-flow channel of the CVSC is routinely maintained and lacks the preferred density and structure of plant species required for nesting. Further, there have been no recorded occurrences of this species within the Indio quadrangle by the CNDDB. Therefore, Caltrans determined that the project has "No Effect" on the southwestern willow flycatcher.
Rallus longirostris yumanensis Yuma clapper rail	FE	ST, FP	Rare yearlong resident of southern California. Restricted to the Salton Sea and immediate surrounding habitats. Generally found in freshwater and alkali marshes dominated by stands of emergent vegetation interspersed with areas of open water and drier upland benches. Prefers mature marsh stands along margins of shallow ponds with stable water levels.	No Effect	There is no suitable habitat within or adjacent to the BSA. The arrowweed scrub plant community within the CVSC is exposed to a high-level of routine maintenance and does not provide suitable nesting habitat. Further, the BSA is located outside of the current distribution and there have been no recorded occurrences of this species within the Indio quadrangle by the CNDDB. Therefore, Caltrans determined that the project would have "No Effect" on the Yuma clapper rail.

Table 2.3.5-1: Effects Determination for Federal Species Identified in the Official USFWS Species List [continued]

Scientific Name **Common Name**	**Status**		**General Habitat Requirements**	**Effects Finding**	**Reason for Finding**
	USFWS	**CDFW**			
Vireo bellii pusillus least Bell's vireo	FE	SE	Uncommon summer resident of southern California. Bell's vireos begin to arrive at their breeding grounds in southern California riparian areas from mid-March to early April leave the breeding grounds and migrate south mid- to late September. Prefers riparian habitat in close proximity to waterbodies that typically feature a dense, stratified canopy. Species is typically associated with southern willow scrub, cottonwoodwillow forest, mulefat scrub, sycamore alluvial woodlands, coast live oak riparian forest, willow riparian forest, or mesquite in desert regions. Preferred nesting habitat typically consists of a well-developed over-story and understory, along with low densities of aquatic and herbaceous plant cover. The understory frequently contains dense sub-shrub or shrub thickets that are often dominated by plants such as willow, mulefat, and one or more herbaceous species.	No Effect	The arrowweed scrub plant community within the low-flow channel of the CVSC provides a minimal amount of low quality nesting habitat for least Bell's vireo. However, vegetation within the CVSC is routinely maintained by the Coachella Valley Water District and the arrowweed scrub plant community lacks the preferred density and structure of plant species which reduces the likelihood that the species would occur within the BSA. Further, there have been no recorded occurrences of this species within the Indio quadrangle by the CNDDB. Based on current design plans, the Avenue 50 Bridge will span the low-flow channel of the CVSC thereby avoiding direct impacts to low-quality nesting habitat for least Bell's vireo. Construction-related disturbances associated with the project, including noise, vibration, and dust may result in indirect impacts to least Bell's vireo during the breeding season (March 15th to September 15th) when individuals may be attempting to incubate eggs or raise young within close proximity to the BSA. Therefore, with implementation of the avoidance and minimization measures identified in the NES, Caltrans determined that the project would have "No Effect" on the least Bell's vireo.

Table 2.3.5-1: Effects Determination for Federal Species Identified in the Official USFWS Species List [continued]

Scientific Name **Common Name**	**Status**		**General Habitat Requirements**	**Effects Finding**	**Reason for Finding**
	USFWS	**CDFW**			
Reptiles					
Gopherus agassizii desert tortoise	FT	ST	Occurs in desert scrub, desert wash, and Joshua tree habitats with friable, sandy, well-drained soils for nest and burrow construction. Highest densities occur in creosote bush scrub with extensive annual wildflower blooms and succulents with little to no non-native plant species.	No Effect	No suitable habitat occurs within or adjacent to the BSA. Therefore, Caltrans determined that the project would have "No Effect" on the desert tortoise.
Uma inornata Coachella Valley fringe-toed lizard	FT	SE	Sparsely-vegetated arid areas with fine wind-blown sand, including dunes, washes, alkali scrub, and flats with sandy hummocks formed around the bases of vegetation. Requires fine, loose, wind-blown sand for burrowing.	No Effect	No suitable habitat occurs within or adjacent to the BSA. Therefore, Caltrans determined that the project would have "No Effect" on the Coachella Valley fringe-toed lizard.
Flowering Plants					
Astragalus lentiginosus var. coachellae Coachella Valley milkvetch	FT	-	Occurs in dunes and sandy flats along disturbed margins of sandy washes and in sandy soils along roadsides adjacent to existing sand dunes. May also occur in sandy substrates in creosote bush scrub. Found at elevations ranging from 130 to 2,150 feet above msl. Blooming period is February to May.	No Effect	No suitable habitat occurs within or adjacent to the BSA. Therefore, Caltrans determined that the project would have "No Effect" on the Coachella Valley milk-vetch.

Notes:
USFWS
SE – Federally Endangered
ST – Federally Threatened

CDFW
SE – State Endangered
ST – State Threatened
FP – Fully Protected

Source: Natural Environment Study (NES), dated November 2018.

Least Bell's Vireo (Vireo bellii pusillus) (USFWS/Federal status: Federal Endangered [FE]; CDFW/California status: State Endangered [SE])

According to the NES, no least Bell's vireos, nests, or nesting behaviors were detected within the BSA during the field survey. Least Bell's vireo is a federally and State endangered species and an uncommon spring resident of southern California. Least Bell's vireos begin to arrive at their breeding grounds in southern California riparian areas from mid-March to early April and leave the breeding grounds and migrate south mid- to late September. Preferred nesting habitat typically consists of a well-developed over-story and understory, along with low densities of aquatic and herbaceous plant cover. The understory frequently contains dense sub-shrub or

shrub thickets that are often dominated by plants such as willow (*Salix* ssp.), mulefat (*Baccharis salicifolia*), and one or more herbaceous species. The breeding season for least Bell's vireo generally extends from March 15th through September 15th, but can vary slightly from year to year based upon seasonal weather conditions. The arrowweed scrub plant community within the low-flow channel of the Coachella Valley Stormwater Channel (CVSC) provides a minimal amount of low quality nesting habitat for least Bell's vireo. However, vegetation within the CVSC is routinely maintained by the Coachella Valley Water District and the arrowweed scrub plant community lacks the preferred density and structure of plant species which reduces the likelihood that the species would occur within the BSA. Further, there have been no recorded occurrences of least Bell's vireo within the Indio quadrangle by the CNDDB. Based on the results of the analysis, the potential for least Bell's vireo to be present within the BSA at any time during construction is considered to be low.

2.3.5.3 Environmental Consequences

2.3.5.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not impact threatened and endangered species.

Alternatives 7 and 8 (Build Alternatives)

Least Bell's Vireo (Vireo bellii pusillus)

The arrowweed scrub plant community within the low-flow channel of the CVSC provides a minimal amount of low quality nesting habitat for least Bell's vireo. However, vegetation within the CVSC is routinely maintained by the Coachella Valley Water District (CVWD) and the arrowweed scrub plant community lacks the preferred density and structure of plant species which reduces the likelihood that least Bell's vireo would occur within the BSA. Further, there have been no recorded occurrences of this species within the Indio quadrangle by the CNDDB. Construction-related disturbances associated with the project, including noise, vibration, and dust may result in indirect impacts to least Bell's vireo during the breeding season (March 15th to September 15th) when individuals may be attempting to incubate eggs or raise young within close proximity to the BSA. Therefore, a pre-construction clearance survey will be performed if project activities occur during the nesting season (Measure AS-2). Additionally, workers will receive environmental awareness training prior to the initiation of work (Measures AS-1a through AS-1d). Thus, Caltrans determined that the project would have "no effect" on the least Bell's vireo.

2.3.5.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative; therefore, the No-Build Alternative would not impact threatened and endangered species.

Alternatives 7 and 8 (Build Alternatives)

Least Bell's Vireo (Vireo bellii pusillus)

As noted above, the arrowweed scrub plant community within the low-flow channel of the CVSC provides a minimal amount of low quality nesting habitat for least Bell's vireo. However, vegetation within the CVSC is routinely maintained by CVWD and the arrowweed scrub plant community lacks the preferred density and structure of plant species which reduces the likelihood that least Bell's vireo would occur within the BSA. Further, there have been no recorded occurrences of this species within the Indio quadrangle by the CNDDB. Based on the NES, the Avenue 50 Bridge will span the low-flow channel of the CVSC and the arrowweed scrub plant community would not be impacted by the bridge or bridge columns thereby avoiding direct impacts to low-quality nesting habitat for least Bell's vireo. Therefore, it was determined by Caltrans that the project would have "no effect" on the least Bell's vireo.

2.3.5.4 Avoidance, Minimization, and/or Mitigation Measures

Refer to Measures AS-1a through AS-3c in Section 2.3.4, Animal Species.

2.3.6 Invasive Species

2.3.6.1 Regulatory Setting

On February 3, 1999, President William J. Clinton signed Executive Order (EO) 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." Federal Highway Administration (FHWA) guidance issued August 10, 1999 directs the use of the State's invasive species list, maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the National Environmental Policy Act (NEPA) analysis for a proposed project.

2.3.6.2 Affected Environment

Noxious weed species include species designated as federal noxious weeds by the United States Department of Agriculture (USDA), species listed by the California Department of Food and Agriculture, and other exotic pest plants designated by the California Invasive Plant Council (Cal-IPC). Based on the Natural Environment Study (NES) prepared for the project dated November 2018, invasive plant species are abundant throughout much of the Biological Study Area (BSA). Some of the more commonly occurring exotic plants in the BSA include pigweed (*Amaranthus albus*), five hook bassia (*Bassia hyssopifolia*), Bermuda grass (*Cynodon dactylon*), tree tobacco (*Nicotiana glauca*), Russian thistle (*Salsola tragus*), London rocket (*Sisymbrium irio*), and tamarisk (*Tamarix ramosissima*).

2.3.6.3 Environmental Consequences

Noxious weeds can have a destructive impact on landscape by displacing native plant species, increasing soil erosion, and decreasing wildlife habitat. Thus, it is important to control or eradicate the invasive species.

2.3.6.3.1 Temporary Impacts

Alternative 1 (No-Build Alternative)

The No-Build Alternative would not include the construction of any of the project improvements. As a result, as described under permanent impacts, the No-Build Alternative would not result in new impacts related to invasive species. Locations within the BSA where invasive species currently occur would not be modified under the No-Build Alternative.

Alternatives 7 and 8 (Build Alternatives)

Potential impacts from invasive species associated with construction and operation of transportation projects are considered permanent. Refer to Section 2.3.6.3.2, Permanent Impacts, for discussion regarding invasive species.

2.3.6.3.2 Permanent Impacts

Alternative 1 (No-Build Alternative)

Project improvements would not occur under the No-Build Alternative. As such, the No-Build Alternative would not result in impacts related to invasive species.

Alternatives 7 and 8 (Build Alternatives)

As noted above, invasive plant species are present in the BSA. It should be noted that the Coachella Valley Stormwater Channel (CVSC), an earthen flood control channel, traverses the BSA in a northwesterly to southeasterly orientation that eventually flows to the Salton Sea. The project includes replacing the existing low water crossing with a new bridge spanning over CVSC, which could have a potential threat of invasive species downstream. However, the project would be in compliance with the Executive Order on Invasive Species, EO 13112, and guidance from the Federal Highway Administration (FHWA), the landscaping and erosion control included in the project will not use species listed as invasive. None of the species on the California list of invasive species is used by Caltrans for erosion control or landscaping. As noted in Measure INV-1, all construction equipment and materials would be inspected for the presence of invasive species and cleaned if necessary. In areas of particular sensitivity, extra precautions would be taken if invasive species are found in or next to the construction areas. These include the inspection and cleaning of construction equipment and eradication strategies to be implemented should an invasion occur. Additionally, operation and maintenance of both Build Alternatives 7 and 8 would not increase the threat of invasive species beyond the existing condition associated with vehicle and pedestrian use on State Route 86 (SR-86) and Avenue 50.

2.3.6.4 Avoidance, Minimization, and/or Mitigation Measures

INV-1 All construction equipment and materials shall be inspected for the presence of invasive species and cleaned as necessary.

2.4 Cumulative Impacts

2.4.1 Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of the proposed project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

The California Environmental Quality Act (CEQA) Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts under the National Environmental Policy Act (NEPA) can be found in 40 Code of Federal Regulations (CFR) Section 1508.7.

2.4.2 Methodology

Caltrans' Guidance for Preparers of Cumulative Impact Analysis was consulted in conjunction with preparation of the cumulative analysis for the SR-86/Avenue 50 New Interchange Project. The potential for cumulative impacts was evaluated by considering those resources potentially impacted by the project, either directly or indirectly. In accordance with Caltrans' Guidance for Preparers of Cumulative Impact Analysis, if a project will not cause direct or indirect impacts on a resource, it will not contribute to a cumulative impact on that resource and need not be further evaluated. Resource Study Areas (RSAs) for those resources warranting analysis were identified for each respective resource. Separate maps were prepared showing the RSAs identified for each resource that was evaluated. The RSA boundaries are shown in Figures 2.4-1 through 2.4-5. The reasonably foreseeable project list provided in Table 2.4-1 was developed based on information from City of Coachella staff. In addition, the projects relevant to each RSA are shown on Figures 2.4-1 through 2.4-5.

2.4.3 Resources Excluded from Cumulative Impacts Analysis

As stated in the guidelines provided above, if the project would not result in a direct or indirect impact to a resource, it would not contribute to a cumulative impact on that resource and need not be evaluated with respect to potential cumulative impacts. Those resources for which cumulative effects are not anticipated are listed below.

- Natural Communities
- Cultural Resources
- Air Quality

- Noise
- Plant Species

2.4.4 Resources Evaluated for Cumulative Analysis

The following resources are evaluated in this section for cumulative impacts:

- Community (including Visual/Aesthetics)
- Farmlands
- Water Resources (including Hydraulics and Water Quality)
- Biological Resources (including Wetlands and Other Waters, Animal Species, and Threatened and Endangered Species)
- Paleontology

The discussion of potential cumulative impacts is presented by environmental resource area. Table 2.4-1, Reasonably Foreseeable Projects, includes the reasonably foreseeable projects within the City of Coachella considered in this analysis. In the context of the respective RSA, the project footprint for both Alternatives 7 and 8 are similar; therefore, the discussion of Alternatives 7 and 8 below is combined into a single discussion of Build Alternatives, since implementation of either Build Alternative would result in similar cumulative impacts.

2.4.4.1 Community (including Visual/Aesthetics)

Resource Study Area

The RSA for visual/aesthetic resources is shown on Figure 2.4-1. For purposes of the visual/aesthetic impact analysis, the RSA boundaries for cumulative visual/aesthetic resources include an approximately one-mile buffer area relative to the project site, generally considered to be within the viewshed of the project.

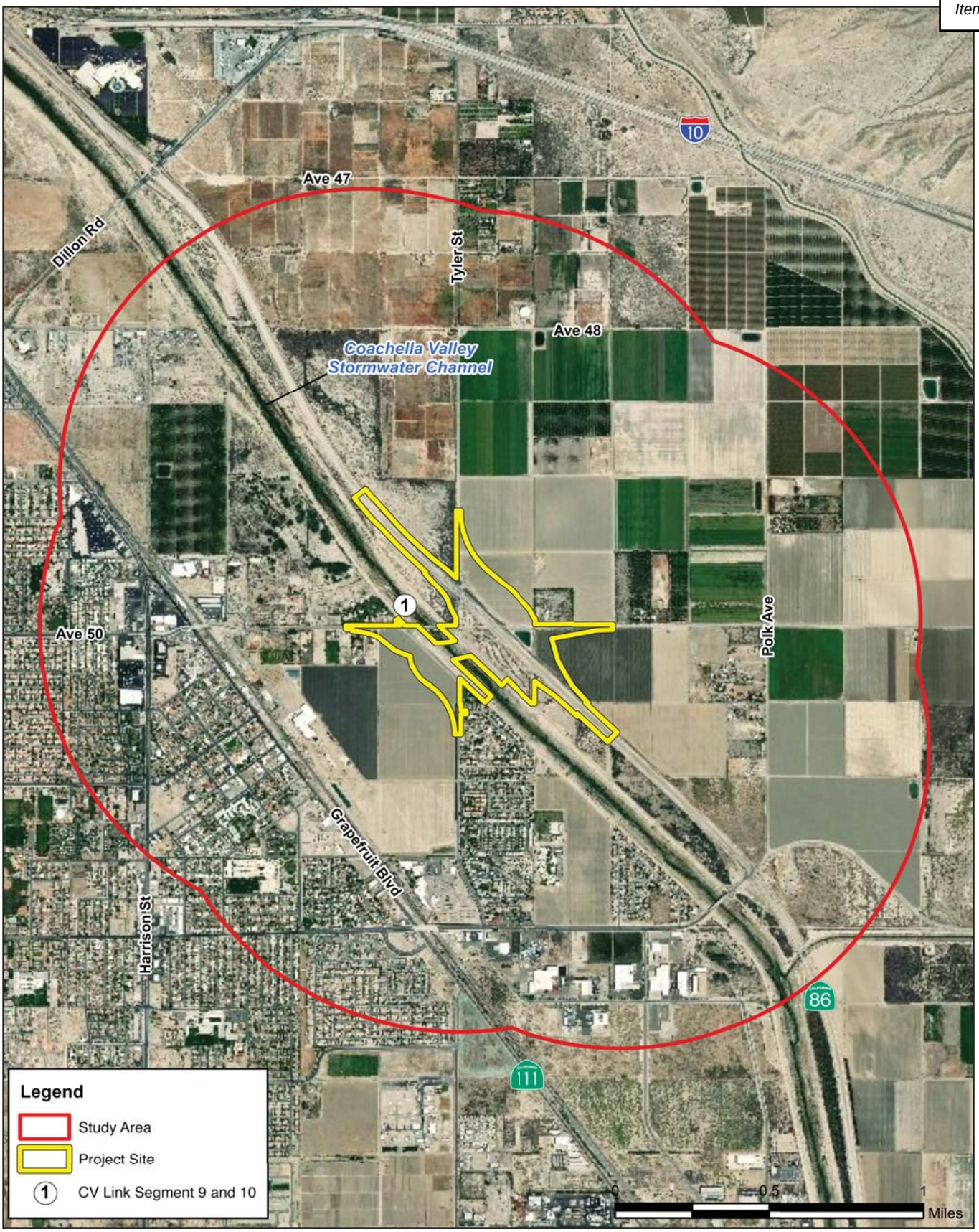
The RSA is defined by mainly developed and agricultural uses in the Coachella Valley, with surrounding views of the hillsides and ridgelines of Joshua Tree National Park to the north/east, eastern foothills of the San Bernardino National Forest to the northwest, Santa Rosa Mountains to the south, and San Jacinto Mountains to the west. The peaks, ridgelines, and hillsides associated with these topographic features are the most prominent visual resources in the RSA. These ridgelines are generally uniform in color and texture. Overall, the distant views toward these hills and ridgelines provide visual diversity in form, line, and color compared to the flat topography of the Coachella Valley.

Table 2.4-1: Reasonably Foreseeable Projects

Map ID[1]	Project Name	Project Description	Location	Status
1	CV Link Segments 9 and 10	3.5 miles of the total 50-mile CV Link alignment	Taylor Street to Airport Boulevard (Avenue 56)	First phase completed in Palm Springs, second phase commencing in La Quinta 2019.
1	Vista Escondida	282 single-family unit subdivision on 46.64 acres	Northwest corner of Shady Lane and Ave 54, Coachella, 92236	25 percent of homes built; park and off-site improvements complete. Future phases to begin construction in 2019.
2	AM/PM Expansion Project	Construct new carwash, drive-thru restaurant and retail buildings on 4.85 acres	Southwest corner of Ave 48 and Grapefruit Blvd, Coachella, 92236	Under construction. Phase 1 and 2 complete. Expected completion in 2020.
3	Baghdad Apartments/ Chelsea	General plan amendment from low-density residential; architectural review for 144-unit apts and parcel map modification	Southwest corner Calle Avila and Bagdad, Coachella, 92236	First phase complete (56 units); off-site improvements complete. Second phase to be completed on June 2018.
4	Prado	232 single-family unit subdivision	West of Frederick between Ave 50 and 51, Coachella, 92236	65 homes built; all off-site improvements complete. Next phase of construction expected in 2018.
5	Sundate II	169 single-family unit subdivision	Northwest corner Ave 53 and Frederick, Coachella, 92236	Tentative map revision approved. First phase of construction expected in 2020.
6	Nickel Creek	322 single-family unit subdivision on 64.64 acres	Ave 44, West of Dillon, Coachella, 92236	Tentative map approved. Construction expected in 2020 or later.
7	Brandenburg & Butters Specific Plan	Revised Plan includes 212 single-family unit subdivision	North of Ave 54, between Fillmore and Polk Street, Coachella, 92236	Tentative map approved. Construction expected in 2020 or later.
8	Eagle Falls Specific Plan	295 single-family unit subdivision on more than 90 acres	North of I-10 W of Harrison, Coachella, 92236	Tentative map approved. Construction expected in 2020.
9	Rancho Coachella Vineyards	272 single-family unit subdivision 80 acres	Northwest corner Ave 55 and Pierce, Coachella, 92236	Tentative map approved. Time extension granted. Construction expected in 2020 or later.
10	Shadow View Specific Plan	1,600 single-family unit subdivision on 368 acres	Southeast of Dillon Rd between I-10 and 86 Expressway, Coachella, 92236	Tentative maps expired. Construction expected in 2020 or later.
11	Villa Palmeras	111 single-family attached and detached residential units on 11.58 acres	South side of Ave 50 between Jackson and Calhoun St, Coachella, 92236	Tentative map approved. Construction expected in 2020 or later.
12	La Entrada Specific Plan	7,800 residential units; mixed uses including high-density residential, commercial, public facilities, and other non-residential uses; three elementary schools and one middle school; 345 acres of parks/ recreation uses, including multi- purpose trails; 112 acres of roadway uses; and 557 acres of open space	South of I-10 and east of All American Canal	Specific Plan, environmental document, and Development Agreement approved. First phase of construction expected by 2020.
13	I-10/Dillon Road Interchange (RTP ID: 3M0715)			PSR approved in 2010.
14	SR-86/Dillon Road Interchange (RTP ID: 3M0716)			PSR approved in 2010.
15	Avenue 50 Improvements (RTP ID: 3A04CV113)			Final design.
16	Avenue 50 Canal Crossing over All American Canal (RTP ID: 3A01CV002)			Final design.
17	Avenue 50 Extension (RTP ID: 3A01CV004)			Final design.
18	I-10/Avenue 50 New Interchange Project (RTP ID: RIV030901)			Final design.

Notes:
1. Mapping ID Nos. correspond to those identified in Figure 2.1.1-4, Planned Projects in the City of Coachella.

Source: *SR-86/Avenue 50 New Interchange Project Community Impact Assessment*, dated September 2018.



INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Cumulative Impacts Resource Study Area for Visual/Aesthetics

11/18 | JN 159814

Figure 2.4-1

Visual/Aesthetics

Current Health and Historical Context

The current health of the visual/aesthetic resources in the RSA is generally considered to be good. The surrounding views of hillsides and ridgelines as well as other agricultural uses and natural elements within the RSA have high visual quality. The built environment within the RSA includes manmade features such as residential, commercial, and institutional buildings, as well as infrastructure such as local roadways and utility lines. Manmade features interact with the natural environment to either enhance or reduce aesthetic qualities. The scale, diversity, and color of manmade elements can block views or cause visual clutter to degrade views. In general, the height and mass of structures and buildings within the RSA do not obstruct views of surrounding hillsides and ridgelines.

There are no Officially Designated State Scenic Highways within the RSA. Nonetheless, the RSA includes uninhibited views of surrounding hillsides and ridgelines, which are designated as visual resources by the City of Coachella. According to General Plan Policy 6.1, the City encourages preservation of these visual resources.

Direct and Indirect Impacts

Build Alternatives: Implementation of the project would introduce additional hardscape surfaces within the RSA and some nominal view blockage of the surrounding hillsides and ridgelines may occur; however, more expansive views of these visual resources would be provided along Avenue 50 and Tyler Street to the west of the project. As detailed in Section 2.1.7 of this IS/EA, measures will be implemented to ensure the character and quality of the project area is maintained and is not degraded.

Potential Cumulative Impacts

Similar to the SR-86/Avenue 50 New Interchange Project, each of the projects depicted on Figure 2.4-1 would be required to address any potential impacts to visual/aesthetic resources that these respective projects may generate. Planned projects would be required to comply with applicable federal and State regulatory requirements, including the applicable General Plan goals and policies intended to reduce and/or eliminate potential adverse effects to visual/aesthetic resources.

The project would include a new bridge over the Coachella Valley Stormwater Channel (CVSC) and new Avenue 50 overcrossing over SR-86, within an area where roadway infrastructure currently exists and developed/urbanized portions of the City of Coachella exist within 0.5-mile to the west. It is not anticipated that the project would alter the visual character of the project area such that it would have the capacity to substantially interact with other identified planned projects in the area. Accordingly, the project is not expected to substantially contribute to cumulative impacts related to visual/aesthetic considerations.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.4.4.2 Farmlands

Resource Study Area

The RSA for farmlands is shown on Figure 2.4-2. For purposes of the farmland impact analysis, the RSA boundaries for cumulative farmland resources include the city limit boundaries of the City of Coachella. The City limit boundaries were selected for the RSA since farmland represents a predominant land use within the City, and the range of reasonably foreseeable projects also occurs within the City.

Current Health and Historical Context

The current health of farmlands in the RSA is considered to be declining. According to the City's General Plan, agricultural land is one of the predominant land uses within Coachella, covering approximately 40 percent (21,840 acres) of the City's planning area. Approximately 17 percent (3,800 acres) of the total agricultural land within the planning area is located within the City's incorporated area. Most of the agricultural land is located in the unincorporated areas (18,040 acres). However, while preservation of agriculture is considered integral to the City's future, Coachella has experienced a significant loss in farmland that continues as urbanization spreads.[1]

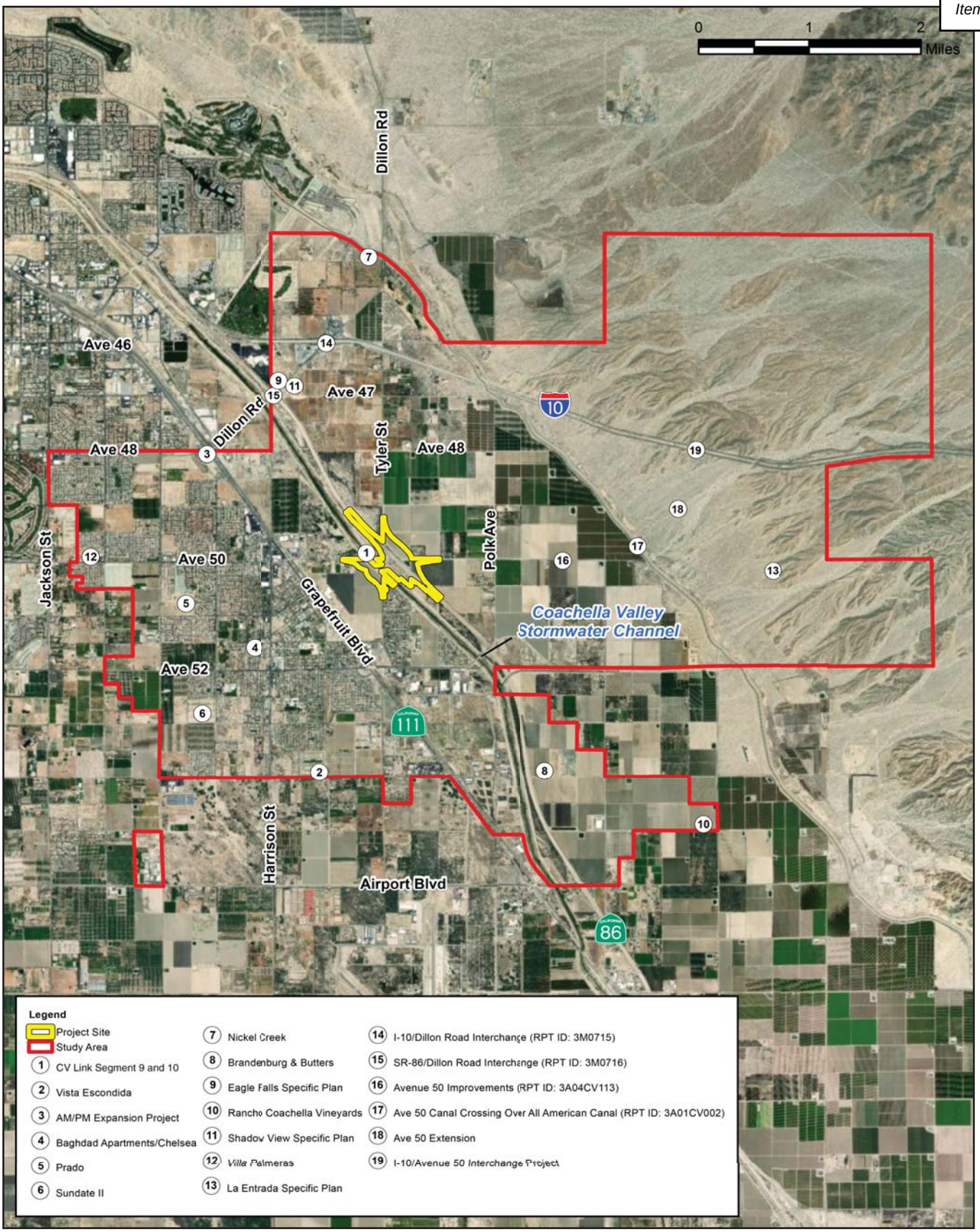
Direct and Indirect Impacts

Build Alternatives: Implementation of the project would result in the conversion of existing important farmlands to transportation uses within the RSA. However, as detailed in Section 2.1.2 of this IS/EA, measures will be implemented to ensure that all agricultural land that is converted to non-agricultural use will be addressed at a 1:1 ratio. Acquisition of farmlands will occur 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.

Potential Cumulative Impacts

Similar to the SR-86/Avenue 50 New Interchange Project, each of the projects depicted on Figure 2.4-2 would be required to address any potential impacts to farmlands that these respective projects may generate. Planned projects would be required to comply with applicable federal requirements including the Farmland Protection Policy Act (FPPA), 7 USC 4201-4209; and its regulations, 7 CFR Part 658). The FPPA requires Federal agencies to "…coordinate with the Natural Resources Conservation Service (NRCS) to examine the effects of farmland conversion…" before they approve any activity that would convert farmland. Planned projects would be required to comply with applicable State requirements including the California Environmental Quality Act (CEQA), which requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. Planned projects would also be required to comply with the applicable General Plan goals and policies intended to preserve existing agricultural lands, specifically, policies 4.1 through 4.7 within the Land Use and Community Character Element.

[1] City of Coachella General Plan Update, April 22, 2015, Chapter 3 Existing Conditions, pp. 3-19, 3-20.



Cumulative Impacts Resource Study Area for Farmlands

It is not anticipated that the project would result in the conversion of a substantial amount of important farmlands within the project area such that it would have the capacity to substantially interact with other identified planned projects in the area. Accordingly, the project is not expected to substantially contribute to cumulative impacts related to farmland considerations.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.4.4.3 Water Resources (including Hydraulics and Water Quality)

Resource Study Area

The RSA for water resources is depicted on Figure 2.4-3. For purposes of hydraulics and water quality analyses, cumulative impacts are considered for projects located within the same hydrologic sub-area of the Whitewater River watershed. The RSA boundaries were chosen in order to capture minor and major water features located within the RSA which may be impacted during construction of planned projects located within the RSA. It should be noted that although the Salton Sea itself is not included within the RSA boundaries (the Indio Hydrologic Sub-Area of the Whitewater River watershed), it is still considered to be a potentially affected water resource since water from the CVSC flows south into the Salton Sea.

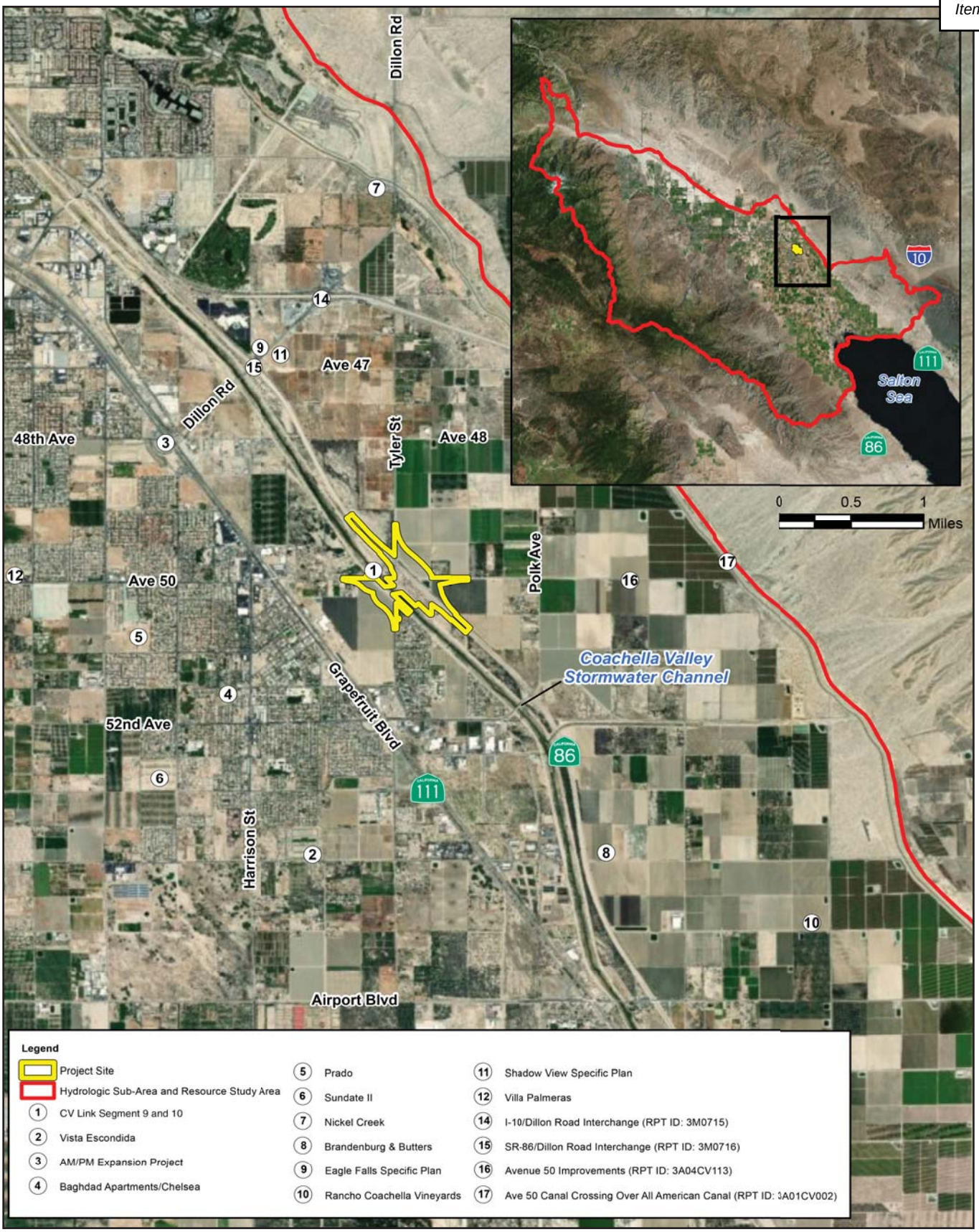
Specifically, the RSA includes the Indio Hydrologic Sub-Area of the Whitewater River watershed, which encompasses approximately 1,500 square miles and is bounded by the southeastern area of the San Bernardino Mountains (southeast of San Gorgonio Mountain), San Jacinto Mountains, the Santa Rosa Mountains, the Chocolate Mountains, the Mecca Hills, the Cottonwood Mountains, and the Orocopia Mountains. Runoff from these mountains drains through a network of surface streams and collects on the Coachella Valley floor and flows southeast via the CVSC toward the Salton Sea. The Salton Sea is a lake that has no outlet and does not discharge to the ocean.

Hydraulics

Current Health and Historical Context

The current health of water resources in the context of hydraulics relates to the frequency of flood hazards that occur in the RSA. According to the City's General Plan, Coachella receives on average about three inches of rain a year, although actual numbers can vary substantially from year to year. Runoff totals in the area are also controlled by topography. Coachella is located in the lower part of the Whitewater River basin, a regional watershed covering more than 1,000 square miles. The San Jacinto and San Bernardino Mountains capture a significant portion of the precipitation from strong Pacific storms that pass through, such that average rainfall in the San Jacinto Mountains is more than eight times that in the Coachella Valley (25 inches instead of the average three inches in Coachella). The steep mountain slopes and relatively impermeable bedrock means that most of this precipitation becomes runoff that eventually makes it way to the Whitewater River and its tributaries. Consequently, this drainage can convey substantial discharges even if little rain falls on the valley floors.[2]

[2] City of Coachella General Plan Update, April 22, 2015, Chapter 3 Existing Conditions, p. 3-29.



Cumulative Impacts Resource Study Area for Water Resources

There are two distinct flood sources in the Coachella Valley: 1) the Whitewater River and its tributaries upstream from the valley, and 2) the streams entering the valley from the mountain ranges flanking the northeast and southwest sides of the valley. The Whitewater River is the largest drainage course in the area. Collecting runoff from the slopes and canyons of the San Bernardino and San Jacinto Mountains, the river emerges from the mountains near the southern entrance to the San Gorgonio Pass, where it joins and captures the San Gorgonio River, and near Palm Springs, Tahquitz Creek.[3]

Flooding along the Whitewater River has occurred from both heavy single events and prolonged precipitation in the surrounding mountains. Additionally, intense summer monsoonal storms occur because of tropical cyclones in the Gulf of California.

According to the Water Quality Control Plan for the Colorado River Basin Region, floods along the Whitewater River have historically occurred at least once a decade since 1825. With channelization of the Whitewater River, regional flood damage to structures outside the channel has been minimal in recent years. However, there is currently not a permanent, interconnected flood control system in the City's General Plan area, nor does the City or county have a comprehensive master drainage plan. Most stormwater passes through Coachella as surface flow (there are very few underground structures such as storm drains) and existing local structures are not tied to the CVSC. Streets in the older part of the city have very slow drainage, causing water to pond for days after a storm.[4]

Direct and Indirect Impacts

Build Alternatives: The project's Location Hydraulic Study and Summary Floodplain Encroachment Report (LHS/SFER) (dated May 2018) determined that implementation of the project would minimally impact the existing floodplains or hydraulic performance of the CVSC. As discussed in Section 2.2.1, the project improvements would result in a localized rise in the water surface elevation at the CVSC. The allowable change in water surface elevation is a cumulative 1-foot rise over the base flood elevation for Zone A floodplains. As indicated in the LHS/SFER, the project would not involve changes to the 100-year water surface elevation in CVSC which would exceed the allowable 1-foot rise prescribed by the FEMA regulations. As a result, the project would not be required to file a Conditional Letter of Map Revision (CLOMR) during Final Design. Project improvements occurring within the Zone A floodplain would be limited to the construction of a bridge over the floodplain. The existing Zone A floodplain is confined within an existing leveed channel. As a result, the combined Assessed Risk Level for the project is "Low Risk."

Potential Cumulative Impacts

Similar to the SR-86/Avenue 50 New Interchange Project, each of the planned projects depicted on Figure 2.4-3 has the potential to impact existing hydrology/floodplain through increases in impervious area, changes in topography, or impacts to existing drainage facilities. As noted above, the project would not substantially impact the hydraulic performance or capacity of the CVSC, and any improvements to the CVSC would be performed in accordance with Coachella Valley Water District (CVWD) standards and reviewed during the final design process. Thus, it is not anticipated that the project would have the capacity to interact with other identified planned projects in the area.

[3] Ibid.
[4] City of Coachella General Plan Update, April 22, 2015, Chapter 3 Existing Conditions, pp. 29-30.

All future development projects within the RSA would be subject to independent environmental review on a case-by-case basis and would be required to implement project-specific hydraulic design features and/or mitigation to reduce any identified impacts to hydrology/floodplain. Additionally, the City of Coachella minimizes the risk of flood hazard through Municipal Code Chapter 15.56, Floodplain Management, which is intended to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas by legally enforceable regulations applied uniformly throughout the community to all publicly and privately-owned land within flood prone areas. Thus, the project, in combination with other planned projects, would not result in cumulative adverse water resource impacts related to hydraulics.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

Water Quality

Current Health and Historical Context

The current health of water quality within the RSA is considered to be declining. As indicated in Section 2.2.2 of this IS/EA, both the CVSC and Salton Sea are listed on the 2016 303(d)/305(b) Integrated List as impaired. The CVSC has a Total Maximum Daily Load (TMDL) for bacterial indicators that has been established. Table 2.4-2, Summary of 303(d) Listed Constituents and TMDL Constituents, shows the water bodies that could potentially be impacted by the development within the RSA. As noted above, the Salton Sea is considered to be a potentially affected water resource since water from the CVSC flows south into the Salton Sea.

Table 2.4-2: Summary of 303(d) Listed Constituents and TMDL Constituents

Water Body Name	303(d) List Constituent	TMDL Constituent
Coachella Valley Stormwater Channel	Dichlorodiphenyltrichloroethane (DDT) Dieldrin Indicator Bacteria Nitrogen, Ammonia (Total Ammonia) Polychlorinated biphenyls (PCB) Toxaphene Toxicity	Bacterial Indicators
Salton Sea	Arsenic Chloride Chlorpyrifos DDT Enterococcus Low Dissolved Oxygen Nitrogen, Ammonia (Total Ammonia) Nutrients Salinity Toxicity	None

Source: Water Quality Assessment Report, June 2018, Table 4 (p. 39).

Direct and Indirect Impacts

Build Alternatives: Project operations are not anticipated to result in substantive changes in the quantity or quality of runoff from the project site. The approximate acreage of net new impervious surface as a result of the project would be 21.3 acres for Alternative 7 and 21.7 acres for Alternative 8. Alternative 7 would result in a total impervious area of 42 acres, and Alternative 8 would result in a total impervious area of 40 acres. When the total impervious area of Alternative 7 is compared to the size of the Whitewater River Watershed (over 960,000 acres), this equates to less than 0.00004 percent of the watershed. Thus, the amount of new impervious surface as a result of the project would be negligible and would not result in a substantial increase in runoff leading to substantial water quality impacts to downstream receiving bodies.

Construction of either alternative could potentially result in water quality impacts associated with the contribution of pollutants to receiving water bodies during the temporary construction process. Pollutants during construction would include sediment, metals, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Best Management Practices (BMPs), including construction site BMPs (e.g., storm drain inlet protection, temporary fiber rolls, gravel bed berms, etc.) and job management BMPs (i.e., wind erosion control, spill prevention and control, etc.) would minimize these potential individual or cumulative combined impacts on water quality, including downstream waterbodies.

The project would not result in substantial permanent water quality impacts to downstream receiving bodies, the CVSC and the Salton Sea. Pursuant to Caltrans National Pollutant Discharge Elimination System (NPDES) permit requirements, the project would be required to implement a range of design pollution prevention and treatment and maintenance BMPs. Design pollution prevention BMPs are measures required under the Caltrans MS4 Permit that focus on reducing or eliminating runoff and controlling sources of pollutants during operation of the project (e.g., slope/surface protection systems, concentrated flow conveyance systems, preservation of existing vegetation, etc.). Upon adherence to the Caltrans MS4 Permit, which would require implementation of various BMPs to minimize operational water quality impacts, effects on downstream receiving bodies and aquatic life would not be adverse.

Potential Cumulative Impacts

Similar to the SR-86/Avenue 50 New Interchange Project, each of the projects depicted on Figure 2.4-3 would be required to address any potential water quality impacts to water resources that these respective projects may generate. Planned projects would be required to comply with applicable federal and State regulatory requirements intended to reduce and/or eliminate potential adverse effects to water quality.

It is not anticipated that the project would degrade existing water quality such that it would have the capacity to substantially interact with other identified planned projects in the area. Accordingly, the project is not expected to substantially contribute to cumulative impacts related to water quality considerations.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.4.4.4 Biological Resources (including Wetlands and Other Waters, Animal Species, and Threatened and Endangered Species)

Resource Study Area

The RSA for biological resources is shown on Figure 2.4-4. For purposes of wetlands/other waters, animal species, and threatened and endangered species, cumulative impacts are considered for projects located within the same 123.2-acre biological study area that was delineated for the project as part of the biological resource assessment. The CVSC and SR-86 generally traverse the RSA in a northwesterly to southeasterly orientation. The RSA is bounded by agricultural land uses to the east; CVSC and agricultural land to the south; single-family residences to the west; and CVSC and single-family residences to the north. The RSA boundaries include the maximum area of potential direct effect along the entire length of the project footprint boundary and extends beyond the maximum area of potential direct effect where necessary to identify sensitive biological resources within and immediately adjacent to the RSA. Additionally, the RSA is located within the boundaries of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP).

Wetlands and Other Waters

Current Health and Historical Context

Existing conditions relative to the CVSC are characteristic of the arid west environment and typical of arrowweed scrub habitat, with existing emergent riparian vegetation located adjacent to CVSC. The active channel delineated throughout the CVSC is characterized by perennial flows, with surrounding areas comprised of earthen material and a combination of native and non-native vegetation. This area receives flows from connected subsurface evacuation channels throughout the valley. All waters are conveyed through the site south to the Salton Sea. Two existing culverts convey flows to the RSA. The active channel mapped during the RSA delineation exhibited clear evidence of hydrological processes such as sediment deposition and the destruction of terrestrial vegetation. The active channel also exhibited large accumulations of drift deposits on the upstream side of the channel. The active channel is comprised of a single channel form, ranging between 6-20 feet in width. Generally, the active channel exhibits a very flat bed topography. One large pond utilized for agricultural purposes can be seen immediately south of Avenue 50. This pond is wholly excavated in the uplands and does not exhibit a connection to the CVSC. The higher elevations along SR-86 contained no hydrological features.

The areas immediately west and east of the active channel, but within the limits of the CVSC, are routinely graded/maintained and do not support a native plant community. Further, conditions within the CVSC appear to be disturbed as a result of routine maintenance activities. Since the Whitewater River and several of its tributary channels have been modified for flood control purposes, the current health of the RSA is considered moderate.

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Cumulative Impacts Resource Study Area for Biological Resources

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Figure 2.4-4

Direct and Indirect Impacts

Build Alternatives: As concluded in Section 2.3.1 of this IS/EA, implementation of the project is not anticipated to result in substantive adverse effects to wetlands and other waters. The project would result in temporary project impacts to 0.95-acre (0.08 of non-wetland waters and 0.87 of wetland) of United States Army Corps of Engineers (USACE)/Regional Water Quality Control Board (RWQCB) jurisdiction and 1.88-acre (0.87 of vegetated streambed and 1.01 of unvegetated streambed) of California Department of Fish and Wildlife (CDFW) jurisdiction. The project would result in permanent project impacts to approximately 0.02-acre of wetland associated with CVSC, which is under USACE and RWQCB jurisdiction. Additionally, the project would result in approximately 3.23 acres (0.02-acre of vegetated streambed and 3.21-acres or non-vegetated streambed) of permanent impacts to streambeds associated with CVSC, which is under CDFW jurisdiction. As detailed in Section 2.3.1 of this IS/EA, anticipated potential impacts to jurisdictional waters of the U.S. and State will be addressed at a minimum 1:1 ratio, which may involve purchase of land or land credits and/or a restoration plan. Impacts following completion of this project are not anticipated to be substantial.

Potential Cumulative Impacts

Similar to the SR-86/Avenue 50 New Interchange Project, each of the projects depicted on Figure 2.4-4 would be required to address any potential impacts to wetlands and other waters that these respective projects may generate. Planned projects would be required to comply with applicable federal and State regulatory requirements and obtain applicable regulatory permits with respect to jurisdictional areas, wetlands, and other waters during construction and operation, in order to reduce and/or eliminate potential adverse effects to wetlands and other waters.

It is not anticipated that the project would affect wetlands and other waters such that it would have the capacity to substantially interact with other identified planned projects in the area. Accordingly, the project is not expected to substantially contribute to cumulative impacts related to wetlands and other waters.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

Animal Species

Current Health and Historical Context

Natural communities in the RSA consist of arrowweed scrub (0.6 acre) and saltbrush scrub (3.5 acres). Disturbed areas encompass the largest portion (approximately 47.2 percent) of the RSA. Disturbed areas within the RSA generally consist of unpaved areas that no longer support vegetation or comprise a plant community, including unimproved access roads and land that has been routinely cleared or graded during maintenance and/or weed abatement activities. The areas immediately west and east of the active channel, but within the limits CVSC are routinely graded/maintained and no longer support a native plant community. In addition, the area south of Avenue 50, west of SR-86, and east of the CVSC has also been subject to grading/maintenance activities and no longer supports a native plant community.

A total of 23 special status animal species were identified by record searches as potentially occurring within the RSA. Four special status animal species were identified within the RSA

during the site investigation: Cooper's hawk, burrowing owl, black-tailed gnatcatcher, and American badger. Based on the results of the field survey, it was determined that the habitats within and adjacent to the RSA have a low potential to support summer tanager, vermillion flycatcher, Crissal thrasher, Le Conte's thrasher, least Bell's vireo, and yellow-headed blackbird. All other special status animal species are not expected to occur within the RSA and are presumed absent based on habitat requirements for specific species, availability and quality of habitats needed by special status animal species and known distributions. Given the predominately developed nature of the RSA, as well as the scope of continuing planned development anticipated to occur in the RSA, the current health of animal species is considered to be declining.

Direct and Indirect Impacts

Build Alternatives: As indicated in Section 2.3.3 of this IS/EA, a total of 23 special-status animal species were identified as potentially occurring within the Indio USGS 7.5-minute quadrangle. Four of the 23 special-status animal species identified were found to be present within the project's RSA during the biological assessment, including Cooper's hawk, burrowing owl, black-tailed gnatcatcher, and American badger. As detailed in Section 2.2.3 of this IS/EA, measures will be implemented to ensure that the project's construction and operational effects on nesting birds and special-status animal species would not be adverse. Therefore, the project would not contribute to cumulative adverse effects related to special-status animal species.

Potential Cumulative Impacts

Similar to the SR-86/Avenue 50 New Interchange Project, each of the projects depicted on Figure 2.4-4 would be required to address any potential impacts to special-status animal species that these respective projects may generate. Planned projects would be subject to compliance with the CVMSCHP. A significant component of the CVMSHCP is its recommendation of advanced planning to cover potential cumulative impacts to sensitive habitats and covered species. All future development projects within the RSA would be subject to independent environmental review on a case-by-case basis and would be required to implement project-specific measures to reduce any identified impacts to special-status animal species.

It is not anticipated that the project would affect animal species such that it would have the capacity to substantially interact with other identified planned projects in the area. Accordingly, the project is not expected to substantially contribute to cumulative impacts related to special-status animal species considerations.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

Threatened and Endangered Species

Current Health and Historical Context

A total of six federally listed threatened or endangered plant or animal species were identified as potentially occurring within the RSA. However, no federally listed plant or animal species were observed within the RSA during the biological assessment. Based on the results of the habitat assessment, all federally listed plant or animal species are presumed absent from the RSA. Additionally, the RSA is not located within federally designated Critical Habitat.

Direct and Indirect Impacts

Build Alternatives: As indicated in Section 2.3.4 of this IS/EA, no federal or State listed threatened or endangered plant and animal species were observed in the project's BSA. The arrowweed scrub plant community within the low-flow channel of the CVSC provides minimal, low-quality nesting habitat for least Bell's vireo; however, this area is routinely maintained by the CVWD and the habitat lacks the preferred density and structure of plant species. Following completion, a measure that includes a pre-construction clearance survey and construction worker environmental awareness training, the project would result in a "no effect" determination to least Bell's vireo. Therefore, the project would not contribute to cumulative adverse effects related to threatened or endangered plant or animal species.

Potential Cumulative Impacts

Similar to the SR-86/Avenue 50 New Interchange Project, each of the projects depicted on Figure 2.4-4 would be required to address any potential impacts to threatened and endangered species that these respective projects may generate. All reasonably foreseeable planned projects would be subject to compliance with the CVMSCHP. A substantial component of the CVMSHCP is its recommendation of advanced planning to cover potential cumulative impacts to sensitive habitats and covered species, including the least Bell's vireo. All future development projects within the RSA would be subject to independent environmental review on a case-by-case basis and would be required to implement project-specific measures to reduce any identified impacts to threatened and endangered species.

It is not anticipated that the project would affect threatened and endangered species such that it would have the capacity to substantially interact with other identified planned projects in the area. Accordingly, the project is not expected to substantially contribute to cumulative impacts related to threatened and endangered species considerations.

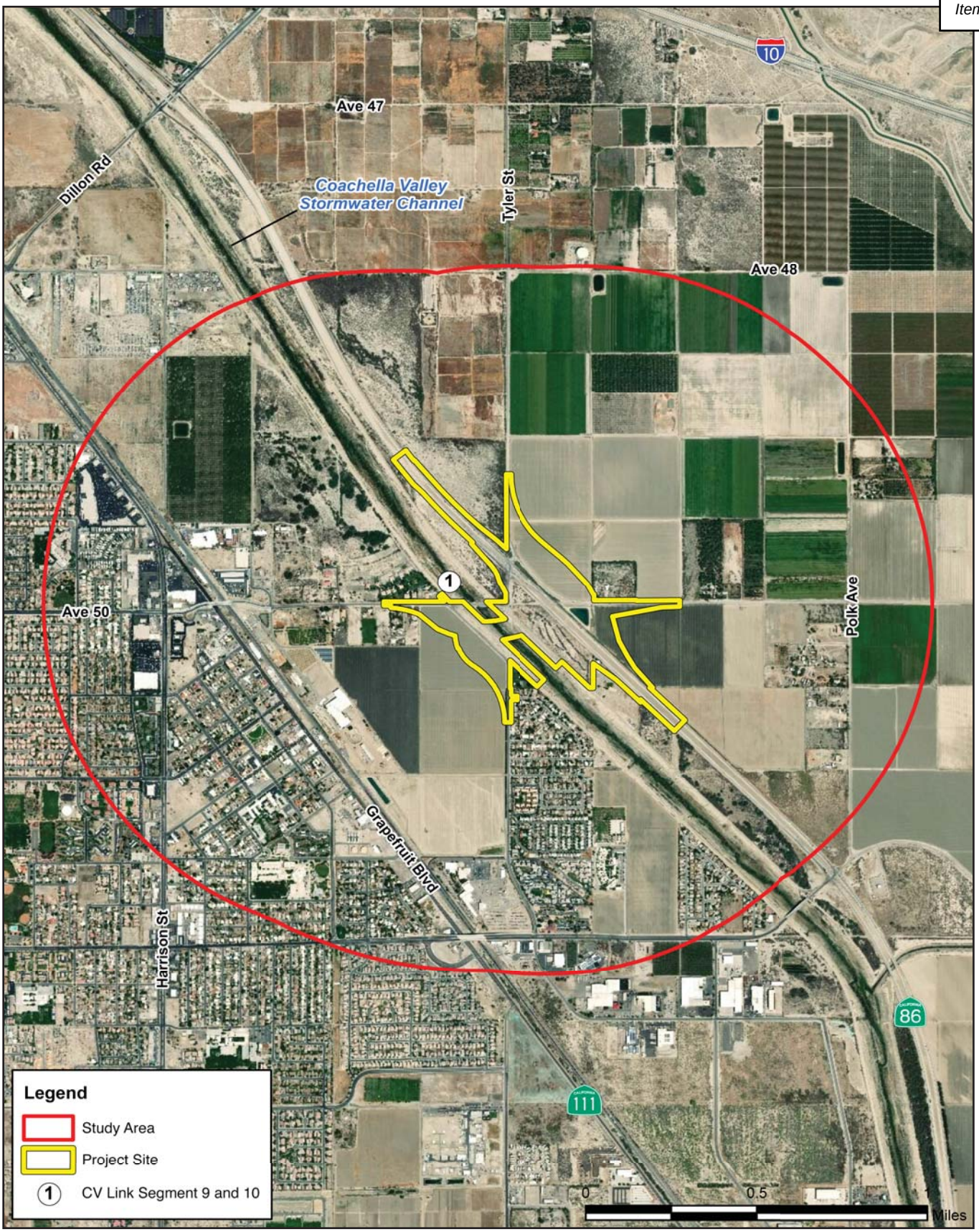
Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

2.4.4.5 Paleontological Resources

Resource Study Area

The RSA for paleontological resources is shown on Figure 2.4-5. For purposes of the paleontological resource impact analysis, the RSA boundaries for cumulative paleontological resources include an approximately one-mile buffer area from the project site, similar to the boundary used for the paleontological study records search area. The RSA boundaries were chosen in order to capture areas surrounding the project site that are underlain by a similar geologic unit as the project site (late Holocene to latest Pleistocene Quaternary surficial deposits) and may potentially result in the unearthing and discovery of paleontological resources during construction of planned projects located within the RSA.



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Cumulative Impacts Resource Study Area for Paleontological Resources

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Figure 2.4-5

Current Health and Historical Context

The current health of paleontological resources in the RSA is considered to be stable. No paleontological resources were discovered on the surface during the course of fieldwork that was conducted for the project, and the Quaternary surficial deposits have been previously disturbed at the surface or are obscured by soil and anthropogenic developments in the RSA. According to the paleontological studies conducted for the project, there are areas of both low and high sensitivity for paleontological resources within the RSA. The Quaternary surficial deposits mapped within the RSA have a low to high potential, increasing with depth, to contain intact paleontological resources. At the surface, these deposits are typically too young to contain fossilized remains; however, Holocene to Late Pleistocene ancient Lake Cahuilla deposits may underlie the younger surficial deposits at moderate depth.

Direct and Indirect Impacts

Build Alternatives: As discussed in Section 2.2.4 of this IS/EA, while there are no known, recorded paleontological resources within the project boundaries, the project site is underlain by geologic units determined to have a low to high potential for buried fossil resources (i.e., sensitivity increases with depth below ground surface). As a result, ground-disturbing activities associated with the construction of the project could result in the disturbance or loss of previously undiscovered paleontological resources. Any loss of paleontological resources would most likely occur in areas that are immediately underlain by geologic units with low to high paleontological sensitivity, well below the contact between Holocene lacustrine deposits and Pleistocene lacustrine deposits (20 feet below ground surface).

Measures have been included in the project to ensure that potential construction-related impacts to previously undiscovered paleontological resources are not substantial. A worker's environmental awareness training and on-site construction monitoring through implementation of a Paleontological Mitigation Plan (PMP) would be required. If paleontological resources are discovered during ground-disturbing activities, fossil preparation, curation, and reporting would occur.

Potential Cumulative Impacts

Similar to the SR-86/Avenue 50 New Interchange Project, each of the projects depicted on Figure 2.4-5 would be required to address any potential impacts to paleontological resources that these respective projects may generate. All reasonably foreseeable planned projects would be required to comply with applicable federal and State regulatory requirements, including the applicable General Plan goals and policies intended to reduce and/or eliminate potential adverse effects to paleontological resources. All future development projects within the RSA would be required to implement project-specific measures to reduce any identified impacts to paleontological resources.

It is not anticipated that the project would affect paleontological resources such that it would have the capacity to substantially interact with other identified planned projects in the area. Accordingly, the project is not expected to substantially contribute to cumulative impacts related to paleontological resource considerations.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

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Chapter 3 California Environmental Quality Act (CEQA) Evaluation

3.1 Determining Significance Under CEQA

The project is a joint project by the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). FHWA's responsibility for environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 United States Code Section 327 (23 USC 327) and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans. Caltrans is the lead agency under CEQA and NEPA.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an EIS, or a lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) *as a whole* has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require Caltrans to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an EIR must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of "mandatory findings of significance," which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

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3.2 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the project. In many cases, background studies performed in connection with the projects will indicate that there are no impacts to a particular resource. A NO IMPACT answer in the last column reflects this determination. 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.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices (BMPs) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below; see Chapters 1 and 2 for a detailed discussion of these features. The annotations to this checklist are summaries of information contained in Chapter 2 in order to provide the reader with the rationale for significance determinations; for a more detailed discussion of the nature and extent of impacts, please see Chapter 2. This checklist incorporates by reference the information contained in Chapters 1 and 2.

AESTHETICS

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

The potential for the Build Alternatives to result in impacts related to aesthetics was assessed in the Visual Impact Assessment for State Route 86/Avenue 50 New Interchange Project (VIA) (May 2018) and the Visual/Aesthetics section in Chapter 2. The following discussions are based on those analyses.

a) <u>Less Than Significant Impact</u>.

As discussed in the Visual/Aesthetics section in Chapter 2, public views from roadways in the project area provide opportunities for public views toward visual resources, such as Joshua Tree National Park to the north/east, eastern foothills of the San Bernardino National Forest to the northwest, Santa Rosa Mountains to the south, and San Jacinto Mountains to the west. General Plan Policy 6.1 of the Land Use and Community Character Element requires the preservation of hillside and mountain views from view corridors throughout the City that afford these views. VIA Key Views 1 through 5 depict typical views from eastbound Avenue 50, northbound Tyler Street, northbound SR-86, and westbound Avenue 50 travelers with background views of the surrounding hillsides and ridgelines the City aims to preserve. As shown in Figures 2.1.7-1 and 2.1.7-2a through 2.1.7-6b, the SR-86/Avenue 50 interchange structure would not result in substantial view blockage of the hillsides and ridgelines in the surrounding area. As such, the overall visual impact in Key Views 1 through 5 would not be significant. Further, Measures VIS-2 through VIS-5 would ensure the character and quality of the project area is maintained and is not substantially degraded. Thus, impacts would be less that significant.

b) <u>No Impact</u>.

As discussed in the Visual/Aesthetics section in Chapter 2, the project site does not include any officially designated or eligible State scenic highways.[1]

[1] California Department of Transportation, *California Scenic Highway Mapping System*, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed on July 26, 2017.

c) and d) <u>Less Than Significant Impact</u>.

As discussed in the Visual/Aesthetics section in Chapter 2, motorists traveling along SR-86, Avenue 50 and Tyler Street in the project vicinity would be exposed to temporary visual changes associated with construction-related activities and additional lighting. The project would require staging areas to allow for construction activities and the storage of equipment. Construction vehicle access and staging of construction materials would be visible from motorist traveling along the project site as well as residents located in the project vicinity. However, views of construction-related activities and equipment/vehicles would be temporary in nature. The project would be required to comply with Caltrans Standard Specifications for Construction, which would minimize visual impacts through the use of opaque temporary construction fencing that would be situated around the staging areas.

In regards to permanent impacts, although a new interchange and overcrossing structures would be introduced to the area, these transportation uses would be similar to the height, scale, mass, and character of the existing interchanges/overcrossing structures in the project vicinity (e.g., the Avenue 52/SR-86 overcrossing structure to the northwest of the project site). After project implementation, the visual character of the area would be moderately affected by the project. However, implementation of recommended Measures VIS-2 through VIS-5 would ensure the character and quality of the project area is maintained and is not substantially degraded. Therefore, the project as designed would not substantially degrade the visual character and quality of the site and would have less than significant impacts to visual character with implementation of Measures VIS-2 through VIS-5.

Lighting from nighttime construction could potentially cause a nuisance to motorists travelling along SR-86 and Avenue 50, in addition to surrounding residential uses. Lighting effects to surrounding residential uses would primarily be of concern during construction of Phase 1 of the Build Alternatives, which would occur in close proximity to single-family residences along Avenue 50 and Tyler Street, west of CVSC. Nighttime construction lighting would be required for tie-in work in high traffic areas (e.g., ramp tie-ins along SR-86, tie-in of the new Avenue 50 re-alignment) and bridge falsework along SR-86. In accordance with Caltrans regulations, nighttime construction would be limited to the hours of 10:00 p.m. to 6:00 a.m. Necessary lighting for safety and construction purposes would be directed away from land uses outside of the project area, and contained and directed toward the specific area of construction. With implementation of Measure VIS-1, construction lighting types, plans, and placement would be designed to minimize light and glare impacts on surrounding sensitive uses. Additionally, implementation of the project would introduce additional sources of light to the project area from traffic signals along Avenue 50 (i.e., at the northbound and southbound SR-86 on/off-ramps, and the Avenue 50/Tyler Street intersection). Motorists traveling along SR-86, Avenue 50, and Tyler Street would be nominally impacted by the traffic signals due to their short duration of exposure. The residential uses in the project vicinity could be sensitive to increased lighting from the project. However, the project area currently contains lighting features, particularly along Avenue 50 and Tyler Street. Measures VIS-1 and VIS-6 (use of lighting design techniques) would reduce temporary and operational lighting impacts by requiring new lighting to be designed and installed to avoid light spillage at adjacent properties. Impacts related to light and glare would be less than significant.

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:	Significant and Unavoidable 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))?	☐	☐	☐	☒
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?	☐	☐	☐	☒

The potential for the Build Alternatives to result in impacts to agriculture and forest resources was assessed in the Community Impact Assessment (August 2018) and the Farmlands section in Chapter 2. The following discussion is based on those analyses.

a) <u>Less Than Significant Impact</u>.

Based on Section 2.1.2, Farmlands, of this IS/EA, the project would bisect two agricultural parcels, resulting in 13.35 acres of remnant portions of the parcels following construction of the project, considered to be an indirect conversion of farmland acreage. Either Build Alternative would directly convert 44.47 acres of farmland. The total acreage of permanently impacted farmland is 57.82 acres.

A measure has been incorporated to minimize the effects related to the loss of farmland due to the project. All agricultural land that is converted to non-agricultural use will be addressed at a 1:1 ratio. Therefore, a less than significant impact would occur.

b) Less Than Significant Impact.

The eastern portion of the project site (east of the CVSC) contains areas that are zoned as "agricultural reserve," and "agricultural transition." However, as a roadway project, the project would not result in the creation of a new land use or development that would result in a zoning conflict resulting in the need for a zone change. In addition, there are no Williamson Act lands within the project area. Therefore, the project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. A less than significant impact would occur and no measures are required.

c) and d) No Impact.

There are no forest lands or timberlands located within or adjacent to the project area. Therefore, the project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, nor would the project result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

e) No Impact.

The project does not 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. No impact would occur.

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:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

The potential for the Build Alternatives to result in impacts to air quality was assessed in the Air Quality Assessment (August 2017) and the Air Quality section in Chapter 2. The following discussion is based on those analyses.

a) and b) <u>No Impact</u>.

The project is located in the Salton Sea Air Basin (SSAB) and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). As discussed in the Air Quality section of Chapter 2, the Basin is an attainment area for CO, NO_2, SO_2, and $PM_{2.5}$ for both state and federal standards. The Basin is a nonattainment area for O_3 and PM_{10} under both state and federal standards.

Temporary Construction Impacts

The project would construct a new bridge spanning over the CVSC and realign Avenue 50 and Tyler Street on the west side of SR-86 (Phase 1); and construct a new SR-86/Avenue 50 interchange and will also include realignment of Tyler Street on the east side of SR-86 (Phase 2). With adherence to local, state, and federal rules and regulations, including Caltrans Standard Specifications for Construction (Sections 14-11.04 [Dust Control]) and 14-9.02 [Air Pollution Control]), the project would not violate any air quality standards. No impact would occur in this regard and no measures are required.

Operational Impacts

Based on Section 2.2.6, Air Quality, the roadway widening and new interchange improvements would attract traffic to the area, nominally increasing average daily traffic; although a higher proportion of trucks would not occur.

The project is included in the SCAG 2016 RTP/SCS and 2019 FTIP, both of which were found to be conforming (see Section 2.2.6, Air Quality, of this IS/EA). Therefore, the project would not conflict with the AQMP, violate any air quality standard, or result in a net increase of any criteria pollutant. No impact would occur in this regard and no measures are required.

c) Less Than Significant Impact.

Cumulative Construction Impacts

As noted above, with adherence to local, state, and federal rules and regulations, including Caltrans Standard Specifications for Construction (Sections 14-11.04 [Dust Control]) and 14-9.02 [Air Pollution Control]), the project would generate a less than significant amount of pollutants during construction due to the short duration of project construction. These same requirements would also be imposed on construction projects throughout the Basin, which would include related projects. Thus, it can be reasonably inferred that the project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. Thus, a less than significant impact would occur in this regard and no measures are required.

Cumulative Operational Impacts

As discussed previously, project implementation would create a slight increase in average daily traffic. In addition, the project would improve vehicular traffic and circulation and would not add substantial new vehicular capacity to the expressway mainline. Adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. As a result, the project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, cumulative operational impacts associated with implementation of the project would be less than significant and no measures are required.

d) Less Than Significant Impact.

Temporary Construction Impacts

The closest sensitive receptors to the project include residential uses that are along the north and south of the existing Avenue 50 and residents along Tyler Street. Temporary impacts to sensitive receptors regarding fugitive dust resulting from construction activities would occur during demolition, grading/trenching, new pavement construction, and the restriping phase. However, adherence to local, state, and federal rules and regulations, including Caltrans Standard Specifications for Construction (Sections 14-11.04 [Dust Control]) and 14-9.02 [Air Pollution Control]) would minimize temporary air quality impacts to sensitive receptors, and sensitive receptors would not be exposed to substantial pollutant concentrations. No measures are required.

Operational Impacts

As discussed in Section 2.2.6, Air Quality, the CO screening analysis concluded that project implementation would reduce congestion and overall travel time due to overall improvements in LOS and vehicle hours traveled (VHT) during build conditions. Additionally, the project does not involve parking lots, and therefore would not increase the number of vehicles operating in cold start mode. Accordingly, impacts would be less than significant and no measures are required.

e) Less Than Significant Impact.

As stated, the closest sensitive receptors to the project include residential uses that are along the north and south of the existing Avenue 50 and residents along Tyler Street. Accordingly, the project would not create objectionable odors affecting a substantial number of people; however, minor sources of odors would be present during construction. Construction of the re-alignment of Avenue 50 is expected to be completed within three to four months. Construction of the re-alignment of Tyler Street is expected to be completed within one to three months. The predominant source of power for construction equipment is diesel engines and emissions associated with asphalt paving. Because odors would be temporary and would disperse rapidly with distance from the source, construction-generated odors would not be expected to result in the frequent exposure of receptors to objectionable odorous emissions. Impacts would be less than significant and no measures are required.

BIOLOGICAL RESOURCES

Would the project:	Significant and Unavoidable 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?	☐	☐	☐	☒

The potential for the Build Alternatives to result in impacts to biological resources was assessed in the Natural Environment Study (NES), (May 2018), the Jurisdictional Delineation (April 2018), and the following sections in Chapter 2: Wetlands and Other Waters; Plant Species; Animal Species; Threatened and Endangered Species, and Invasive Species. The following discussions are based on those analyses.

a) <u>Less Than Significant Impact</u>.

As discussed in Section 2.3.1, Natural Communities, two natural plant communities were observed in the Biological Study Area (BSA) during the site investigation on April 26, 2017: arrowweed scrub and saltbush scrub. As discussed in Section 2.3.3, Plant Species, 12 special status plant species were identified as having potential to occur on the BSA. However, none were observed during the assessment and none are expected to occur and

are presumed absent based on the habitat requirements for specific species, availability, and quality of habitats needed by special status plant species. However, development of the project has the potential to result in temporary indirect impacts to special status plant species that may occur within habitats surrounding the BSA such as fugitive dust or spread of non-native seeds. Adherence to Caltrans Standard Specifications Section 14-10.01, General (Solid Waste Disposal and Recycling), would ensure project materials are not cast from the project site into nearby habitats and project related debris, spoils, and trash are contained and removed to a proper disposal facility. Caltrans Standard Specifications Section 18-1.03A, General (Dust Palliatives), would ensure dust control during project construction. Measure INV-1 would minimize potential impacts regarding invasive plant species. With adherence to these standards and measure, potential impacts to plant species would be reduced to less than significant levels.

As discussed in Section 2.3.3, Animal Species, a total of 23 special status animal species were identified as potentially occurring within the BSA. Four special status animal species were identified within the BSA during the site investigation on April 26, 2017: Cooper's hawk, burrowing owl, black-tailed gnatcatcher, and American badger. Based on the results of the field survey, it was determined that the habitats within and adjacent to the BSA have a low potential to support summer tanager, vermillion flycatcher, Crissal thrasher, Le Conte's thrasher, least Bell's vireo, and yellow-headed blackbird. All other special status animal species are not expected to occur within the BSA and are presumed absent based on habitat requirements for specific species, availability and quality of habitats needed by special status animal species, and known distributions. However, to minimize potential impacts to special status animal species, Measures AS-1a through AS-1d would require workers to receive environmental awareness training prior to the initiation of work. Additionally, nesting birds are protected pursuant to the California Fish and Game Code (Sections 3503, 3503.3, 3511, and 3513). To minimize potential impacts to this migratory bird species, a pre-construction clearance survey would be performed if project activities occur during the nesting season (Measures AS-2 and AS-3a through AS-3c).

Implementation of the project has the potential to have both direct and indirect impacts to burrowing owl and the American Badger. In addition, construction-related disturbance may have an adverse impact on both species. Measures AS-4a through AS-4d would require pre-construction surveys for burrowing owl and Measures AS-5a through AS-5c would require pre-construction surveys for American Badger. If either the burrowing owl or American Badger are determined present during the pre-construction surveys, Measures AS-4a through AS-4d and AS-5a through AS-5c would require avoidance and/or relocation as necessary. As such, with implementation of Measures AS-1a through AS-5c, potential impacts to special status species would be less than significant.

b) <u>Less Than Significant Impact</u>.

Two natural plant communities occur within the BSA: arrowweed scrub and saltbush scrub. Although these plant communities provide suitable nesting and foraging opportunities for avian and mammalian species, no natural communities of special concern were identified in the BSA. Therefore, no temporary or permanent impacts to natural communities of special concern would occur as a result of project implementation.

Refer to Response (c) below regarding riparian habitat. Measures WET-2a and WET-2b would require fencing barriers around riparian and riverine communities. Thus, with adherence to Measures WET-2 a and WET-2b, potential impacts to riparian habitat would be less than significant.

c) Less Than Significant With Mitigation Incorporated.

As detailed in the Wetlands and Other Waters section in Chapter 2, the Avenue 50 bridge and related construction activities would span the active CVSC channel. The Build Alternatives would result in temporary project impacts to 0.95-acre (0.08 of non-wetland waters and 0.87 of wetland) of Regional Water Quality Control Board (RWQCB) jurisdiction and 1.86-acre (0.87 of vegetated streambed and 0.99 of unvegetated streambed) of California Department of Fish and Wildlife (CDFW) jurisdiction. The project would result in permanent project impacts to approximately 0.02-acre of wetland associated with CVSC, which is under RWQCB jurisdiction. Additionally, the project would result in approximately 3.25 acres (0.02-acre of vegetated streambed and 3.23-acres or non-vegetated streambed) of permanent impacts to CDFW jurisdiction through implementation of project features affecting CVSC. The project would not result in any permanent impacts to RWQCB wetlands or non-wetland waters.

As a "Covered Activity" under the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), the project was determined to be consistent with the CVMSHCP biological goals and objectives and no further avoidance, minimization, and mitigation measures are required. Measures WET-1, WET-2a, and WET-2b would further reduce potential impacts. Measure WET-1 would require impacts to jurisdictional waters of the State 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, operational maintenance, and performance standards, in consultation with the resource agencies. Measures WET-2a and WET-2b would require fencing barriers around riparian and riverine communities. Thus, with adherence to Measures WET-1, WET-2a, and WET-2b and measures under the CVMSHCP, temporary and permanent impacts related to project implementation would be less than significant.

d), e) and f) No Impact.

Although channelized, the CVSC has the potential to provide movement opportunities for a limited variety of wildlife species such as coyotes. However, based on the NES, there are no known habitat linkages or migration corridors within the BSA. This project would not conflict with any local policies or ordinances protecting biological resources, nor would it conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. As discussed above, the project is identified as a "Covered Project," under the CVMSHCP and would be consistent with goals and policies provided in the CVMSHCP. No impacts would occur and no measures are required.

CULTURAL RESOURCES

Would the project:	Significant and Unavoidable 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 dedicated cemeteries?	☐	☐	☒	☐

The potential for the project to result in impacts related to cultural and paleontological resources was assessed in the Historic Property Survey Report (HPSR) (May 2018); Historical Resources Evaluation Report for the State Route 86 – Avenue 50 New Interchange and Bridge Project (HRER) (May 2018); Archaeological Survey Report for the State Route 86/Avenue 50 New Interchange Project (ASR) (May 2018); Combined Paleontological Identification Report and Paleontological Evaluation Report (PIR/PER) (March 2018); and within the Cultural Resources and Paleontological Resources sections in Chapter 2. The following discussions are based on those analyses.

a) and b) <u>Less Than Significant Impact</u>.

As detailed in Section 2.1.8, Cultural Resources, of the IS/EA, the project would result in a Finding of No Adverse Effect to Historic Properties. Additionally, Caltrans has notified the California State Historic Preservation Officer (SHPO) of its determination that one property within the area of potential effect (APE) is eligible for inclusion in the National Register of Historic Places (NRHP). The resource is eligible as a contributing element of the larger NRHP eligible site; however, the project related effects on it will not be adverse. Caltrans has requested concurrence in its determination of *Finding of No Historic Properties Affected.* Ground disturbance activities associated with construction of the Build Alternatives could result in the inadvertent discovery of cultural resources. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area be diverted until a qualified archaeologist can assess the nature and significance of the find. As such, no impacts to cultural resources would occur and no measures are required.

c) <u>Less Than Significant With Mitigation Incorporated</u>.

No fossils are known to exist within the project boundaries. However, the project site is underlain by geologic units determined to have a low to high potential for buried fossil resources (i.e., sensitivity increases with depth below ground surface). As a result, ground-disturbing activities associated with the construction of the Build Alternatives could result in the disturbance or loss of previously undiscovered paleontological resources. Any loss of

paleontological resources would most likely occur in areas that are immediately underlain by geologic units with low to high paleontological sensitivity, well below the contact between Holocene lacustrine deposits and Pleistocene lacustrine deposits (20 feet below ground surface [bgs]).

Since the project's ground-disturbing activities could result in adverse impacts to paleontological resources, a worker's environmental awareness training would be required (Measure PAL-1). Additionally, a qualified professional paleontologist will prepare and implement a Paleontological Mitigation Plan (PMP) for the project and monitoring is recommended for grading and excavation activities at depths greater than or equal to 20 feet bgs (PAL-2). If paleontological resources are discovered during ground-disturbing activities, fossil preparation, curation, and reporting would occur in accordance with Measures PAL-3a and PAL-3b. With implementation of Measures PAL-1, PAL-2, PAL-3a, and PAL-3b, the Build Alternatives, impacts would be less than significant.

d) Less Than Significant Impact.

No human remains, including those of Native American decent, are known to exist within the APE. However, the possibility exists that unknown buried human remains could be unearthed during construction. If human remains are discovered during construction, California Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner be contacted. If the remains are thought by the coroner to be Native American, the coroner shall notify the NAHC, who, pursuant to PRC Section 5097.98, would then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains shall contact Gary Jones, Principal Investigator, Prehistoric Archaeology, so that he may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 shall be followed as applicable. As such, potential impacts to human remains would be less than significant and no measures are required.

GEOLOGY AND SOILS

Would the project:	Significant and Unavoidable 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:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
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?	☐	☐	☐	☒

The potential for the Build Alternatives to result in impacts to geology and soils was assessed in the District Preliminary Geotechnical Report (DPGR) (May 31, 2018), and the Geology/ Soils/Seismic/Topography section in Chapter 2. The following discussions are based on those analyses.

a, i) <u>No Impact</u>.

The project area is not in an Alquist-Priolo Earthquake Fault Zone, and there are no known active or potentially active faults mapped as crossing or in the immediate vicinity of the SR-86/Avenue 50 interchange. Therefore, the improvements under the Build Alternatives are not expected to be exposed to effects associated with fault displacement and ground rupture. No measures are required.

a, ii) Less Than Significant Impact.

During project construction, the project could expose construction workers and the traveling public to potential impacts associated with seismic ground shaking. The project would comply with the most current Caltrans' procedures and design criteria regarding seismic design to minimize any adverse effects related to seismic ground shaking. Earthwork would be performed in accordance with Caltrans Standard Specifications, Section 19, which require standardized measures related to compacted fill, overexcavation and recompaction, and retaining walls, among other requirements. Moreover, Caltrans Highway Design Manual (HDM) Topic 113, Geotechnical Design Report, would require that a site-specific, geotechnical field investigation is performed for the project during the Plans, Specifications, and Estimates (PS&E) phase. Impacts in this regard would be less than significant, and no measures are required.

With regard to operational impacts, moderate-to-severe seismic shaking is likely to occur in the project area during the life of the improvements provided by the Build Alternatives. As a result, the Build Alternatives would be subject to effects associated with seismic shaking that could damage the interchange ramps, road surfaces, or other structures. The project will adhere to the earthwork recommendations provided in the District Preliminary Geotechnical Report. Refer to Section 2.2.3 for detailed discussion of geotechnical recommendations. Accordingly, less than significant impacts would occur regarding seismic ground shaking and no measures are required.

a, iii) and iv) No Impact.

There are no known active faults within the project limits. The risk of ground surface rupture and related hazards including liquefaction and landslides at the project site would not occur. No measures are required.

b) Less Than Significant Impact.

Temporary Construction Impacts

As a result of earthwork activities associated with the Build Alternatives, temporary impacts related to soil erosion and the loss of top soil may occur. As discussed in Section 2.2.3, surficial soils on existing slopes within the project limits are mostly sandy soils and are susceptible to erosion. The erosion potential of the existing slope faces was observed to be minimal to moderate. To reduce the potential for soil erosion and loss of top soil, the project contractor would design temporary excavation for local and global stability. Standard practices such as soil binders and rock slope protection will be implemented during construction (Caltrans Standard Specifications Sections 13-05 and 21), as are itemized in Chapter 1 of this document. Additionally, the project will adhere to the earthwork recommendations provided in the District Preliminary Geotechnical Report prepared for the project. Accordingly, impacts would be less than significant and no measures are required.

Operational Impacts

The majority of the slopes under the Build Alternative would be sloped at 4H:1V or flatter. Fill embankments would be globally stable for a maximum slope gradient of 2H:1V or flatter and fill slopes with a gradient of 2H:1V would be surficially stable. These areas would be maintained with erosion protection and drainage control in accordance with Section 21 of Caltrans Standard Specifications (2015). The project will adhere to the earthwork

recommendations provided in the District Preliminary Geotechnical Report. Accordingly, impacts would be less than significant and no measures are required.

c) No Impact.

Preliminary liquefaction analysis within the DPGR determined that the project site is not subject to liquefaction hazards. Since the project site is not subject to liquefaction hazards, the DPGR determined that liquefaction-induced (seismic) settlement of onsite soils is expected to be negligible. Additionally, the potential for landslide, lateral spreading, subsidence, or collapse is not anticipated to be a design concern. Nonetheless, these conclusions would be confirmed using additional site-specific soil borings, cone penetration test (CPT) soundings, and groundwater data to be obtained during the PS&E phase. No impact would occur in this regard. No measures are required.

d) No Impact.

The sandy soils associated with the project site are primarily sand and silty sand which are not expected to be expansive. The expansion potential for silty and clayey soils is considered moderate. The project will adhere to the earthwork recommendations provided in the District Preliminary Geotechnical Report. Accordingly, no impact would occur in this regard. No measures are required.

e) No Impact.

The Build Alternatives would not use septic tanks or alternative methods for disposal of wastewater into subsurface soils, and would not connect to existing public wastewater infrastructure. No measures are required.

GREENHOUSE GAS EMISSIONS

Would the project:	Significant and Unavoidable 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?	Caltrans has used the best available information based to the extent possible on scientific and factual information, to describe, calculate, or estimate the amount of greenhouse gas emissions that may occur related to this project. The analysis included in the climate change section of this document provides the public and decision-makers as much information about the project as possible. It is Caltrans' determination that in the absence of statewide-adopted thresholds or GHG emissions limits, it is too speculative to make a significance determination regarding an individual project's direct and indirect impacts with respect to global climate change. Caltrans remains committed to implementing measures to reduce the potential effects of the project. These measures are outlined in the climate change section that follows the CEQA checklist and related discussions.			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				

HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Significant and Unavoidable 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?	☐	☐	☐	☒

The potential for the Build Alternatives to result in impacts regarding hazards and hazardous materials was assessed in the *State Route 86/Avenue 50 New Interchange Project Phase I Initial Site Assessment* (Phase I ISA) (October 2017), and the Hazardous Waste/Materials section in Chapter 2. The following discussions are based on those analyses.

a) <u>Less Than Significant Impact</u>.

The Build Alternatives would not create a substantial hazard to the public or the environment through any reasonably foreseeable hazard to the public through the routine transport, use, or disposal of hazardous materials. During operations, it is anticipated that any use of

hazardous materials on-site would consist of routine hazardous materials such as paint, solvents, and fuel for maintenance activities and landscaping. All such materials would be used, handled, stored, and disposed of in accordance with applicable local, State, and federal regulations. The routine transport, use, and disposal of hazardous materials under the Build Alternatives would be similar to what occurs under existing conditions. Potential hazardous material impacts in this regard are considered less than significant, and no measures are required.

b) Less Than Significant Impact.

As detailed in Section 2.2.5, Hazardous Waste/Materials, in this IS/EA, no regulatory properties have been reported on the project site, nor have any known corrective actions, restorations, or remediations been planned or completed. The project site had not been under investigation for violation of any environmental laws, regulations, or standards, as identified in the databases reported by EDR. However, potentially significant hazardous waste/materials impacts could occur during construction of the project relative to the following: building material containing asbestos-containing materials (ACMs) and lead-based paints (LBPs); traffic striping materials; transformers located in the project area; septic tanks and leach fields; aerially deposited lead (ADL); and unknown waste. Each of these items are discussed below.

Asbestos-Containing Materials: Project implementation will result in the demolition of existing structures associated with the single-family residence located within the southeastern portion of the project site, immediately west of SR-86 and east of CVSC. Demolition of these structures could disturb potential ACMs associated with the building materials. Demolition activities would be required to comply with existing federal, state, and local laws and regulations involving disturbance of ACMs. ACM testing would be required to be conducted prior to demolition/modification of structures by a certified specialist (Measure HAZ-1). If present, the certified specialist would be required to monitor the disposal of the ACMs as they are uncovered. As such, potential impacts related to ACMs in building materials would be less than significant.

Lead-Based Paints: As stated above, the Build Alternatives would require demolition of existing structures associated with the single-family residence located immediately west of SR-86, east of the CVSC. These activities could disturb potential LBPs associated with building materials. LBP testing would be required to be conducted prior to demolition/modification of structures by a certified specialist (Measure HAZ-1). If present, the certified specialist would be required to monitor the disposal of the LBPs as they are uncovered. As such, potential impacts related to LBPs in building materials would be less than significant.

Traffic Striping Materials: Disturbance of traffic striping materials would occur with implementation of the Build Alternatives. Adherence to Caltrans Standard Special Provision's (SSP's), Section 14-11.12, Removal of Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue, Section 36-4, Residue Containing Lead from Paint and Thermoplastic, and Section 84-9.03C, Remove Traffic Stripes and Pavement Markings Containing Lead, would ensure proper removal, handling, and disposal of the generated traffic striping waste at a permitted disposal facility. As such, potential impacts related to LBPs in traffic striping materials would be less than significant.

Transformers: There are existing pole-mounted transformers on the project site. Construction activities associated with both Build Alternatives could involve the

relocation/removal of on-site transformers. As such, construction/demolition of on-site transformers would need to be conducted under the purview of the local purveyor to identify property-handling procedures regarding PCBs (Measure HAZ-2). As such, potential impacts related to PCBs would be less than significant.

ADL: The on-site roadways are rural in nature and have corresponding traffic volumes. Accordingly, the potential for ADL contamination to exist within soils along portions of State Highway associated with the project area is considered to be unlikely. With compliance with the ADL Agreement between Caltrans and DTSC, impacts would be less than significant.

Septic Systems: Measure HAZ-3 would require the location of septic tanks and leach fields be confirmed prior to site disturbance activities. Should septic systems be present on-site, the City of Coachella would be required to properly abandon the existing system(s) and relocate the system(s) appropriately (refer to Geology and Soils Response [e]). As such, impacts related to potential septic systems would be less than significant.

c) No Impact.

The nearest school to the project site is Valle Del Sol Elementary School (located at 51433 Education Way, approximately 0.3-mile southwest of the project site). No impact would occur in this regard.

d) No Impact.

The project site is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impacts would occur.

e) No Impact.

The Jacqueline Cochran Regional Airport is located approximately 2.8 miles south of the project site at 56-850 Higgins Drive. Based on Exhibit JC-7, Compatibility Factors Map, in the Riverside County Airport Land Use Compatibility Plans, the project site is not located in the airport influence area boundary. Therefore, no impacts would occur.

f) No Impact.

There are no private airports or airstrips in the vicinity of the project site. As a result, the Build Alternatives would not affect or be affected by aviation activities associated with private airports or airstrips. No measures are required.

g) No Impact.

The City of Coachella is a participant member of the Riverside County Operational Area Multi-Jurisdictional Hazard Mitigation Plan (HMP) approved by the Federal Emergency Management Agency (FEMA) in March 2005 and ongoing updates to that document. However, the City does not have an emergency response plan or emergency evacuation plan. Accordingly, no impact would occur is this regard. No measures are required.

h) No Impact.

Wildland fires occur in geographic areas that contain the types and conditions of vegetation, topography, weather, and structure density susceptible to risks associated with uncontrolled

fires that can be started by lightning, improperly managed camp fires, cigarettes, sparks from automobiles, and other ignition sources. The project site and surrounding areas are developed with urban and agricultural uses and do not include brush- and grass-covered areas typically found in areas susceptible to wildfires. As a result, the Build Alternatives would not expose people or structures to a significant risk of loss, injury, or death associated with wildland fires. No impact would occur and no measures are required.

HYDROLOGY AND WATER QUALITY

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No 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	☐	☐	☐	☒

The potential for the Build Alternatives to result in impacts regarding hydrology and water quality was assessed in the Location Hydraulic Study and Summary Floodplain Encroachment Report (LHS/SFER) (May 2018), the Water Quality Assessment Report (WQAR) (June 2018), and the Hydrology and Floodplain and Water Quality sections in Chapter 2. The following discussions are based on those analyses.

a) No Impact.

As discussed in the Water Quality section of Chapter 2, construction of either of the Build Alternatives would not violate any water quality standards or waste discharge requirements. The project would be subject to various SWRCB and RWQCB water quality requirements that would require implementation of BMPs during both construction and operation of the project. Upon adherence to these requirements and implementation of BMPs, no impacts would occur in this regard during construction. No measures are required.

The project would not result in substantial water quality impacts to downstream receiving bodies, the CVSC, Whitewater River, and the Salton Sea during operations. Both water bodies are listed on the 2016 303(d)/305(b) Integrated List as impaired. Pursuant to Caltrans MS4 Permit requirements, the project would be required to implement a range of design pollution prevention and treatment and maintenance BMPs. These BMPs would meet the objective of maximizing vegetated surfaces, preventing downstream erosion, and stabilizing soil areas. Upon adherence to the Caltrans MS4 Permit, impacts to water quality would be less than significant and no measures are required.

b) No Impact.

Per the California Department of Water Resources Water Data Library, the nearest groundwater well with current groundwater level and quality data is located approximately a mile northeast of the project at the intersection of Tyler Street and Avenue 48. The depth to groundwater at this well in October 2017 was approximately 23 feet.

The Build Alternatives would not deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. No impacts would occur in this regard and no measures are required.

c) Less Than Significant Impact.

The project would not substantially alter the drainage characteristics of the project area. As discussed in the Hydrology and Floodplain section of Chapter 2, the CVSC banks are stabilized by slope lining while the invert has engineered drop structures along the length of the channel. One of these drop structures is the existing Avenue 50 roadbed. This roadbed would be abandoned as part of the project, but would not be removed.

Although the bridge piers would have some local scour potential during project operations, impacts would be minimized by placing rock slope protection at the piers and through construction of concrete slope lining along the channel to prevent erosion and/or siltation. Additionally, as discussed above, operational BMPs will be implemented to minimize the potential impacts regarding erosion and siltation. Accordingly, potential impacts regarding erosion and siltation would be less that significant and no measures are required.

d) Less Than Significant Impact.

As noted previously, the project would not substantially alter the drainage characteristics of the project area. Portions of the project site located within the CVSC are classified as Zone A. Zone A are areas that have a one percent probability of flooding every year (also known as the “100-year floodplain”), and where predicted flood water elevations have not been established. Properties in Zone A are considered to be at high risk of flooding under the

National Flood Insurance Program (NFIP). The Hydraulic Analysis determined that the project improvements would result in a localized rise in the water surface elevation at the CVSC. The allowable change in water surface elevation is a cumulative 1-foot rise over the base flood elevation for Zone A floodplains. As indicated in Section 3.2, Hydraulic Analysis, of the Location Hydraulic Study (LHS) prepared for the project, the project would not involve changes to the 100-year water surface elevation in CVSC which would exceed the allowable 1-foot rise prescribed by the FEMA regulations. As a result, the project would not be required to file a Conditional Letter of Map Revision (CLOMR) during Final Design. As such, the potential risk of flooding would be less than significant. No measures are required.

e) Less Than Significant Impact.

As discussed in Section 2.2.2, Build Alternative 7 would result in a total impervious area of 21.3 acres, and Build Alternative 8 would result in a total impervious area of 21.7 acres. This increase to the impervious area on-site could create or contribute runoff water which could exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff. However, the project will implement Treatment BMPs that will capture and treat on-site runoff. Selection of BMPs will be determined during final design. Potential impacts regarding stormwater drainage capacity and increased polluted runoff would be less than significant. No measures are required.

f) Less Than Significant Impact.

Construction of either of the Build Alternatives could potentially result in water quality impacts associated with the contribution of pollutants to receiving water bodies during the temporary construction process. BMPs, including construction site BMPs (e.g., storm drain inlet protection, temporary fiber rolls, gravel bed berms, etc.) and job management BMPs (i.e., wind erosion control, spill prevention and control, etc.) would minimize these potential individual or cumulative combined impacts on water quality, including downstream waterbodies. The selection of BMPs will be determined during final design. Accordingly, impacts to water quality would be less than significant. No measures are required.

Operation of the Build Alternatives would result in an increase in impervious surface area, which would result in an increase in stormwater runoff. As discussed in Section 2.2.2, Build Alternative 7 would result in a total impervious area of 21.3 acres, and Build Alternative 8 would result in a total impervious area of 21.7 acres. When the total impervious area of Alternative 7 is compared to the size of the Whitewater River Watershed (over 960,000 acres), this equates to less than 0.00004 percent of the watershed. Thus, the increase in impervious surface area would not result in a substantial increase in runoff leading to a negative impact on water quality.

The project would not result in substantial water quality impacts to downstream receiving bodies, the CVSC and the Salton Sea. Both water bodies are listed on the 2016 303(d)/305(b) Integrated List as impaired. Design pollution prevention and treatment and maintenance BMPs would be implemented to meet the objective of maximizing vegetated surfaces, preventing downstream erosion, and stabilizing soil areas. Accordingly, potential water quality impacts would be less than significant and no measures are required.

g) and i) No Impact.

The project would not include the construction of any housing. The potential risk to life and property would remain unchanged as a result of Build Alternatives 7 and 8. Because the project would raise the roadway out of the CVSC and construct a new bridge with freeboard over the Base Flood Event, there would be no substantial increase in the potential for impacts related to flooding. The Build Alternatives would result in minimal increases in water surface elevation and would continue to be contained in the channels. No impacts would occur in this regard and no measures are required.

h) Less Than Significant Impact.

The project would include a new bridge structure for Avenue 50, crossing over the CVSC. This would require the placement of bridge columns within the CVSC. As discussed in the Hydrology and Floodplain section of Chapter 2, a "significant encroachment," of the floodplain, as defined in 23 CFR 650.105, would not occur under the Build Alternatives. Although the project site crosses a mapped Zone A floodplain, no floodplain development would occur as part of the project. In addition, there is no longitudinal encroachment associated with the Build Alternatives. As noted above, the project would not involve changes to the 100-year water surface elevation in CVSC which would exceed the allowable 1-foot rise prescribed by the FEMA regulations. Impacts in this regard would be less than significant, and no measures are required.

j) No Impact.

The project area is located approximately 78 miles from the Pacific Ocean. Based on the distance from the project site to the Pacific Ocean, there is no anticipated risk of inundation from a tsunami under the Build Alternatives.

A seiche is a tsunami-like condition in an enclosed body of water like a lake or reservoir. The nearest enclosed body of water to the project site is the Salton Sea, located approximately 13 miles to the southeast. Based on the distance of the project site to the Salton Sea, there is no anticipated risk of inundation from a seiche under the Build Alternatives.

Mudflows occur when soil is saturated and flows downhill. There are no hills adjacent to or in the vicinity of the project site. Therefore, there is no anticipated risk to the Build Alternatives as a result of a mudflow. No impacts would occur in this regard, and no measures are required.

LAND USE AND PLANNING

Would the project:	Significant and Unavoidable 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?	☐	☐	☐	☒

The potential for the Build Alternatives to result in impacts regarding land use and planning was assessed in the Community Impact Assessment (August 2018) and the Land Use section in Chapter 2. The following discussion is based on those analyses.

a) <u>No Impact</u>.

The project involves roadway improvements along Avenue 50 and at the intersection of SR-86 and Avenue 50, which are existing linear infrastructure facilities. The project improvements would not have the potential to create a barrier between developed uses. Rather, the project would result in a beneficial impact since it would reduce flood hazards by replacing the existing low-water crossing with a new bridge, and would improve circulation by constructing a new interchange at SR-86 within the project limits. Therefore, the improvements would not have the potential to divide an established community. No impacts would occur and no measures are required.

b) <u>No Impact</u>.

The project would construct a new SR-86/Avenue 50 interchange, which would accommodate traffic for existing and planned development in the area. As discussed in the Community Impact Assessment prepared for the project, both Phase 1 and Phase 2 of the Build Alternatives would be consistent with all applicable State, regional, and local plans and programs. Thus, no impacts would occur and no measures are required.

c) <u>No Impact</u>.

The project falls within the boundaries of the CVMSHCP. As discussed in the Community Impact Assessment prepared for the project, the project is recognized as a Covered Activity under the CVMSHCP, as listed in Table 7-3, *CVAG Regional Road Projects*. The project site is located in the CVMSHCP Area, but is located outside of all associated Conservation Areas (CVAG 2007). No impacts would occur and no measures are required.

MINERAL RESOURCES

Would the project:	Significant and Unavoidable 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) and b) <u>No Impact</u>.

Based on the City of Coachella General Plan Updated Public Draft EIR, the project site is located on land in a Mineral Resource Zone (MRZ-1) area where available geological information indicates that little likelihood exists for presence of significant mineral resources. No mineral resources are known to exist either on the site or in the project area; therefore, project implementation would not result in any significant impacts to mineral resources or the loss of any locally important mineral resource site and no mitigation measures are required.

NOISE

Would the project result in:	Significant and Unavoidable 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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

The potential for the Build Alternatives to result in noise impacts was assessed in the Noise Study Report (August 2018) and the Noise section in Chapter 2. The following discussion is based on those analyses.

a) and b) <u>Less Than Significant Impact</u>.

As discussed in Section 2.2.7, Noise, in Chapter 2, the closest sensitive receptors to the project include residential uses located approximately 35 feet to the east of the project construction area along Tyler Street. Construction activities associated with the Build Alternatives could expose these uses to temporary noise levels between approximately 83 and 92 dBA L_{max}. Construction-related noise and groundborne vibration associated with the project would be temporary and would cease upon project completion. Additionally, construction would comply with Caltrans Standard Specifications Section 14-8.02, "Noise Control," and applicable local noise standards. These measures provide guidance on maximum noise levels resulting from work activities as well as allowable construction activities. Accordingly, temporary impacts related to noise and vibration under the Build Alternatives would not be significant and no measures are required.

Operational noise levels under the Build Alternatives would not approach or exceed the Noise Abatement Criteria (NAC) of 67 dBA $L_{eq}(h)$ for residential or park/recreational land uses or result in a substantial increase in operational noise. In fact, future traffic noise levels

at several modeled receptors would experience lower noise levels under design-year conditions with the project (compared to future conditions without the project) due to an increase in distance between the roadways (specifically, Tyler Street) and several of the receptors included in the Noise Study Report. Therefore, the project would not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Impacts would be less than significant and no measures are required.

c) Less Than Significant Impact.

As discussed in Section 2.2.7, Noise, in Chapter 2, the project would result in a traffic noise impact if either the traffic noise level at a sensitive receiver location is predicted to "approach or exceed" the NAC or if the predicted traffic noise level is 12 dBA or more over the corresponding modeled existing peak noise level at the sensitive receiver locations analyzed. When traffic noise impacts occur, noise abatement measures must be considered.

As discussed in the response to a) above, noise levels under the Build Alternatives would not approach or exceed the NAC of 67 dBA L_{eq}(h) for residential or park/recreational land uses or result in a permanent substantial increase in noise. In fact, future traffic noise levels at several modeled receptors would experience lower noise levels under design-year conditions with the project. Therefore, the Build Alternatives would not involve permanent noise impacts which would require noise abatement. Impacts would be less than significant and no measures are required.

d) Less Than Significant Impact.

Construction noise would result from the transport of construction workers and equipment and materials to and from the project site, as well as from roadway and bridge construction activities. These activities could represent a nuisance to nearby residential uses and other sensitive receptors. Based on FTA data regarding noise levels produced by construction equipment that is commonly used on roadway construction projects, construction equipment noise would decrease with distance at a rate of approximately 6 dB per doubling of distance.

As discussed in Section 2.2.7, Noise, in Chapter 2, the closest sensitive receptors to the project include residential uses located approximately 35 feet to the east of the project construction area along Tyler Street. Construction activities associated with the Build Alternatives could expose these uses to temporary noise levels between approximately 83 and 92 dBA L_{max}. Construction-related noise associated with the project would be temporary and would cease upon project completion. Additionally, construction would comply with Caltrans Standard Specifications Section 14-8.02, "Noise Control," and applicable local noise standards. These measures provide guidance on maximum noise levels resulting from work activities as well as allowable construction activities. Accordingly, temporary impacts related to the Build Alternatives would not be significant and no measures are required.

e) No Impact.

The Jacqueline Cochran Regional Airport is located approximately 2.8 miles south of the project site at 56-850 Higgins Drive. Based on Map JC-3, Noise Compatibility Contours, in the Riverside County Airport Land Use Compatibility Plans, the project site is not located in any of the identified noise contour boundaries. Therefore, no impacts would occur.

f) <u>No Impact</u>.

There are no private airports or airstrips in the vicinity of the project site. As a result, the Build Alternatives would not expose people residing or working in the project area to excessive noise levels. No impacts would occur.

POPULATION AND HOUSING

Would the project:	Significant and Unavoidable 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?	☐	☐	☒	☐

The potential for the Build Alternatives to result in impacts related to population and housing was assessed in the Growth section in Chapter 2. The following discussion is based on that analysis.

a) <u>No Impact</u>.

The project improvements include construction of a new interchange at an existing facility (SR-86) and new bridge on an existing facility (Avenue 50), spanning over the CVSC and replacing the existing low water crossing to eliminate flood-related hazards. Capacity associated with the existing SR-86 mainline would remain the same. The improvements would improve mobility, access to SR-86, and traffic operations as it relates to the existing low water crossing. However, no new roadways, and thus, no new access would result with project implementation. No impacts to growth would occur in this regard and no measures are required.

b) and c) <u>Less Than Significant Impact</u>.

The project would result in both temporary acquisition of real property for temporary construction easement (TCE) areas, and permanent acquisition of real property including a residential relocation. Build Alternative 7 would require permanent partial acquisition of approximately 35.77 acres and permanent full acquisition of 19.12 acres, for a total of 54.89 acres, and would require relocation of two of the three existing structures associated with a single-family residence onsite. Build Alternative 8 would require permanent partial acquisition of approximately 42.62 acres and permanent full acquisition of 4.63 acres, for a total of 47.25 acres, and would require relocation of one of the three existing structures associated with a single-family residence onsite. As such, the project would not displace a substantial number of people, and any displaced residents would receive relocation assistance to minimize these impacts. These displaced residents could relocate within the City; however, the relocations would not necessitate the construction of replacement housing elsewhere. Impacts in this regard are less than significant. No measures are required.

PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☐	☒

The potential for the Build Alternatives to result in impacts related to public services was assessed in the Utilities and Emergency Services section in Chapter 2. The following discussion is based on that analysis.

a, i) and ii) <u>Less Than Significant Impact</u>.

Fire protection services and emergency medical/paramedic services in the City of Coachella are provided by the Coachella Fire Department through a contract with the County of Riverside Fire Department. Police protection services are provided through a contract with the City of Coachella and the Riverside County Sheriff's Department. Access to developed areas in proximity to the project may potentially be constrained intermittently during construction. As noted in Chapter 1.0 of the IS/EA, a Transportation Management Plan (TMP) has been included as a project feature to minimize potential traffic-related impacts during construction of the project. Travel through the project area will be maintained for emergency service vehicles during project construction. The Caltrans TMP Guidelines require consideration and notification of emergency service providers to provide for adequate emergency access during the temporary construction process. With preparation of the TMP during the PS&E phase, temporary impacts related to temporary construction activities and effects on the provision of emergency services would be reduced to a less than significant level. No measures are required.

a, iii) and v) <u>No Impact</u>.

As discussed in Section 2.1.3, Growth, project improvements would not induce growth. As such, the project would not result in the generation of new residents or populations capable of requiring additional services for schools or other public facilities. Thus, no impacts would occur in this regard.

a, iv) Less Than Significant.

There are four existing parks located within the vicinity of the project site: De Oro Park, Bagdouma Park, Veterans Memorial Park, and Sierra Vista Park; however, only Sierra Vista Park is located within one-half mile of the project. The Build Alternatives propose the removal of four power poles within Sierra Vista Park during Phase 1 of the project. Construction activities associated with the power pole relocation would be of short duration (approximately one week). During this brief period, the park may require closure for safety purposes. Upon completion of the power pole removal, full use of Sierra Vista Park would be restored and users of the park would continue to utilize the park facilities as they currently do. The removal of the power poles would represent a beneficial impact during operations, since these existing obstructions would be removed.

A temporary loss of parking for users of the park would also occur during Phase 1 of project construction. However, access will be maintained during the construction of roadway improvements adjacent to the park, and park users would be able to park along the streets located in the neighborhood immediately south of the park during construction. Roadside parking within walking distance of the park would be available specifically on Calle Mendoza, Calle Pizano, Corte Olivia, and Las Flores Avenue, all of which are located less than 0.25-mile from the park. Accordingly, potential impacts to the Sierra Vista Park are less than significant. No measures are required.

RECREATION

	Significant and Unavoidable 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?	☐	☐	☒	☐

The potential for the Build Alternatives to result in impacts to recreation was assessed in the Community Impact Assessment (August 2018) and the Land Use section in Chapter 2. The following discussion is based on those analyses.

a) Less Than Significant Impact.

The project involves roadway improvements that would generally not be expected to increase the use of existing neighborhood and regional parks or other recreational facilities. However, the project would implement improvements within an existing park (Sierra Vista Park) that may result in a potential increase in the use of the park due to enhanced access, additional parking, and removal of power poles in the park. While these beneficial impacts may result in a slight increase in use at the park, Sierra Vista Park is primarily a neighborhood park serving the local single-family residential neighborhood adjacent to the park's location, and does not typically attract regional users. No new recreational facilities (e.g., new/expanded sports courts, fields, etc.) within the park would be provided as part of the project. Accordingly, any slight increase in usage is not anticipated to result in substantial physical deterioration of the facility, and a less than significant impact would occur. No measures are required.

b) Less Than Significant Impact.

Refer to the response for a), above. Although the project would implement improvements relative to the existing Sierra Vista Park and the planned CV Link trail, the project would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Any potential increase in the use of these recreational facilities would not be substantial. Impacts would be less than significant and no measures are required.

TRANSPORTATION/TRAFFIC

Would the project:	Significant and Unavoidable 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?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

The potential for the Build Alternatives to result in transportation/traffic impacts was assessed in the State Route 86/Avenue 50 New Interchange Project Final Traffic Operations Report (Traffic Report), dated November 2017, and the Traffic and Transportation/ Pedestrian and Bicycle Facilities section in Chapter 2. The following discussion is based on those analyses.

a) <u>No Impact</u>.

As discussed in Section 2.1.6, Traffic and Transportation/Pedestrian and Bicycle Facilities, construction of the project would result in temporary traffic effects related to the circulation of vehicles, bicyclists, and pedestrians in the project area. However, the project would include preparation and implementation of a TMP during the PS&E phase. The Caltrans Transportation Management Plan Guidelines (TMP Guidelines) identifies the processes, roles, and responsibilities for preparing and implementing TMPs, as well as useful strategies for reducing congestion and managing work zone traffic impacts. The primary objective of the TMP is to maintain safe movement for vehicles, pedestrians, and bicyclists through the

construction zone, as well as minimize traffic delays during the construction period. With implementation of the TMP for the project, temporary impacts related to traffic, pedestrian, and bicyclists would be less than significant.

As discussed in the Traffic and Transportation/Pedestrian and Bicycle Facilities section in Chapter 2, the SR-86 mainline and ramps would operate at a level of service (LOS) D or better under both Build Alternatives by 2045. In addition, the project would also substantially improve the Avenue 50/Tyler Street and SR-86/Avenue 50 intersections from LOS F without the project to acceptable LOS C or better conditions. As such, no impacts would occur in this regard and no measures are required.

b) No Impact.

Based on the Traffic and Transportation/Pedestrian and Bicycle Facilities section in Chapter 2 and the 2011 Riverside County Congestion Management Program, there are no CMP facilities affected by the project. Accordingly, no impacts would occur in this regard and no measures are required.

c) No Impact.

The Jacqueline Cochran Regional Airport is located approximately 2.8 miles south of the project site at 56-850 Higgins Drive. Based on Exhibit JC-7, Compatibility Factors Map, in the Riverside County Airport Land Use Compatibility Plans, the project site is not located in the airport influence area boundary. Therefore, no impacts would occur and no measures are required.

d) No Impact.

The project will not substantially increase hazards due to a design feature; it will eliminate a sharp turn on SR-50, thus improving the operational and geometric characteristics of the roadway. It will not result in a dangerous intersection; in fact, it will improve the SR-86/ Avenue 50 intersection with a new grade separated overcrossing structure, and the Avenue 50/Tyler intersection with traffic signals. No impact would occur and no measures are required.

e) Less Than Significant Impact.

Refer to responses “a) i” and “a) ii” in the Public Services section of Chapter 3, above, for a description of potential impacts during the temporary construction process. Impacts in this regard would be reduced to a less than significant level with implementation of a TMP as described in Section 2.1.6.

In the long term, the Build Alternatives would improve mobility by providing direct and dependable access over the SR-86 and CVSC, which would improve emergency vehicle response times during storm events. Therefore, the Build Alternatives would not result in significant impacts on the delivery of emergency services in the long term and no measures are required.

f) No Impact.

The Build Alternatives would not conflict with adopted policies, plans, or programs supporting alternative transportation modes. The design of the improvements in the Build

Alternatives would accommodate public and private buses, as well as transit vehicles, pedestrians, and bicyclists. The improvements would also include features consistent with Americans with Disabilities Act (ADA) requirements, and would result in beneficial impacts related to the provision of bicycle and pedestrian facilities in the project area. As a result, the Build Alternatives would not conflict with alternative transportation modes. No impact would occur and no measures are required.

TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project may affect or cause a substantial significant change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project." Section 21074 of AB 52 also defines a new category of resources under CEQA called "tribal cultural resources." Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the California Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

The potential for the project to result in significant impacts related to tribal cultural resources was assessed in the Historic Property Survey Report (HPSR) (May 2018), which includes the AB 52 correspondence documentation in Attachment D of the HPSR. In compliance with AB 52, a Sacred Lands File search was requested from the Native American Heritage Commission (NAHC) on November 9, 2015. The NAHC responded on January 25, 2016 that there are no known sacred lands within the Area of Potential Effect (APE). Caltrans sent initial consultation letters to six individuals via the U.S. Postal Service (USPS) on March 28, 2017. Four additional attempts to contact these individuals were made by email or phone call on September 18, 2017, October 24, 2017, November 30, 2017, and May 18, 2018. To date, five responses have been received. The following discussions are based on those analyses.

a) and b) <u>No Impact</u>.

In compliance with AB 52, Caltrans distributed letters to applicable Native American tribes informing them of the project on March 28, 2017. Five responses were received from the tribes. Refer to Chapter 4.0, Comments and Coordination, of this IS/EA, as well as Section

1.3, Consulting Parties/Public Participation, of the HPSR, for information regarding efforts undertaken by Caltrans to consult pertinent Native American tribes to identify tribal cultural resources in the APE.

As detailed in Section 2.1.8, Cultural Resources, of the IS/EA, the project would result in a finding of No Historic Properties Affected. Additionally, Caltrans has notified the California State Historic Preservation Officer (SHPO) of its determination that no properties within the area of potential effect (APE) are eligible for inclusion in the National Register of Historic Places (NRHP), and has requested concurrence in its determination of Finding of No Historic Properties Affected. Ground disturbance activities associated with construction of the Build Alternatives could result in the inadvertent discovery of cultural resources. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area be diverted until a qualified archaeologist can assess the nature and significance of the find. Therefore, the project would not impact a historical resource, as defined in PRC Section 5020.1(k). Thus, project implementation would result in no impacts to a listed or eligible resource under the California Register of Historical Resources or a local register as defined under Public Resources Code section 5020.1(k). No measures are required.

UTILITIES AND SERVICE SYSTEMS

Would the project:	Significant and Unavoidable 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?	☐	☐	☐	☒

The potential for the Build Alternatives to result in utilities and service systems impacts was assessed in the Utilities/Emergency Services section in Chapter 2. The following discussion is based on those analyses.

a), b) and e) <u>No Impact</u>.

The project proposes relocation of existing sewer and waterlines; refer to Section 2.1.5 for detail regarding utility relocations. Because the Build Alternatives would not include new or an expansion or these utilities, the Build Alternatives would not exceed wastewater treatment requirements, require or result in the construction of new wastewater treatment facilities, or result in the need for a determination by a wastewater treatment provider that it has adequate capacity to serve the project. No impact would occur and no measures are required.

c) <u>Less Than Significant Impact</u>.

The project would require the construction of storm water drainage facilities for conveyance of on-site surface flows to the CVSC. As noted in the Hydrology and Water Quality section

of this chapter, the project would not result in any significant impacts related to storm water drainage, and impacts would be less than significant in this regard. No measures are required.

d) No Impact.

The use of water during project construction would be limited to water trucked to the site for dust control. The amount of water used during construction would be minimal. Landscaping associated with the project would be drought tolerant, and would be consistent with the existing desert environment in the project area. If landscape irrigation is required, it is not anticipated that the irrigation would result in a substantial increase in the water supply required for the project site. As a result, the Build Alternatives would not require the water districts serving the project area to provide new or expanded entitlements to meet the need for water during construction and operation of the Build Alternatives. No impact would occur and no measures are required.

f) No Impact.

During project construction, waste materials would be collected. The waste collected during construction would be properly disposed of at an existing landfill. The amount of waste that would be generated during the construction of the Build Alternatives would be limited and would occur only during the construction period. That amount of waste would be only a very small amount of the total waste disposed of at area landfills, on both a daily and annual basis. It is anticipated that any waste generated would be accommodated by existing landfill facilities in Riverside County. No impact would occur and no measures are required.

g) No Impact.

Any solid waste generated during construction of the Build Alternatives or collected during normal waste collection activities would be collected, handled, transported, and disposed of consistent with applicable federal, State, regional, and local regulations. No impact would occur and no measures are required.

MANDATORY FINDINGS OF SIGNIFICANCE

	Significant and Unavoidable 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.

The potential for the Build Alternatives to result in significant impacts to paleontological or wetlands and other waters, specifically, is discussed in Sections 2.2.4 and 2.3.2 in the IS/EA.

Ground-disturbing activities associated with the construction of the Build Alternatives could result in the disturbance or loss of previously undiscovered paleontological resources. Since the project's ground-disturbing activities could result in adverse impacts to paleontological resources, a worker's environmental awareness training would be required (Measure PAL-1). Additionally, a qualified professional paleontologist will prepare and implement a Paleontological Mitigation Plan (PMP) for the project and monitoring is recommended for grading and excavation activities at depths greater than or equal to 20 feet bgs (Measure PAL-2). If paleontological resources are discovered during ground-disturbing activities, fossil preparation, curation, and reporting would occur in accordance with Measures PAL-3a and PAL-3b. With implementation of Measures PAL-1, PAL-2, PAL-3a, and PAL-3b, the Build Alternatives, impacts would be less than significant.

The Build Alternatives would result in temporary project impacts to 0.95-acre (0.08 of non-wetland waters and 0.87 of wetland) of RWQCB jurisdiction and 1.86-acre (0.87 of vegetated streambed and 0.99 of non-vegetated streambed) of CDFW jurisdiction. Additionally, the project would result in approximately 3.25-acres (0.02-acre of vegetated

streambed and 3.23-acres of non-vegetated streambed) of permanent impacts to CDFW jurisdiction and 0.02-acre of permanent impacts to RWQCB wetlands through implementation of project features affecting CVSC.

To minimize potential construction-related water quality impacts, Treatment BMPs would be implemented during project operations. Measures WET-1, WET-2a, and WET-2b would further reduce potential impacts. Measure WET-1 would require impacts to jurisdictional waters of the State 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, operational maintenance, and performance standards, in consultation with the resource agencies. Measures WET-2a and WET-2b would require fencing around riparian and riverine communities. Thus, with adherence to Measures WET-1, WET-2a, and WET-2b, the potentially significant impacts to State-protected wetlands are less than significant.

b) Less Than Significant Impact.

As discussed in Section 2.4, Cumulative Impacts, several planned projects may be under construction and/or operation at the same time as the Build Alternatives. Cumulative impacts were analyzed for the following resources: visual/aesthetics, farmlands, hydraulics, water quality, wetlands and other waters, animal species, threatened and endangered species, and paleontological resources. However, the Build Alternatives would result in improved operational efficiency at the interchange and would not contribute to cumulatively considerable environmental effects. All future development projects within the project vicinity would be subject to independent environmental review on a case-by-case basis and would be required to implement project-specific design features and/or measures to reduce any identified impacts to these resources. Accordingly, the Build Alternatives, in combination with other planned projects, would not result in cumulative considerable impacts. Impacts would be less than significant and no measures are required.

c) Less Than Significant Impact.

As discussed in Sections 2.1.1 through 2.2.7, potential impacts to human beings would be minimal, and would result in a less than significant impact.

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3.3 Climate Change

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 gas (GHG) emissions, 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 in 1988 has led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF_6), HFC-23 (fluoroform), HFC-134a (1,1,1,2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of GHG emissions is electricity generation, followed by transportation.[1] In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles) are the largest contributors of GHG emissions.[2] The dominant GHG emitted is CO_2, mostly from fossil fuel combustion.

Two terms are typically used when discussing how we address the impacts of climate change: "greenhouse gas mitigation" and "adaptation." Greenhouse gas mitigation covers the activities and policies aimed at reducing GHG emissions to limit or "mitigate" the impacts of climate change. Adaptation, on the other hand, is concerned with planning for and responding to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels).

3.3.1 Regulatory Setting

This section outlines federal and state efforts to comprehensively reduce GHG emissions from transportation sources.

3.3.1.1 Federal

To date, no national standards have been established for nationwide mobile-source GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices. This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—"the triple bottom line of sustainability."

[1] https://www.epa.gov/ghgemissions/us-greenhouse-gas-inventory-report-1990-2014.
[2] https://www.arb.ca.gov/cc/inventory/data/data.htm.

Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life. Addressing these factors up front in the planning process will assist in decision-making and improve efficiency at the program level and will inform the analysis and stewardship needs of project-level decision-making.

Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

The Energy Policy Act of 1992 (EPACT92, 102nd Congress H.R.776.ENR): With this act, Congress set goals, created mandates, and amended utility laws to increase clean energy use and improve overall energy efficiency in the United States. EPACT92 consists of 27 titles detailing various measures designed to lessen the nation's dependence on imported energy, provide incentives for clean and renewable energy, and promote energy conservation in buildings. Title III of EPACT92 addresses alternative fuels. It gave the U.S. Department of Energy administrative power to regulate the minimum number of light-duty alternative fuel vehicles required in certain federal fleets beginning in fiscal year 1993. The primary goal of the Program is to cut petroleum use in the United States by 2.5 billion gallons per year by 2020.

Energy Policy Act of 2005 (109th Congress H.R.6 (2005–2006): This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) Indian energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Standards: This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the Corporate Average Fuel Economy (CAFE) program on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States.

U.S. EPA's authority to regulate GHG emissions stems from the U.S. Supreme Court decision in Massachusetts v. EPA (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Act and EPA's assessment of the scientific evidence that form the basis for EPA's regulatory actions.

U.S. EPA in conjunction with the National Highway Traffic Safety Administration (NHTSA) issued the first of a series of GHG emission standards for new cars and light-duty vehicles in April 2010[3] and significantly increased the fuel economy of all new passenger cars and light trucks sold in the United States. The standards required these vehicles to meet an average fuel economy of 34.1 miles per gallon by 2016. In August 2012, the federal government adopted the second rule that increases fuel economy for the fleet of passenger cars, light-duty trucks, and medium-duty passenger vehicles for model years 2017 and beyond to average fuel economy of 54.5 miles per gallon by 2025. Because NHTSA cannot set standards beyond model year 2021 due to statutory obligations and the rules' long timeframe, a mid-term evaluation is included in the rule. The Mid-Term Evaluation is the overarching process by which NHTSA, EPA, and ARB

[3] https://one.nhtsa.gov/Laws-&-Regulations/CAFE-%E2%80%93-Fuel-Economy.

will decide on CAFE and GHG emissions standard stringency for model years 2022–2025. NHTSA has not formally adopted standards for model years 2022 through 2025. However, the EPA finalized its mid-term review in January 2017, affirming that the target fleet average of at least 54.5 miles per gallon by 2025 was appropriate. In March 2017, President Trump ordered EPA to reopen the review and reconsider the mileage target.[4]

NHTSA and EPA issued a Final Rule for "Phase 2" for medium- and heavy-duty vehicles to improve fuel efficiency and cut carbon pollution in October 2016. The agencies estimate that the standards will save up to 2 billion barrels of oil and reduce CO2 emissions by up to 1.1 billion metric tons over the lifetimes of model year 2018–2027 vehicles.

3.3.1.2 State

With the passage of legislation including State Senate and Assembly bills and executive orders, California has been innovative and proactive in addressing GHG emissions and climate change.

Assembly Bill 1493, Pavley Vehicular Emissions: Greenhouse Gases, 2002: This bill requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

Executive Order S-3-05 (June 1, 2005): The goal of this executive order (EO) is to reduce California's GHG emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill 32 in 2006 and SB 32 in 2016.

Assembly Bill 32 (AB 32), Chapter 488, 2006: Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals as outlined in EO S-3-05, while further mandating that ARB create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

Executive Order S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the Governor's 2030 and 2050 GHG reduction goals.

Senate Bill 97 (SB 97), Chapter 185, 2007, Greenhouse Gas Emissions: This bill requires the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the California Environmental Quality Act (CEQA) Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

[4] http://www.nbcnews.com/business/autos/trump-rolls-back-obama-era-fuel-economy-standards-n734256 and https://www.federalregister.gov/documents/2017/03/22/2017-05316/notice-of-intention-to-reconsider-the-final-determination-of-the-mid-term-evaluation-of-greenhouse.

Senate Bill 375 (SB 375), Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires ARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

Senate Bill 391 (SB 391), Chapter 585, 2009, California Transportation Plan: This bill requires the State's long-range transportation plan to meet California's climate change goals under AB 32.

Executive Order B-16-12 (March 2012): Orders State entities under the direction of the Governor, including ARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

Executive Order B-30-15 (April 2015): Establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent (MMTCO2e). Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, Safeguarding California, every 3 years, and to ensure that its provisions are fully implemented.

Senate Bill 32, (SB 32) Chapter 249, 2016: Codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

3.3.2 Environmental Setting

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 (AB 32), which created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020. The Scoping Plan was first approved by ARB in 2008 and must be updated every 5 years. The second updated plan, California's 2017 Climate Change Scoping Plan, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32.

The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the updated Scoping Plan, ARB released the GHG inventory for California.[5] ARB is responsible for maintaining and updating California's GHG Inventory per H&SC Section 39607.4. The associated forecast/projection is an estimate of the emissions anticipated to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented.

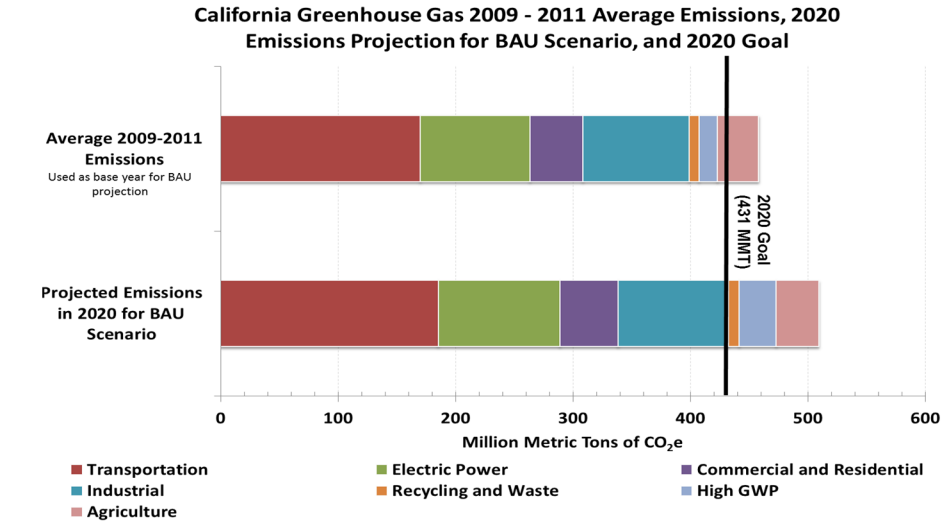
An emissions projection estimates future emissions based on current emissions, expected regulatory implementation, and other technological, social, economic, and behavioral patterns. The projected 2020 emissions provided in Figure 3.3-1, 2020 Business as Usual (BAU)

[5] 2017 Edition of the GHG Emission Inventory Released (June 2017): https://www.arb.ca.gov/cc/inventory/data/data.htm.

Emissions Projection 2014 Edition, represent a business-as-usual (BAU) scenario assuming none of the Scoping Plan measures are implemented. The 2020 BAU emissions estimate assists ARB in demonstrating progress toward meeting the 2020 goal of 431 $MMTCO_2e$.[6] The 2017 edition of the GHG emissions inventory (released June 2017) found total California emissions of 440.4 $MMTCO_2e$, showing progress towards meeting the AB 32 goals.

The 2020 BAU emissions projection was revisited in support of the First Update to the Scoping Plan (2014). This projection accounts for updates to the economic forecasts of fuel and energy demand as well as other factors. It also accounts for the effects of the 2008 economic recession and the projected recovery. The total emissions expected in the 2020 BAU scenario include reductions anticipated from Pavley I and the Renewable Electricity Standard (30 $MMTCO_2e$ total). With these reductions in the baseline, estimated 2020 statewide BAU emissions are 509 $MMTCO_2e$.

Figure 3.3-1: 2020 Business as Usual (BAU) Emissions Projection 2014 Edition



https://www.arb.ca.gov/cc/inventory/data/bau.htm

3.3.3 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 contribute to a potential impact through its incremental change in emissions when combined with the contributions of all other sources of GHG.[7] In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental

[6] The revised target using Global Warming Potentials (GWP) from the IPCC Fourth Assessment Report (AR4).

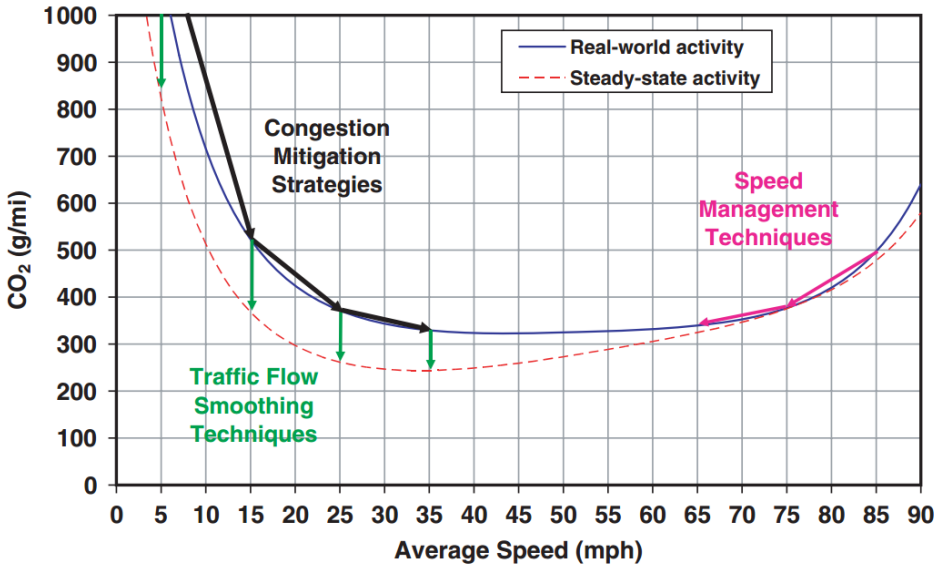
[7] This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011)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

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 to make this determination is a difficult, if not impossible, task.

GHG emissions for transportation projects can be divided into those produced during operations and those produced during construction. The following represents a best faith effort to describe the potential GHG emissions related to the project.

3.3.3.1 Operational Emissions

Figure 3.3-2: Possible Use of Traffic Operation Strategies In Reducing On-Road CO_2 Emissions



Source: Matthew Barth and Kanok Boriboonsomsin, University of California, Riverside, May 2010 (http://uctc.berkeley.edu/research/papers/846.pdf).

Four primary strategies can reduce GHG emissions from transportation sources: (1) improving the transportation system and operational efficiencies, (2) reducing travel activity, (3) transitioning to lower GHG-emitting fuels, and (4) improving vehicle technologies/efficiency. To be most effective, all four strategies should be pursued concurrently.

FHWA supports these strategies to lessen climate change impacts, which correlate with efforts that the State of California is undertaking to reduce GHG emissions from the transportation sector.

The highest levels of CO_2 from mobile sources such as automobiles occur at stop-and-go speeds (0–25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from 0–25 miles per hour (see Figure 3.3-2, Possible Use of Traffic Operation Strategies in Reducing On-Road CO_2 Emissions, above). To the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, GHG emissions, particularly CO_2, may be reduced.

The project is included in Southern California Association of Governments' (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Coachella Valley Association of Governments' (CVAG) Transportation Project Prioritization Study (TPPS). The RTP/SCS includes proposed transportation improvements to be integrated and coordinated with proposed land use changes that would lead to reduced congestion, reduced vehicle miles traveled (VMT), and increased transit, walking, and biking options. The TPPS identifies and prioritizes transportation projects in the Coachella Valley region. Projects identified within the TPPS are incorporated into SCAG's larger regional planning effort, and most projects identified within the TPPS are included in the 2016 RTP/SCS (including the SR-86/Avenue 50 Interchange Project).

The SR-86/Avenue 50 Interchange Project would improve mobility and expressway access, reduce congestion, and enhance operations and would not induce additional growth in the project area. There are currently no sidewalks or bicycle lanes on the roadway within the project limits. As indicated in Chapter 1, Section 1.3, Project Description, various bicycle and pedestrian facilities would be incorporated along Avenue 50. Although the project would nominally increase daily VMT, vehicle hours traveled (VHT) would decrease in the project area under both Build alternatives; refer to the discussion below. As such, the project would assist the region with these goals, and is consistent with the RTP/SCS.

The 2016 RTP/SCS includes proposed transportation improvements to be integrated and coordinated with proposed land use changes that would lead to reduced regional congestion, reduced VMT, and increased transit, walking, and biking options. The RTP/SCS includes integrated transportation and land use strategies to promote active transportation opportunities, compact development, car sharing and ride sourcing, and technology in zero-emission vehicles and neighborhood electric vehicles. The Program Environmental Impact Report for the 2016 RTP/SCS determined that across the six counties in the SCAG region, the 2016 RTP/SCS would result in an approximately 24 percent decrease in GHG emissions by 2040 as compared to the RTP/SCS 2012 Base Year conditions. The 2016 RTP/SCS also includes land use strategies that seek to balance the region's land use choices and transportation investments.

A number of alternatives and modal choices were evaluated as part of the of the project's early planning phase. To accomplish the purpose of the project (refer to Chapter 1, Section 1.2.1, Purpose), construction of a new interchange at SR-86 and Avenue 50, complete with new bicycle and pedestrian facilities, was determined necessary (Build Alternatives 7 and 8). Other alternatives were determined to be nonviable based on a combination of cost, safety, operational, and/or environmental constraints; refer to Chapter 1, Section 1.4.8, Alternatives Considered but Eliminated from Further Discussion.

It should be noted that the traffic volumes would be identical for both Build Alternatives (Alternatives 7 and 8). Therefore, Alternatives 7 and 8 would involve the same VMT, VHT, and CO_2 emissions for Opening Years and Horizon Year conditions. It should also be noted that widening of the Avenue 50 Bridge (Phase I) would increase traffic demand for the SR-86/ Avenue 50 intersection and would result in a change in LOS from LOS E to LOS F conditions in 2021. Although LOS conditions would temporarily deteriorate between Phase 1 (bridge) and Phase 2 (interchange), traffic volumes would not increase during this time period.

Based on the Air Quality Report, daily VMT would generally increase while VHT would decrease in the project area when compared to the No-Build conditions for the Phase 1 Opening Year (2021), Phase 2 Opening Year (2025), and Horizon Year (2045) conditions. Although project implementation would result in increased VMT, the project would improve travel time (VHT) by relieving congestion and improving traffic operations.

Table 3.3-1, Annual Greenhouse Gas Emissions, depicts the projected existing and future emissions from vehicles traveling within the project area. Existing, Opening Year, and Horizon Year emissions in the project area were calculated using emissions factors from EMFAC2014. Emissions factors are in grams per day, which were converted to metric tons per year (1,000,000 grams per metric ton).

Table 3.3-1: Annual Greenhouse Gas Emissions

Scenario	VMT	CO_2[1, 2,3]
		metric tons/year
Existing (2015) Conditions	907,332	485
Opening Year Phase 1 (2021)		
Opening Year 2021 No Build Conditions	1,071,679	518
Opening Year 2021 With Phase 1	1,076,080	520
Difference from No Build	*4,401*	*2*
Percent Change	*0.4%*	*0.4%*
Opening Year Phase 2 (2025)		
Opening Year 2025 No Build Conditions	1,242,261	531
Opening Year 2025 With Phase 2	1,245,948	532
Difference from No Build	*3,687*	*2*
Percent Change	*0.3%*	*0.3%*
Design Year (2045) (Phase 1 & Phase 2)		
Design Year 2045 No Build Conditions	1,893,418	689
Design Year 2045 With Phase 1 & Phase 2 Combined	1,915,011	697
Difference from No Build	*21,593*	*8*
Percent Change	*1.1%*	*1.1%*

VMT = Vehicle Miles Traveled; CO_2 = carbon dioxide

Notes:
1. Emissions calculated using EMFAC2014.
2. Based on traffic volumes from Fehr and Peers, August 15, 2017.
3. Build Alternatives 7 and 8 have different southbound on-ramp configurations, but the traffic volumes would be identical for both alternatives. Therefore, Alternatives 7 and 8 would involve the same VMT and CO_2 emissions for Opening Year and Design Year conditions.

Refer to Appendix C (Emissions Calculations) of the State Route 86/Avenue 50 New Interchange Project Air Quality Report (Michael Baker International, 2018) for CO_2 emissions modeling outputs.

As with the VMT data, CO_2 emissions would generally increase in the project area. However, the increase in the study area would be less than 1 percent in the Opening Years and 1.1 percent in the Design Year. The emissions increase in the project area conservatively assumes that the new interchange and project improvements would attract some traffic from other areas. As indicated above, despite the increase in VMT, both Build alternatives would reduce VHT due to the improvements in traffic operations. Project implementation would improve mobility and expressway access, reduce congestion, and enhance traffic operations. The project would accommodate future planned growth and would not induce additional growth in the area.

While EMFAC has a rigorous scientific foundation and has been vetted through multiple stakeholder reviews, its emission rates are based on tailpipe emission test data. The numbers are estimates of CO_2 emissions and not necessarily the actual CO_2 emissions. The model does not account for factors such as the rate of acceleration and the vehicles' aerodynamics, which would influence CO_2 emissions. To account for CO_2 emissions, ARB's GHG Inventory follows the IPCC guideline by assuming complete fuel combustion, while still using EMFAC data to calculate CH_4 and N_2O emissions. Though EMFAC is currently the best available tool for use in

calculating GHG emissions, it is important to note that the CO_2 numbers provided are only useful for a comparison of alternatives.

3.3.3.2 Construction Emissions

Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions would be produced at different levels throughout the construction phases; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

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 offset to some degree by longer intervals between maintenance and rehabilitation activities.

Based on the Roadway Construction Emissions Model (RCEM) (Version 8.1.0) developed by the Sacramento Metropolitan Air Quality Management District (SMAQMD), GHG emissions associated with project construction would be 1,778 tons (1,613 metric tons) of CO_2eq for Alternative 7 and 1,705 tons (1,547 metric tons) of CO_2eq for Alternative 8. The modeled RCEM construction emissions represent a 43-month period (approximately 3.5 years) and includes both Phase I and Phase II construction activities. The 43-month period consists of the duration from when construction of Phase I begins, and when Phase II construction is completed. The calculation of GHG emissions is considered conservative, since there would be period of time between Phase I and Phase II when no construction is occurring.

The project would comply with all state, federal, and/or local air quality rules and regulations. Certain project features under Caltrans Standard Specifications Section 14-9.02, Air Pollution Control, such as properly tuning and maintaining construction vehicles, would also help reduce construction GHG emissions. A traffic management plan, as described in Section 2.1.6.3.1, and limiting idling time for lane closures during construction to 10 minutes in each direction will help reduce delays and emissions from idling traffic.

3.3.3.3 CEQA Conclusion

As discussed above, both future With Project and future No Build conditions show increases in CO_2 emissions over the existing levels. Emissions in the opening year and design year scenarios would only slightly increase when compared to the No Build scenarios. Additionally, the project would improve congestion and mobility in the area and decrease VHT. While construction activities would result in a slight increase in GHG emissions during construction, operational emissions under the “With Project” scenario would increase slightly (less than one percent) as compared to the No Build scenario. Additionally, as described above, the project would maximize overall performance and generally reduce congestion within the project limits. As discussed above, there are also limitations with EMFAC and with assessing what a given CO_2 emissions increase means for climate change. Therefore, it is Caltrans’ determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a determination regarding significance of the project’s direct impact and its contribution on the cumulative scale to climate change. However, Caltrans is firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the following section.

3.3.3.4 Greenhouse Gas Reduction Strategies

3.3.3.4.1 Statewide Efforts

In an effort to further the vision of California's GHG reduction targets outlined an AB 32 and SB 32, Governor Brown identified key climate change strategy pillars (concepts). These pillars highlight the idea that several major areas of the California economy will need to reduce emissions to meet the 2030 GHG emissions target. These pillars are (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farm and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, Safeguarding California.

Figure 3.3-3: The Governor's Climate Change Pillars: 2030 Greenhouse Gas Reduction Goals

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that we build on our past successes in reducing criteria and toxic air pollutants from transportation and goods movement activities. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled. One of Governor Brown's key pillars sets the ambitious goal of reducing today's petroleum use in cars and trucks by up to 50 percent by 2030.

Governor Brown called for support to manage natural and working lands, including forests, rangelands, farms, wetlands, and soils, so they can store carbon. These lands have the ability to remove carbon dioxide from the atmosphere through biological processes, and to then sequester carbon in above- and below-ground matter.

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set a new interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

California Transportation Plan (CTP 2040)

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California's future statewide, integrated, multimodal transportation system. It serves as an umbrella document for all of the other statewide transportation planning documents.

SB 391 (Liu 2009) requires the CTP to meet California's climate change goals under AB 32. Accordingly, the CTP 2040 identifies the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the state's transportation needs. While MPOs have primary responsibility for identifying land use patterns to help reduce GHG emissions, CTP 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

Caltrans Strategic Management Plan

The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce GHG emissions, among other goals. Specific performance targets in the plan that will help to reduce GHG emissions include:

- Increasing percentage of non-auto mode share
- Reducing VMT per capita
- Reducing Caltrans' internal operational (buildings, facilities, and fuel) GHG emissions

Funding and Technical Assistance Programs

In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several funding and technical assistance programs that have GHG reduction benefits. These include the Bicycle Transportation Program, Safe Routes to School, Transportation Enhancement Funds, and Transit Planning Grants. A more extensive description of these programs can be found in Caltrans Activities to Address Climate Change (2013).

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) is intended to establish a department policy that will ensure coordinated efforts to incorporate climate change into departmental decisions and activities.

Caltrans Activities to Address Climate Change (April 2013) provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce GHG emissions resulting from agency operations.

3.3.3.4.2 Project-Level GHG Reduction Strategies

The project includes improvements to bicycle and pedestrian facilities within the interchange area, improving connectivity to encourage use of these alternative modes of transportation. The following measures will also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

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).

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.

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.

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.

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:

- 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.
- 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.

3.3.3.4.3 Adaptation Strategies

"Adaptation strategies" refer to how Caltrans and others can plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage—or, put another way, planning and design for resilience. Climate change is expected

to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. These types of impacts to the transportation infrastructure may also have economic and strategic ramifications.

Federal Efforts

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the CEQ, the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency task force progress report on October 28, 2011[8], outlining the federal government's progress in expanding and strengthening the nation's capacity to better understand, prepare for, and respond to extreme events and other climate change impacts. The report provided an update on actions in key areas of federal adaptation, including: building resilience in local communities, safeguarding critical natural resources such as fresh water, and providing accessible climate information and tools to help decision-makers manage climate risks.

The federal Department of Transportation issued U.S. DOT Policy Statement on Climate Adaptation in June 2011, committing to "integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely and that transportation infrastructure, services and operations remain effective in current and future climate conditions."[9]

To further the DOT Policy Statement, on December 15, 2014, FHWA issued order 5520 (Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events).[10] This directive established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. The FHWA would work to integrate consideration of these risks into its planning, operations, policies, and programs in order to promote preparedness and resilience; safeguard federal investments; and ensure the safety, reliability, and sustainability of the nation's transportation systems.

FHWA has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, state, and local levels.[11]

State Efforts

On November 14, 2008, then-Governor Arnold Schwarzenegger signed EO S-13-08, which directed a number of state agencies to address California's vulnerability to sea-level rise caused by climate change. This EO set in motion several agencies and actions to address the concern of sea-level rise and directed all state agencies planning to construct projects in areas vulnerable to future sea-level rise to consider a range of sea-level rise scenarios for the years 2050 and 2100, assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea-level rise. Sea-level rise estimates should also be used in conjunction with information on local uplift and subsidence, coastal erosion rates, predicted higher high water levels, and storm surge and storm wave data.

[8] https://obamawhitehouse.archives.gov/administration/eop/ceq/initiatives/resilience.
[9] https://www.fhwa.dot.gov/environment/sustainability/resilience/policy_and_guidance/usdot.cfm.
[10] https://www.fhwa.dot.gov/legsregs/directives/orders/5520.cfm.
[11] https://www.fhwa.dot.gov/environment/sustainability/resilience/.

Governor Schwarzenegger also requested the National Academy of Sciences to prepare an assessment report to recommend how California should plan for future sea-level rise. The final report, *Sea-Level Rise for the Coasts of California, Oregon, and Washington* (Sea-Level Rise Assessment Report)[12] was released in June 2012 and included relative sea-level rise projections for the three states, taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge, and land subsidence rates; and the range of uncertainty in selected sea-level rise projections. It provided a synthesis of existing information on projected sea-level rise impacts to state infrastructure (such as roads, public facilities, and beaches), natural areas, and coastal and marine ecosystems; and a discussion of future research needs regarding sea-level rise.

In response to EO S-13-08, the California Natural Resources Agency (Resources Agency), in coordination with local, regional, state, federal, and public and private entities, developed *The California Climate Adaptation Strategy* (Dec 2009),[13] which summarized the best available science on climate change impacts to California, assessed California's vulnerability to the identified impacts, and outlined solutions that can be implemented within and across state agencies to promote resiliency. The adaptation strategy was updated and rebranded in 2014 as Safeguarding California: Reducing Climate Risk (Safeguarding California Plan).

Governor Jerry Brown enhanced the overall adaptation planning effort by signing EO B-30-15 in April 2015, requiring state agencies to factor climate change into all planning and investment decisions. In March 2016, sector-specific Implementation Action Plans that demonstrate how state agencies are implementing EO B-30-15 were added to the Safeguarding California Plan. This effort represents a multi-agency, cross-sector approach to addressing adaptation to climate change-related events statewide.

EO S-13-08 also gave rise to the *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance), produced by the Coastal and Ocean Working Group of the California Climate Action Team (CO-CAT), of which Caltrans is a member. First published in 2010, the document provided "guidance for incorporating sea-level rise (SLR) projections into planning and decision making for projects in California," specifically, "information and recommendations to enhance consistency across agencies in their development of approaches to SLR."[14]

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation, and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is actively engaged in in working towards identifying these risks throughout the state and will work to incorporate this information into all planning and investment decisions as directed in EO B-30-15.

The project is outside the coastal zone and not in an area subject to sea-level rise. Accordingly, direct impacts to transportation facilities due to projected sea-level rise are not expected; however future flood considerations have been considered in relation to the bridge structure as discussed below.

Phase 1 of the project includes mobility to and from eastern parts of the City of Coachella by providing direct and dependable access over the CVSC. The project is located in the Whitewater River Watershed. Runoff from the surrounding mountains drains through a network

[12] Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future (2012) is available at: http://www.nap.edu/catalog.php?record_id=13389.

[13] http://www.climatechange.ca.gov/adaptation/strategy/index.html.

[14] http://www.opc.ca.gov/2013/04/update-to-the-sea-level-rise-guidance-document/.

of surface streams that collect on the Coachella Valley floor and flows southeast via the CVSC/Whitewater River. Within the Caltrans right of way, Caltrans standard drains and culverts convey the runoff from roadside ditches; stormwater that falls within the project boundary will ultimately discharge into the CVSC/Whitewater River, which is used for flood control (Caltrans 2018:16).

The Federal Emergency Management Agency has classified most of the project area as Zone X, an area of moderate flood hazard, usually between the limits of the 100-year and 500-year floods, protected by levees from 100-year flood, or shallow flooding areas with average depths of less than 1 foot or drainage areas less than 1 square mile. However, the area within the CVSC/Whitewater River is classified as Zone A, meaning that no base flood elevations have been established (Caltrans 2018:16–17).

The average annual precipitation near the project is about 3.7 inches, as measured at a station located approximately 16 miles north of the project. Most rainfall occurs in the region during winter and early spring. Caltrans Hydraulics analysts found that rainfall in the area is expected to decrease under future climate change scenarios, indicating that the bridge as designed would continue to function effectively throughout its 75-year design life.

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Chapter 4 Comments and Coordination

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

Consultation and Coordination with Public Agencies and Tribal Governments

4.1 Cultural Resources

As part of the cultural investigation, a record search was conducted with the Eastern Information Center (EIC) of the California Historical Resources Information System (CHRIS) located at University of California, Riverside. In addition, additional specialized listings for cultural resources were consulted. The Native American Heritage Commission (NAHC) was contacted in November 2015 and letters were sent to Native American tribes consistent with Assembly Bill 52 (AB52) on March 28, 2017. Additional follow-up correspondence occurred on September 18, 2017, October 24, 2017, November 30, 2017, and May 18, 2018. Five tribal responses were received by Caltrans. The consultation with the NAHC and Native American representatives is summarized in Table 4-1, Summary of Native American Consultation.

Table 4-1: Summary of Native American Consultation

Agency and Agency Representative	Date of First Contact (Formal Letter)	Date of Reply	Date of Follow-up Contact (Phone Call/ Email)	Consultation Topic
Native American Heritage Commission	November 9, 2015	January 25, 2016	N/A	**November 9, 2015:** A sacred lands file search was requested by Applied Earth Works. **January 25, 2016:** NAHC responded that there are no known sacred lands within the Area of Potential Effects (APE).
Agua Caliente Band of Cahuilla Mission Indians THPO Patricia Garcia-Plotkin, Director	March 28, 2017	April 20, 2017	N/A	**March 28, 2017:** A letter that provided a project description and location and discussed upcoming cultural resources studies of the project area was sent via certified mail. **April 20, 2017:** Patricia Garcia-Plotkin of the Agua Caliente Band of Cahuilla Indians (ACBCI) sent a response letter that stated the project area is not located within the boundaries of the ACBCI Reservation, but is within the Tribe's Traditional Use Area. The letter noted that at this time, the ACBCI THPO is deferring to the Cabazon Band of Mission Indians and that consultation efforts with the ACBCI are concluded.

Table 4-1: Summary of Native American Consultation [continued]

Agency and Agency Representative	Date of First Contact (Formal Letter)	Date of Reply	Date of Follow-up Contact (Phone Call)	Consultation Topic
Augustine Band of Mission Indians Mary Ann Green, Chairperson, Karen Kupcha, and Heather Haines, Tribal Operations Manager	March 28, 2017	November 30, 2017	September 18, 2017 October 24, 2017 November 30, 2017	**March 28, 2017:** A letter that provided a project description and location and discussed upcoming cultural resources studies of the project area was sent via certified mail. **September 18, 2017:** A follow up phone call was conducted. **October 24, 2017:** A second follow up phone call was conducted. **November 30, 2017:** A third follow up phone call was conducted. Ms. Haines requested that the March 28, 2017 initiation letter be sent to her via email. Ms. Haines emailed a response letter stating that the tribe is unaware of specific cultural resources that may be affected by the project and encouraged Caltrans to contact other Native American Tribes and Individuals within the immediate vicinity of the project site. The tribe also stated that a monitor who is qualified in Native American cultural resources identification be present during the pre-construction and construction phases of the project and the Augustine Band of Mission Indians should be notified if any cultural resources were identified during the development of the project.
Cabazon Band of Mission Indians Doug Welmas, Chairperson, and Judy Stapp, Director of Cultural Affairs	March 28, 2017	September 19, 2017	September 18, 2017	**March 28, 2017:** A letter that provided a project description and location and discussed upcoming cultural resources studies of the project area was sent via certified mail. **September 18, 2017:** A follow up phone call was conducted. **September 19, 2017:** In a response letter, the Cabazon Band of Mission Indians stated that the tribe has no specific archival information on the site indicating that it may be a sacred/religious site or other site of Native American traditional cultural value. However, they requested that Caltrans initiate Section 106 consultation with the Tribe. Consultation is currently ongoing.

Table 4-1: Summary of Native American Consultation [continued]

Agency and Agency Representative	Date of First Contact (Formal Letter)	Date of Reply	Date of Follow-up Contact (Phone Call)	Consultation Topic
Santa Rosa Band of Mission Indians John Marcus, Chairman, and Gabriella Rubalcava, Tribal Council Member	March 28, 2017	No Response	September 18, 2017 October 24, 2017 November 30, 2017 May 18, 2018	**March 28, 2017:** A letter that provided a project description and location and discussed upcoming cultural resources studies of the project area was sent via certified mail. **September 18, 2017:** A follow up phone call was conducted. **October 24, 2017:** A second follow up phone call was conducted. **November 30, 2017:** A third follow up phone call was conducted. Ms. Rubalcava requested that the March 28, 2017 initiation letter be sent to her via email. **May 18, 2018:** A final follow up email was sent. No response has been received to date.
Torres-Martinez Desert Cahuilla Indians Mary Resvaloso, Chairperson, and Michael Mirelez, Cultural Resource Coordinator	March 28, 2017	October 25, 2017	September 18, 2017 October 24, 2017 October 25, 2017	**March 28, 2017:** A letter that provided a project description and location and discussed upcoming cultural resources studies of the project area was sent via certified mail. **September 18, 2017:** A follow up phone call was conducted. **October 24, 2017:** A second follow up phone call was conducted. Mr. Mirelez stated that the tribe would like to be consulted as part of the Section 106 process. Mr. Mirelez requested a copy of the initial letter that was sent to the tribe on March 28, 2017. **October 25, 2017:** In a response email, Mr. Mirelez stated that the project is located within an area with known village sites. Mr. Mirelez further requested formal consultations with the project proponents and the lead agency, a Native American monitor from the Tribe be present during any ground-disturbing activities, and copies of all existing cultural studies and related records.

Table 4-1: Summary of Native American Consultation [continued]

Agency and Agency Representative	Date of First Contact (Formal Letter)	Date of Reply	Date of Follow-up Contact (Phone Call)	Consultation Topic
29 Palms Band of Mission Indians Darrell Mike, Chairman	March 28, 2017	April 3, 2017	N/A	**March 28, 2017:** A letter that provided a project description and location and discussed upcoming cultural resources studies of the project area was sent via certified mail. **April 3, 2017:** Anthony Madrigal, Tribal Historic Preservation Officer of the Tribe sent a letter in response that stated the Tribal Historic Preservation Office is aware of multiple prehistoric sites and isolates within 1-mile of the project area, which pertains to the Tribe. Mr. Madrigal notes that the project area is located less than 1-mile from a culturally sensitive area and is within the Chemehuevi Traditional Use Area. The Tribe requested all available cultural reports that are related to the project.

Caltrans consulted with the California Office of Historic Preservation (OHP) and State Historic Preservation Officer (SHPO) for concurrence regarding the Historic Property Survey Report (HPSR) prepared for the project. On November 6, 2018, the HPSR was provided to SHPO for review and on November 8, 2018, SHPO provided concurrence. See Section 4.9, below, for copies of these letters.

4.3 Biological and Water Resources

4.3.1 U.S. Fish and Wildlife Service

On April 24, 2017, an official U.S. Fish and Wildlife Service (USFWS) List of Proposed, Threatened, and Endangered Species, and Critical Habitats was obtained through the USFWS Information System. Since then, an updated USFWS List was obtained on April 6, 2018, September 24, 2018, and again on February 5, 2019. See Section 4.9, below, for a copy of the species list.

4.3.2 U.S. Army Corps of Engineers

On July 9, 2018, the Preliminary Jurisdictional Delineation (PJD) prepared for the project was provided to the U.S. Army Corps of Engineers (USACE) for review and concurrence. A field review involving USACE, Caltrans, and consultant staff was conducted on September 20, 2018. Based on this field review, revisions to the impact analysis supporting the PJD were conducted. On November 2, 2018, a revised PJD was emailed to USACE for their review. On November 6, 2018 USACE emailed preliminary results of their review, highlighting that if the wetlands cannot be avoided that the project would be anticipated to need a Standard Individual Permit. Written concurrence from the USACE on the results and findings of the Jurisdictional Delineation was received in the form of a Preliminary Jurisdictional Determination (PJD) Form and an

Approved Jurisdictional Determination (AJD) Form signed by the USACE on March 21, 2019. The approved PJD and AJD Forms are provided in Section 4.9, below.

4.4 Air Quality

The project-level particulate matter hot-spot analysis was presented to the Southern California Association of Governments (SCAG) Transportation Conformity Working Group (TCWG) twice for discussion and review on June 28, 2016 [Project ID RIV110825] and March 27, 2018 [Project ID RIV061159 and RIV110825], pursuant to the interagency consultation requirement of 40 CFR 93.105 (c)(1)(i). The TCWG determined that the project is not a Project of Air Quality Concern (POAQC). The U.S. EPA was unable to participate in the March 27, 2018 meeting; their concurrence was received via email after the meeting. See Section 4.9, below, for a copy of the TCWG determinations.

An Air Quality Conformity Analysis (AQCA) was prepared for the project and submitted to the FHWA on March 14, 2019. The FHWA issued their Conformity Determination on April 2, 2019. The FHWA Conformity Determination is provided in Section 4.9, below.

4.5 Agricultural Resources

As part of the analysis for potential impacts related to agricultural resources and per the Farmland Protection Policy Act (FPPA), a Farmland Conversion Impact Rating Form (Form AD-1006) was prepared and submitted to Tomas Aguilar Campos of the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) for review on June 12, 2018 and NRCS responded with input on the AD-1006 Form on June 14, 2018. The finalized AD-1006 Form was sent from Caltrans to NRCS later that same day on June 14, 2018. Refer to Appendix H, Farmland Conversion Impact Rating Form.

4.6 CV Link Coordination

On April 25, 2018, the City sent a letter to Coachella Valley Association of Governments (CVAG) with preliminary project design plans regarding the City's SR-86/Avenue 50 New Interchange Project and CVAG's planned CV Link project explaining that the project will not cause any impacts, nor impair the activities, features, and/or attributes of the planned CV Link facility, but would promote the future implementation of the CV Link project. On May 22, 2018, CVAG responded, confirming the City's project was not in conflict and would accommodate future implementation of CV Link. CVAG also noted that the project would promote regional mobility and active transportation, and that CVAG supports the interchange project. See Section 4.9, below, for copies of these letters.

4.7 Public Distribution of IS/EA and Public Hearing

4.7.1 Circulation of IS/EA

Caltrans circulated the *Initial Study with Proposed Mitigated Negative Declaration/ Environmental Assessment* for public review and comment between December 6, 2018 and January 7, 2019. December 6, 2018 was the publication date of the initial notices in newspapers (first notices in both English language and Spanish language newspapers occurred on December 6, 2018), announcing the availability of the IS/EA for public review and comment. December 6, 2018 was also the date that copies of the IS/EA were made available for review at

the City of Coachella's City Hall, located at 1515 Sixth Street, and at the City of Coachella's library located at 1500 Sixth Street. In addition, the IS/EA was made available on the City of Coachella's website.

Advertisements announcing the public hearing were placed in the following newspapers on the following dates:

- The Desert Sun: December 6 and 13, 2018
- El Informador Del Valle (Spanish): December 6 and 13, 2018

Copies of the advertisements are shown in Section 4.9, below.

4.7.2 Public Hearing

A public hearing was held on December 20, 2018 from 6:00 pm to 8:00 pm at the Coachella Library, 1500 Sixth Street, Coachella, CA 92236. The date and location of the public hearing was included in the published notices (advertisements) and in information sent to all agencies and persons on the distribution list, contained in Chapter 6 of this IS/EA.

The public hearing utilized the open house format, and a court reporter was available to record verbal comments provided by attendees on the publicly-circulated IS/EA. Information stations were set up and addressed project schedule; layout plans, and cross sections of the two Build Alternatives (Alternatives 7 and 8).

Approximately 13 visitors attended the public hearing. Attendees included local residents, business owners and representatives, public agency representatives, property owners, private consultants, and others interested in the project. Visitors reviewed displays and spoke with project personnel. One comment card was submitted and one verbal comment was recorded by the court reporter at the public hearing. Verbal questions and comments from those in attendance primarily focused on potential impacts to local property owners, the project schedule, and traffic circulation in the context of the project providing a new access point with SR-86 for the region and for planned development in the area.

4.8 Public Circulation Comments and Responses to Comments

The following section contains a reproduction of each of the comments received during the circulation period for the *Initial Study with Proposed Mitigated Negative Declaration/ Environmental Assessment* (IS/EA).

Four comments were received by regular mail, one comment was received by comment card at the public hearing, and one comment was verbally recorded by a court reporter at the public hearing.

The following section presents the original comment letters, comment cards, and pertinent portions of the court reporter transcripts of verbally recorded comment taken at the public hearing, and Caltrans' responses. The comments and responses are shown side-by-side. Changes from the IS/EA, as publicly circulated from review and comment, that are contained in this Environmental Document in response to a comment are noted as part of that response.

Changes made in response to the comments listed below are identified in the IS/EA with a vertical line in the margin.

The comments and responses are provided in two sections:

- Comments from governmental agencies
- Comments from members of the public

In the following list of all comment received, each commenter is assigned an identification number.

Table 4-2: Index of Commenters

ID	GOVERNMENT AGENCIES	DATE
G-1	Imperial Irrigation District (Donald Vargas)	January 3, 2019
G-2	South Coast Air Quality Management District (Lijin Sun)	January 4, 2019
	PUBLIC COMMENTS	
P-1	John Powell	December 20, 2019
P-2	Rene Campos	December 20, 2019
P-3	AHD LP (Palmieri Tyler Attorneys at Law)	January 2, 2019
P-4	AHD LP (Palmieri Tyler Attorneys at Law)	January 7, 2019

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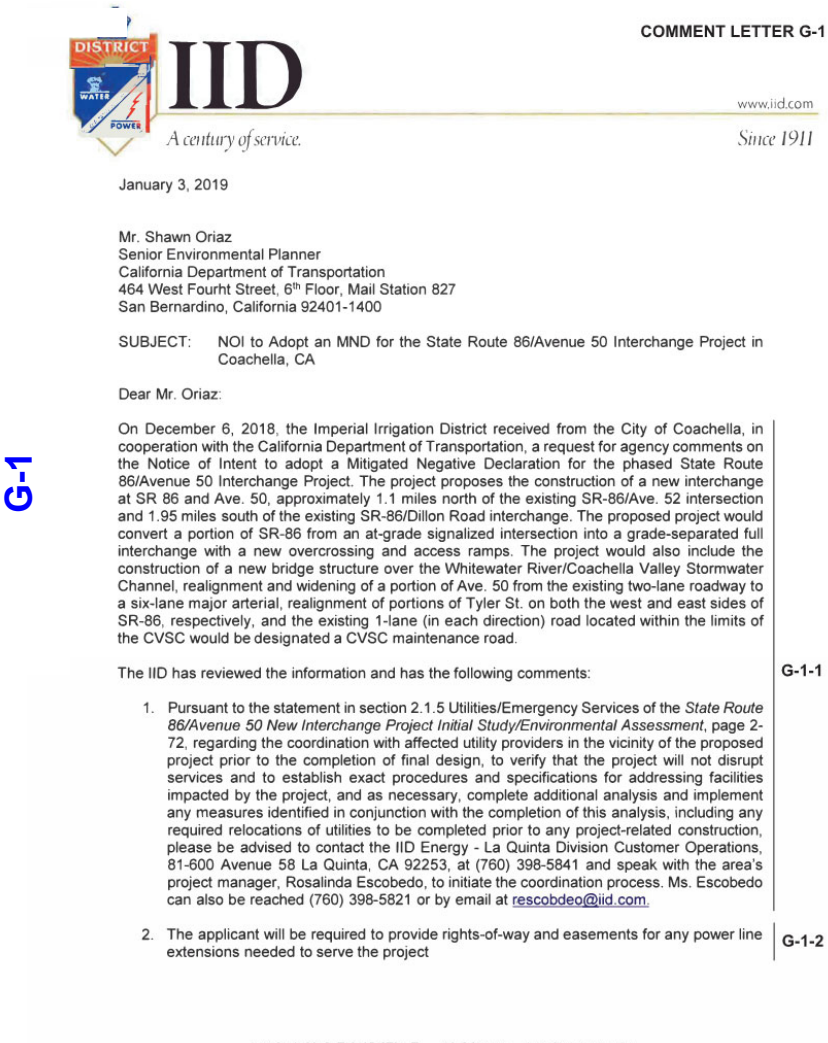
Comment G-1



COMMENT LETTER G-1

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January 3, 2019

Mr. Shawn Oriaz
Senior Environmental Planner
California Department of Transportation
464 West Fourht Street, 6th Floor, Mail Station 827
San Bernardino, California 92401-1400

SUBJECT: NOI to Adopt an MND for the State Route 86/Avenue 50 Interchange Project in Coachella, CA

Dear Mr. Oriaz:

G-1

On December 6, 2018, the Imperial Irrigation District received from the City of Coachella, in cooperation with the California Department of Transportation, a request for agency comments on the Notice of Intent to adopt a Mitigated Negative Declaration for the phased State Route 86/Avenue 50 Interchange Project. The project proposes the construction of a new interchange at SR 86 and Ave. 50, approximately 1.1 miles north of the existing SR-86/Ave. 52 intersection and 1.95 miles south of the existing SR-86/Dillon Road interchange. The proposed project would convert a portion of SR-86 from an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing and access ramps. The project would also include the construction of a new bridge structure over the Whitewater River/Coachella Valley Stormwater Channel, realignment and widening of a portion of Ave. 50 from the existing two-lane roadway to a six-lane major arterial, realignment of portions of Tyler St. on both the west and east sides of SR-86, respectively, and the existing 1-lane (in each direction) road located within the limits of the CVSC would be designated a CVSC maintenance road.

The IID has reviewed the information and has the following comments: G-1-1

1. Pursuant to the statement in section 2.1.5 Utilities/Emergency Services of the *State Route 86/Avenue 50 New Interchange Project Initial Study/Environmental Assessment*, page 2-72, regarding the coordination with affected utility providers in the vicinity of the proposed project prior to the completion of final design, to verify that the project will not disrupt services and to establish exact procedures and specifications for addressing facilities impacted by the project, and as necessary, complete additional analysis and implement any measures identified in conjunction with the completion of this analysis, including any required relocations of utilities to be completed prior to any project-related construction, please be advised to contact the IID Energy - La Quinta Division Customer Operations, 81-600 Avenue 58 La Quinta, CA 92253, at (760) 398-5841 and speak with the area's project manager, Rosalinda Escobedo, to initiate the coordination process. Ms. Escobedo can also be reached (760) 398-5821 or by email at rescobdeo@iid.com.

2. The applicant will be required to provide rights-of-way and easements for any power line extensions needed to serve the project G-1-2

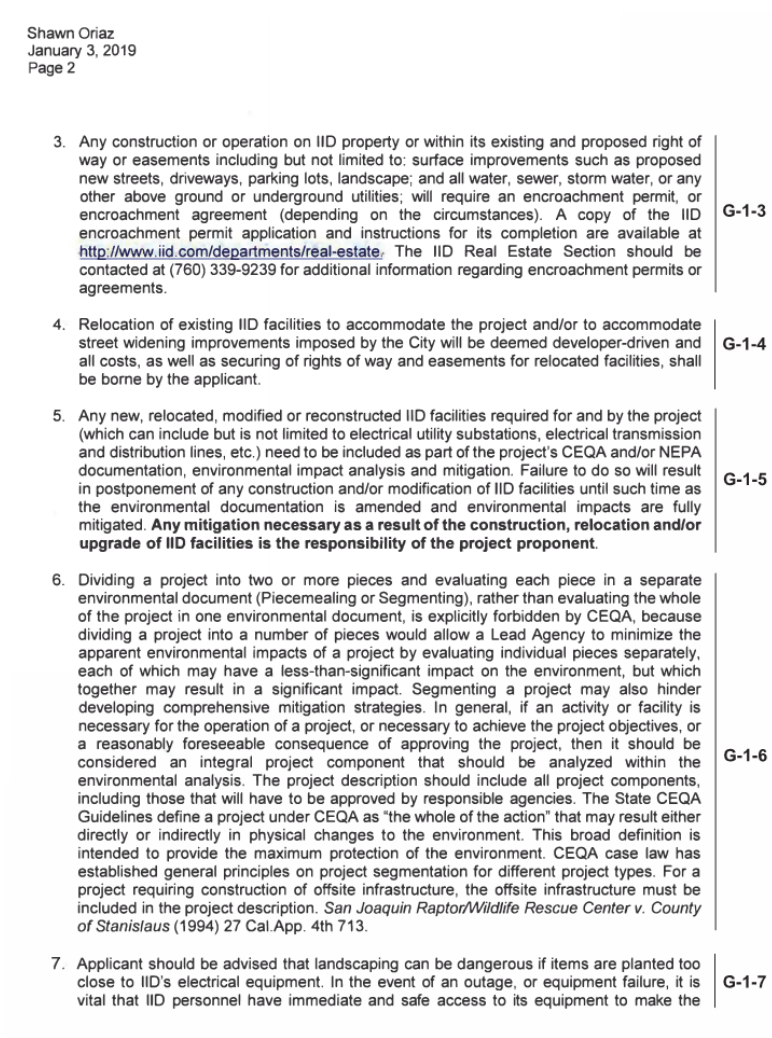
IMPERIAL IRRIGATION DISTRICT • P.O. BOX 937 • IMPERIAL, CA 92251

Response G-1

G-1-1: IID Energy - La Quinta Division Customer Operations Project Manager Rosalinda Escobedo will be consulted at the phone number and address provided as part of the final design phase, and any required utility relocation will be completed according to the procedures and specifications of the affected utilty provider.

G-1-2: The City will provide right-of-way and easements for relocation of IID power line extensions. As noted above in Response G-1-1, coordination with IID will continue through the final design phase, and utility relocation would be performed in accordance with IID procedures and specifications.

G-1



Shawn Oriaz
January 3, 2019
Page 2

3. Any construction or operation on IID property or within its existing and proposed right of way or easements 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; will require an encroachment permit, or encroachment agreement (depending on the circumstances). A copy of the IID encroachment permit application and instructions for its completion are available at http://www.iid.com/departments/real-estate. The IID Real Estate Section should be contacted at (760) 339-9239 for additional information regarding encroachment permits or agreements. G-1-3

4. Relocation of existing IID facilities to accommodate the project and/or to accommodate street widening improvements imposed by the City will be deemed developer-driven and all costs, as well as securing of rights of way and easements for relocated facilities, shall be borne by the applicant. G-1-4

5. 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, 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 mitigation necessary as a result of the construction, relocation and/or upgrade of IID facilities is the responsibility of the project proponent**. G-1-5

6. Dividing a project into two or more pieces and evaluating each piece in a separate environmental document (Piecemealing or Segmenting), rather than evaluating the whole of the project in one environmental document, is explicitly forbidden by CEQA, because dividing a project into a number of pieces would allow a Lead Agency to minimize the apparent environmental impacts of a project by evaluating individual pieces separately, each of which may have a less-than-significant impact on the environment, but which together may result in a significant impact. Segmenting a project may also hinder developing comprehensive mitigation strategies. In general, if an activity or facility is necessary for the operation of a project, or necessary to achieve the project objectives, or a reasonably foreseeable consequence of approving the project, then it should be considered an integral project component that should be analyzed within the environmental analysis. The project description should include all project components, including those that will have to be approved by responsible agencies. The State CEQA Guidelines define a project under CEQA as "the whole of the action" that may result either directly or indirectly in physical changes to the environment. This broad definition is intended to provide the maximum protection of the environment. CEQA case law has established general principles on project segmentation for different project types. For a project requiring construction of offsite infrastructure, the offsite infrastructure must be included in the project description. *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App. 4th 713. G-1-6

7. Applicant should be advised that landscaping can be dangerous if items are planted too close to IID's electrical equipment. In the event of an outage, or equipment failure, it is vital that IID personnel have immediate and safe access to its equipment to make the G-1-7

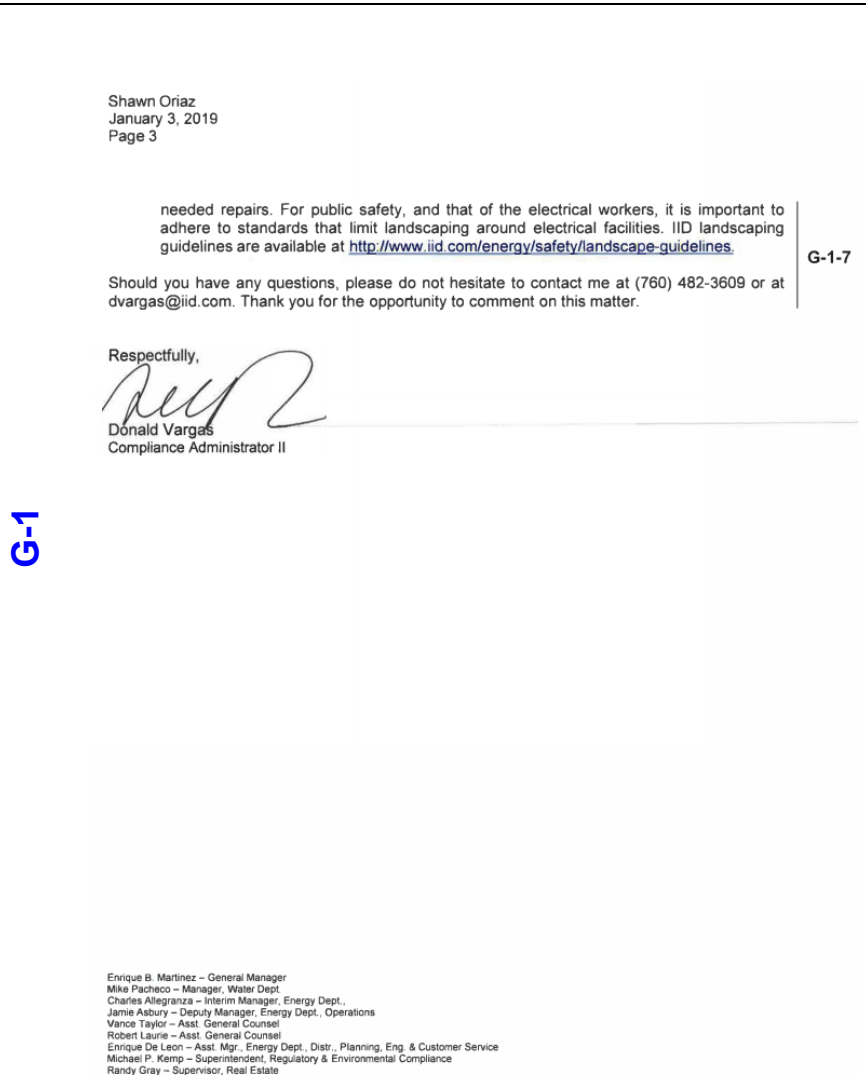
Response G-1 (Continued)

G-1-3: If an encroachment permit is determined to be required from IID, then an encroachment permit application will be submitted to the IID Real Estate Section for IID's consideration prior to construction.

G-1-4: Any utility relocation required for project implementation would be the responsbility of the City, and such relocation would be performed in accordance with IID's procedures and specifications.

G-1-5: Utilities that may be affected by the project have been identified and analyzed in Section 2.1.5 of the IS/EA. Preliminary design of the project and the Draft IS/EA have accounted for the relocation of IID facilities that are required to implement the project. No mitigation beyond what has already been identified in the Draft IS/EA is required, and any potential additional mitigation will be the responsibility of the City.

G-1-6: The environmental impacts for the entire project has been analyzed. The project is proposed to be constructed in two phases. The project has been analyzed as one complete project with two phases of construction, as decribed in Section 1.3 (Project Descriptions) of the IS/EA, in compliance with CEQA Section 15063(1), as disclosed as part of the Draft IS/EA.



Shawn Oriaz
January 3, 2019
Page 3

needed repairs. For public safety, and that of the electrical workers, it is important to adhere to standards that limit landscaping around electrical facilities. IID landscaping guidelines are available at http://www.iid.com/energy/safety/landscape-guidelines. G-1-7

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

Respectfully,

Donald Vargas
Compliance Administrator II

G-1

Enrique B. Martinez – General Manager
Mike Pacheco – Manager, Water Dept.
Charles Allegranza – Interim Manager, Energy Dept.,
Jamie Asbury – Deputy Manager, Energy Dept., Operations
Vance Taylor – Asst. General Counsel
Robert Laurie – Asst. General Counsel
Enrique De Leon – Asst. Mgr., Energy Dept., Distr., Planning, Eng. & Customer Service
Michael P. Kemp – Superintendent, Regulatory & Environmental Compliance
Randy Gray – Supervisor, Real Estate

Response G-1 (Continued)

G-1-7: As discussed in Section 2.1.7 (Visual/Aesthetics) of the IS/EA circulated for public review, the landscaping pallet shall be coordinated between the City of Coachella and the Caltrans District Landscape Architect prior to final design and implementation, and will retain the character of the existing desert scrub. IID landscaping guidelines will be reviewed and utilized as a part of this process. Any landscaping near any IID electrical equipment will be consistent with IID landscaping guidelines to ensure public safety.

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Comment G-2

COMMENT LETTER G-2

South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS:
sr86-ave50interchange@dot.ca.gov
Shawn Oriaz, Senior Environmental Planner
California Department of Transportation
464 West 4th Street, 6th Floor MS 827
San Bernardino, CA 92401-1400

January 4, 2019

Mitigated Negative Declaration (MND) for the State Route 86/Avenue 50 New Interchange Project

South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final MND.

G-2

SCAQMD Staff's Summary of Project Description
he Lead Agency is proposing to build a new interchange at State Route (SR) 86 and Avenue 50 from st Mile (PM) R19.2 to PM R21.6 (Proposed Project). The Proposed Project would also include nstruction of a bridge overcrossing of 326 feet in length and 122 feet in width, an additional bridge ucture of 605 feet in length and 120 feet in width spanning the Coachella Valley Stormwater Channel VSC), and widening of a portion of Avenue 50 from two lanes to six lanes. The Proposed Project is cated at the existing interchange between SR-86 and Dillon Road interchange in the City of Coachella. ased on a review of Figures 1-4a and 1-5a, *Build Alternative 7 Key Map and Build alternative 8 Key ap*, in the MND and aerial photographs, SCAQMD staff found that sensitive receptors such as sidential uses are located in the immediate vicinity of the Proposed Project. Construction of the oposed Project is expected to occur in two phases, lasting 12 months and 15 months sequentially, and would not overlap[1].

SCAQMD Staff's Summary of and General Comments on the Air Quality Analysis
In the Air Quality Analysis Section, the Lead Agency quantified the Proposed Project's construction emissions and found that air quality impacts from construction activities would not result in significant adverse air quality impacts. However, the Lead Agency did not use SCAQMD's regional CEQA air quality significance thresholds to determine the level of significance. Additionally, the Lead Agency did not conduct a localized air quality impact analysis. Moreover, the modeling parameters used to quantify the Proposed Project's construction emissions may have likely led to an underestimation of the emissions. To further reduce the Proposed Project's construction emissions, SCAQMD staff recommends additional new mitigation measures that the Lead Agency should consider and incorporate in the Final MND. Please see the attachment for more details.

G-2-1

Closing
Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review process. Please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final MND. When responding to issues raised in the comments, response should provide sufficient details giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual

[1] MND. Page 1-38.

Response G-2

G-2-1: This comment requests quantification of air quality impacts from the proposed construction activities to be compared with the SCAQMD thresholds of significance. Additionally, SCAQMD staff is concerned that the localized air quality impacts to nearby sensitive receptors during construction of this project are not adequately disclosed in the materials made available for review. However, the project is under the jurisdiction of the California Department of Transportation (Caltrans) District 8. According to California Public Resources Code (PRC) Section 21082 and CEQA Guidelines Section 15064.7, CEQA provides lead agencies with general authority to adopt criteria for determining whether a given impact is significant. As a result, the analysis for the project followed the guidance within the Caltrans Standard Environmental Reference (SER). Chapter 11 (Air Quality) of the SER provides for a qualitative analysis for temporary construction activities. Construction of the entire project would occur for less than 5 years, which meets Caltrans' criteria as a temporary activity. Therefore, no new mitigaiton measures will be incorporated for air quality because the qualitative analysis determined that there are no significant air quality impacts.

Robert Dalbeck will be added to the distribution list.

Shawn Oriaz January 4, 2019

information do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful or useful to decision makers and to the public who are interested in the Proposed Project.

SCAQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Robert Dalbeck, Assistant Air Quality Specialist, at rdalbeck@aqmd.gov if you have any questions. G-2-1

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

Attachment
LS:RD
RVC181205-09
Control Number

G-2

2

Response G-2 (Continued)

G-2

Shawn Oriaz January 4, 2019

ATTACHMENT

SCAQMD's Air Quality CEQA Thresholds of Significance

1. While CEQA permits a Lead Agency to apply appropriate thresholds to determine the level of significance, the Lead Agency may not apply thresholds in a manner that precludes consideration of substantial evidence demonstrating that there may be a significant effect on the environment. Evaluation of air quality impacts, unlike some other impact areas, easily lends itself to quantification. Not only does quantification make it easier for the public and decision-makers to understand the breadth and depth of the potential air quality impacts, but it also facilitates the identification of mitigation measures required to reduce any significant adverse air quality impacts. SCAQMD's CEQA thresholds of significance for air quality provide a clear quantitative benchmark to determine the significance of a project's air quality impacts. Therefore, for most projects within the SCAQMD, SCAQMD's air quality CEQA thresholds of significance for construction and operation[2] are used to determine the level of significance for a project's air quality impacts.

   The Lead Agency quantified the Proposed Project's daily construction emissions in pounds per day[3] and found that "the project would not violate any air quality standards[4]." The Lead Agency also stated the Proposed Project "has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA)[5]." As such, the Proposed Project's construction-related air quality impacts were found to be less than significant. To support this finding, the Lead Agency did not compare the estimated construction emissions to SCAQMD's regional air quality CEQA significance thresholds. Using SCAQMD's CEQA significance thresholds would clearly identify whether the build alternatives would result in significant air quality impacts under CEQA, disclose the magnitude of the impacts, facilitate the identification of feasible mitigation measures, and evaluate the level of impacts before and after mitigation measures. Therefore, SCAQMD staff recommends that the Lead Agency compare construction emissions to SCAQMD's regional air quality CEQA significance thresholds in the Final MND to determine the level of significance. G-2-1

Localized Air Quality Impact Analysis during Construction

2. Air quality impacts from both construction (including demolition, if any) and operation activities should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips).

   Based on a review of aerial photographs, SCAQMD staff found that sensitive receptors are located in within 25 feet of the Proposed Project. Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants. They include schools, parks and playgrounds, daycare centers, nursing homes, elderly care facilities, hospitals, and residential dwelling units. The Lead Agency did not quantify the Proposed Project's localized construction emissions in the MND and compare those emissions to SCAQMD's localized significance thresholds (LSTs). Therefore, SCAQMD staff recommends that the Lead Agency quantify the Proposed Project's localized construction emissions and disclose the localized air quality impacts in the Final MND to ensure that any nearby sensitive receptors are not adversely affected by the construction

[2] South Coast Air Quality Management District. March 2015. *SCAQMD Air Quality Significance Thresholds*. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.
[3] MND. Table 2.2.6-3, Estimated Daily Construction Emissions. Page 2-203.
[4] *Ibid*. Page 3-8.
[5] *Ibid*. Page 3-1.

3

Response G-2 (Continued)

activities that are occurring in close proximity. SCAQMD guidance for performing a localized air quality analysis is available on SCAQMD's website[6]. G-2-1

Air Quality Modeling Parameters

Construction Schedule

3. On pages 1-38 and 2-202 of the MND, the Lead Agency detailed the anticipated schedule of both construction phases, as well as the proposed construction activities in each phase. The Lead Agency identified phase one would occur over 12 months, beginning in November 2020, and phase two would occur over 15 months, beginning in November 2023. Therefore, the Lead Agency is anticipating approximately 27 months of construction activities, with an approximate two-year gap between each phase. However, in the air quality modeling, the Lead Agency estimated the Proposed Project's construction emissions by using a 43-month construction schedule without distinguishing between phase one and phase two (see Figure 1 below). The Roadway Construction Emissions Model (RCEM) used the total amount of construction activity being proposed and the construction phase and duration input to calculate the estimated amount of daily construction activity, which determined the amount of construction equipment needed to facilitate the said activity. Therefore, by using an elongated construction schedule (43 months rather than 27 months), RCEM may have underestimated the amount of daily construction activity and subsequently underestimated the number of construction equipment that would be required each day and the maximum daily construction emissions. Therefore, SCAQMD staff recommends that the Lead Agency revise the air quality modeling to conduct a worst-case scenario impact analysis by independently modeling each construction phase in the respective years that construction activities would occur, or by combining both phases into one 27-month construction phase.

G-2

Figure 1: Screenshot from Roadway Construction Emissions Model for Construction Schedule Used to Estimate the Proposed Project's Construction Emissions

G-2-2

Construction Periods	User Override of Construction Months	Program Calculated Months	User Override of Phase Starting Date	Program Default Phase Starting Date
Grubbing/Land Clearing		4.30		1/1/2020
Grading/Excavation		17.20		5/11/2020
Drainage/Utilities/Sub-Grade		15.05		10/17/2021
Paving		6.45		1/18/2023
Totals (Months)	43			

Volume of Daily Material Import

4. In the RCEM, the Lead Agency input 800 cubic yards of material to be imported each day during the Proposed Project's grading/excavation construction phase. SCAQMD staff is concerned that the methodology used to estimate the amount of daily transported materials may have led to an underestimation. For example, the Lead Agency divided the total amount of transported materials [311,337 cubic yards (cy)] by the amount of days RCEM assumed for the grading/excavation construction phase [17.20 months or 378 days (22 work days per month)], equating to approximately 823 cubic yards per day. As commented above, the construction schedule used in RCEM was longer than the proposed schedule in the main body of the MND (e.g., 43 months instead of 27 months). Therefore, using a longer construction schedule would may have likely underestimated the amount of materials transported daily and subsequently underestimated the number of haul truck trips for materials delivery and transport needed each day and the maximum daily emissions associated with construction of the Proposed Project. SCAQMD staff recommends that the Lead Agency revise the

[6] South Coast Air Quality Management District. *Localized Significance Thresholds*. Accessed at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

Response G-2 (Continued)

G-2-2: The project's construction emissions modeled in RCEM accounted for the full construction timeline of the project (a total of 43 months, including a two-year gap between each phase), and the entire soil import (311,337 cubic yards) required for the project. In addition, all construction vehicles and construction equipment would be required to be equipped with state-mandated emission control devices, and comply with SCAQMD Rule 403, Caltrans Standard Specifications for Construction, and Section 11017 of the Government Code to reduce construction emissions. Following compliance with these standards and regulations, project construction is not anticipated to violate state or federal air quality standards or contribute to the existing air quality violations in the Salton Sea Air Basin (SSAB).

As noted by SCAQMD staff, the project construction air emissions modeled in RCEM do not include off-site truck travel trips. However, as discussed above and in the Draft IS/EA, the project would be required to comply with all applicable air quality standards and regulations to minimize short-term construction air emissions, including off-site truck emissions.

SCAQMD staff also suggests that the "Project Type" selected in the RCEM model should be Option 3 (Bridge /Overpass Construction) rather than Option 1 (New Road Construction). The project would construct two new bridge overcrossing structures, on- and off-ramps, and realign existing roadways in the project vicinity. Due to the amount of earthwork and new pavement required for project construction, Option 1 was selected as the most appropriate "Project Type" in RCEM. Option 3 (Bridge/Overpass Construction) could also apply to the project, but the RCEM model does not allow input for two "Project Types" for a single project. In addition, the RCEM model does not have a user's guide or guidance manual to clarify which "Project Type" is most applicable for the project. Further, it is not anticipated that the project's construction emissions would substantially increase or decrease by changing the "Project Type" to Option 3 in the RCEM model.

G-2

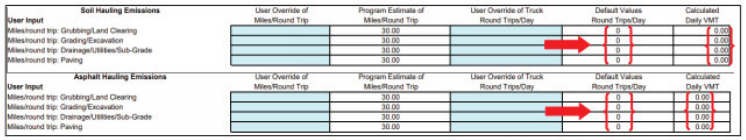
Shawn Oriaz January 4, 2019

air modeling to recalculate the daily amount of materials import based on the actual anticipated days for grading/excavation activities within the 27-month construction period.

Haul Truck Emissions

5. According to Table 2.2.6-3, *Estimated Daily Construction Emissions,* in the MND, the grading/excavation construction phase would result in the maximum amount of NOx emissions at 58.40 pounds per day (lbs/day). Additionally, the Lead Agency stated that "the emissions modeling is based on an estimate of 311,337 total cubic yards (CY) of earthwork (import)." However, based on a review of the RCEM parameters, SCAQMD staff found that emissions resulting from haul truck trips may not have been included in the calculations. For example, as shown in Figure 2 below, the Lead Agency did not include haul truck trips per day or daily vehicle miles traveled (VMT) in the RCEM input field for "Soil Hauling Emissions and/or "Asphalt Hauling Emissions." Therefore, SCAQMD staff recommends that the Lead Agency revise the air modeling to account for the emissions from haul truck trips in the Final MND.

Figure 2: Screenshot from Roadway Construction Emissions Model on Haul Truck Trips Per Day



G-2-3

Project Type in the Roadway Construction Emissions Model (RCEM)

6. In the RCEM, the input field 'Project Type' was used to estimate the number and type of construction equipment that would likely be utilized for any given project. In the Proposed Project's RCEM output file, SCAQMD staff found that the Lead Agency utilized Option 1, *New Road Construction,* for the "Project Type" field. According to the brief description found in RCEM[7], Option 1 is most appropriately used when a project includes construction of a new roadway from bare ground, "which generally requires more site preparation than widening an existing roadway[8]." Three other project types are Option 2: *Road Widening*; Option 3: *Bridge/Overpass Construction*; and Option 4, *Other Linear Project.* As stated above in the Summary of the Project Description, since the Proposed Project would include the construction of an overpassing and a new bridge structure, Option 3 would be an appropriate project type for use in RCEM. Therefore, SCAQMD staff recommends that the Lead Agency provide additional information in the Final MND to justify the use of Option 1 as the project type in RCEM.

Mitigation Measures (MM)

7. CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize or eliminate any significant adverse air quality impacts. To further reduce construction emissions from NOx, PM10, and PM2.5, as well as any adverse impacts from construction activities on nearby sensitive receptors, SCAQMD staff recommends that the Lead Agency incorporate the following mitigation measures in the Final MND.

G-2-4

[7] MND, *Air Quality Report,* Appendix C, *Emissions Modeling Results,* Page 1.
[8] *Ibid.*

5

Response G-2 (Continued)

G-2-3: SCAQMD staff recommends the Draft IS/EA include the five mitigation measures provided in SCAQMD's January 4, 2019 comment letter for the project. As noted above, the project would be required to comply with all applicable Caltrans, SCAQMD, and CARB air quality standards and regulations to minimize construction air emissions. Following compliance with these standards and regulations, project construction is not anticipated to violate state or federal air quality standards or contribute to the existing air quality violations in the SSAB. Therefore, additional mitigation is not necessary.

Shawn Oriaz January 4, 2019

a) Require the use of Tier 4 emissions standards or better for off-road diesel-powered construction equipment of 50 horsepower or greater. To ensure that Tier 4 construction equipment or better will be used during the Proposed Project's construction, SCAQMD staff recommends that the Lead Agency include this requirement in applicable bid documents, purchase orders, and contracts. Successful contractor(s) must demonstrate the ability to supply the compliant construction equipment for use prior to any ground disturbing and construction activities. A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment. Additionally, the Lead Agency should require periodic reporting and provision of written construction documents by construction contractor(s) to ensure compliance, and conduct regular inspections to the maximum extent feasible to ensure compliance.

b) Require zero-emission or near-zero emission on-road haul trucks, if and when feasible. At a minimum, require that construction vendors, contractors, and/or haul truck operators commit to using 2010 model year or newer trucks (e.g., material delivery trucks and soil import/export). G-2-3

c) Suspend all on-site construction activities when wind speeds (as instantaneous gusts) exceed 25 miles per hour.

d) All trucks hauling dirt, sand, soil or other loose materials are to be covered, or should maintain at least two feet of freeboard in accordance with California Vehicle Code Section 23114 (freeboard means vertical space between the top of the load and top of the trailer).

e) Enter into a contract that notifies all construction vendors, contractors, and/or haul truck operators that vehicles and construction equipment idling time will be limited to no longer than five minutes, consistent with the California Air Resources Board's policy[9]. For any idling that is expected to take longer than five minutes, the engine should be shut off. Notify construction vendors, contractors, and/or haul truck operators of these idling requirements at the time that the purchase order is issued and again when vehicles enter the Proposed Project site. To further ensure that drivers understand the vehicle idling requirement, post signs at the Proposed Project site stating that idling longer than five minutes is not permitted.

G-2

[9] California Air Resources Board. June 2009. *Written Idling Policy Guidelines*. Accessed at: https://www.arb.ca.gov/msprog/ordiesel/guidance/writtenidlingguide.pdf.

6

Response G-2 (Continued)

Comment P-1

P-1

Atkinson-Baker, Inc.
www.depo.com

MR. POWELL: So I have a few comments. The first is that we operate a farm on both the east and west side of the project, and we currently have some difficulty moving our equipment from the west side, which would be Avenue 50, over to the east side, which is Tyler Street.

And we move equipment back and forth every day. A lot of equipment is long and wide, and the guardrails constrain our ability to move through there. But we're able to do it. And my concern is that we are able to continue moving the equipment during construction of the project every day during construction of the project. So that's one. P-1-1

Next is we have an irrigation resevoir on the east side of the interchange, which appears like it's underneath the road bed on the drawings, and we need to be able to continue using that resevoir or have a solution which moves it to another location without losing the ability to use it for any period of time. P-1-2

We also have irrigation pipes and drain pipes underneath the ground all over where the project is, and we need to make sure that those remain connected and that we avoid problems that happen. Last time they built the expressway out here at this exact location, where it was in the contract to reconnect them but they P-1-3

4

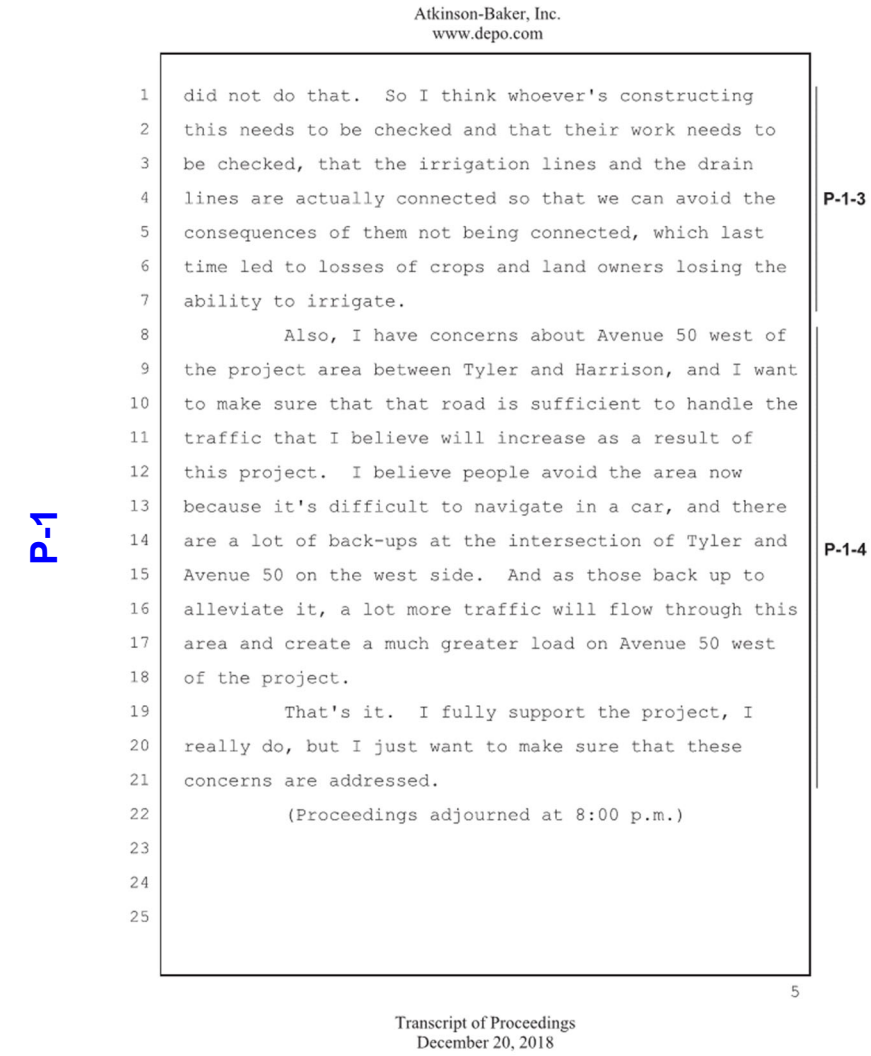
Transcript of Proceedings
December 20, 2018

Response P-1

P-1-1: Consultation with Peter Rabbit Farms will occur during final design to ensure that temporary access for farm equipment will be maintained between farming areas on each side of the project site, throughout the duration of construction. As noted within Section 2.1.6, Traffic and Transportation, of the Draft IS/EA, a Transportation Management Plan (TMP) will be prepared during final design, which will include provisions for alternative routes and property access to ensure farm operations are not adversely affected.

P-1-2: The project would require right-of-way acquisition that would necessitate relocation of the existing irrigation reservoir immediately east of SR-86. As noted in Response P-1-1, consultation with Peter Rabbit Farms will occur during final design to ensure that farming operations are not adversely affected. As part of the right of way acquisition, the land owner will be compensated for relocation of the pond at the location of the owner's choice. Relocation would occur prior to the removal of the existing reservoir, to ensure uninterrupted availabilty of irrigation water for agricultural use.

P-1



Atkinson-Baker, Inc.
www.depo.com

did not do that. So I think whoever's constructing this needs to be checked and that their work needs to be checked, that the irrigation lines and the drain lines are actually connected so that we can avoid the consequences of them not being connected, which last time led to losses of crops and land owners losing the ability to irrigate.

Also, I have concerns about Avenue 50 west of the project area between Tyler and Harrison, and I want to make sure that that road is sufficient to handle the traffic that I believe will increase as a result of this project. I believe people avoid the area now because it's difficult to navigate in a car, and there are a lot of back-ups at the intersection of Tyler and Avenue 50 on the west side. And as those back up to alleviate it, a lot more traffic will flow through this area and create a much greater load on Avenue 50 west of the project.

That's it. I fully support the project, I really do, but I just want to make sure that these concerns are addressed.

(Proceedings adjourned at 8:00 p.m.)

5

Transcript of Proceedings
December 20, 2018

P-1-3

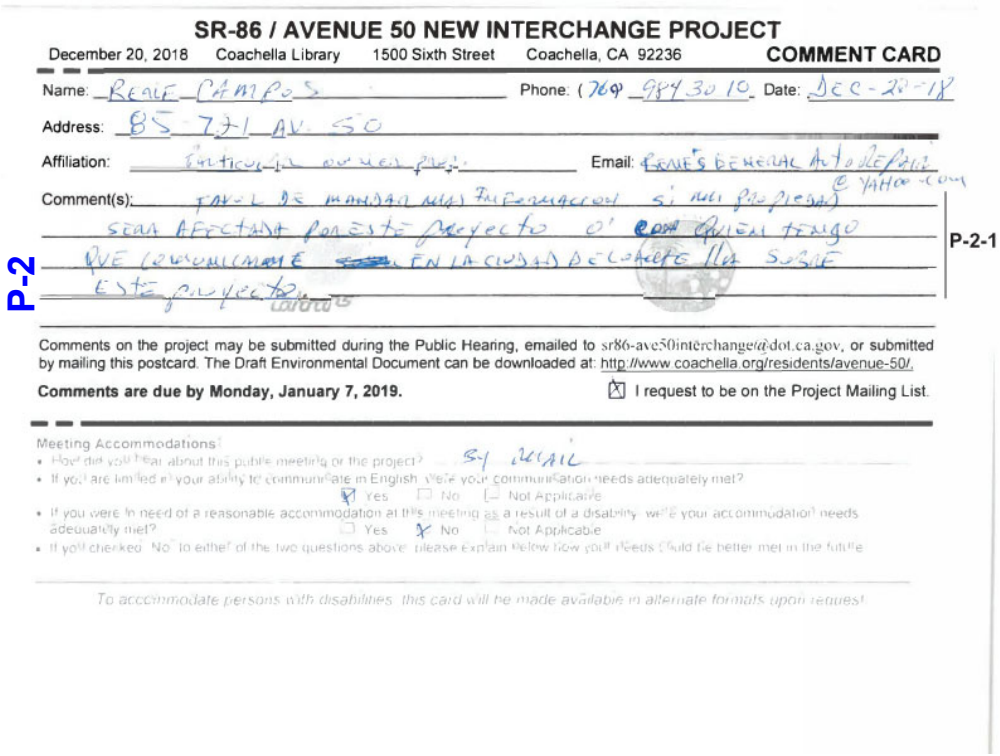
P-1-4

Response P-1 (Continued)

P-1-3: Refer to Response P-1-2, above. Similar to proposed impacts to the existing irrigation pond east of SR-86, numerous irrigation and drain lines would require relocation in order for project construction to occur. Consultation with Peter Rabbit Farms will occur during final design to ensure that farming operations are not adversely affected. Relocation of irrigation/drain pipes would occur prior to the removal of existing infrastructure, to ensure uninterrupted availabilty of irrigation water for agricultural use.

P-1-4: Section 2.1.6 of the Draft IS/EA includes an analysis of traffic conditions at various study intersections upon completion of the project. The commentor notes concerns regarding traffic conditions west of the project area. As noted within the Draft IS/EA, the traffic study area included study intersections west of the project site, including Avenue 50/Leoco Lane and Avenue 50/Peter Rabbit Lane. Both of these intersections are projected to operate at LOS B during AM and PM peak hourse during the Opening Year. During Design Year conditions, the intersections would operate at LOS B during AM peak hours (7-9 AM), and LOS B and D respectively during PM peak hours (4-6 PM). These LOS conditions are acceptable levels of service under Opening Year and Design Year conditions. Thus, adverse effects along Avenue 50 in this area are not expected to occur. Refer to Section 2.1.6 (Traffic) for additional details regarding traffic impacts associated with the project.

Comment P-2



SR-86 / AVENUE 50 NEW INTERCHANGE PROJECT

December 20, 2018 Coachella Library 1500 Sixth Street Coachella, CA 92236 **COMMENT CARD**

Name: RENE CAMPOS Phone: (760) 984 3010 Date: DEC-20-18

Address: 85-771 AV. 50

Affiliation: Particular owner prop. Email: RENE'S GENERAL AUTO REPAIR @ YAHOO.COM

Comment(s): FAVOR DE MANDAR MAS INFORMACION SI NOS PUEDAN SEAN AFECTADO POR ESTE Proyecto O' con QUIEN TENGO QUE COMUNICARME EN LA CIUDAD DE COACHELLA ACERCA DE ESTE proyecto

P-2-1

P-2

Comments on the project may be submitted during the Public Hearing, emailed to sr86-ave50interchange@dot.ca.gov, or submitted by mailing this postcard. The Draft Environmental Document can be downloaded at: http://www.coachella.org/residents/avenue-50/.

Comments are due by Monday, January 7, 2019. ☒ I request to be on the Project Mailing List.

Meeting Accommodations

- How did you hear about this public meeting or the project? BY MAIL
- If you are limited in your ability to communicate in English, were your communication needs adequately met? ☒ Yes ☐ No ☐ Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met? ☐ Yes ☒ No ☐ Not Applicable
- If you checked "No" to either of the two questions above, please explain below how your needs could be better met in the future.

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

Response P-2

P-2-1: The City will start negotiations for acquisition and compensations of part of this property during Final Design under the Fair Housing Law (Title VIII of the Civil Rights Act of 1968). All commentors have been added to the project information distribution list. If you have specific questions for the City of Coachella, you may contact Mr. Jonathan Hoy, City Engineer by telephone at (760) 398-5744.

La Ciudad comenzará las negociaciones para el proceso de aquisición y compensación de un parte de esta propiedad durante Diseño Final abajo del Ley de Vivienda Justa (Title VIII of the Civil Rights Act of 1968). Todo las personas que tenía comentarios acerca del proyecto estaba adicionado a la lista informaciónal. Si usted tiene preguntas especificas por la Ciudad de Coachella, se puede comunicarse con el Sr. Jonathan Hoy, Ingeniero de la Ciudad, al (760)398-577.

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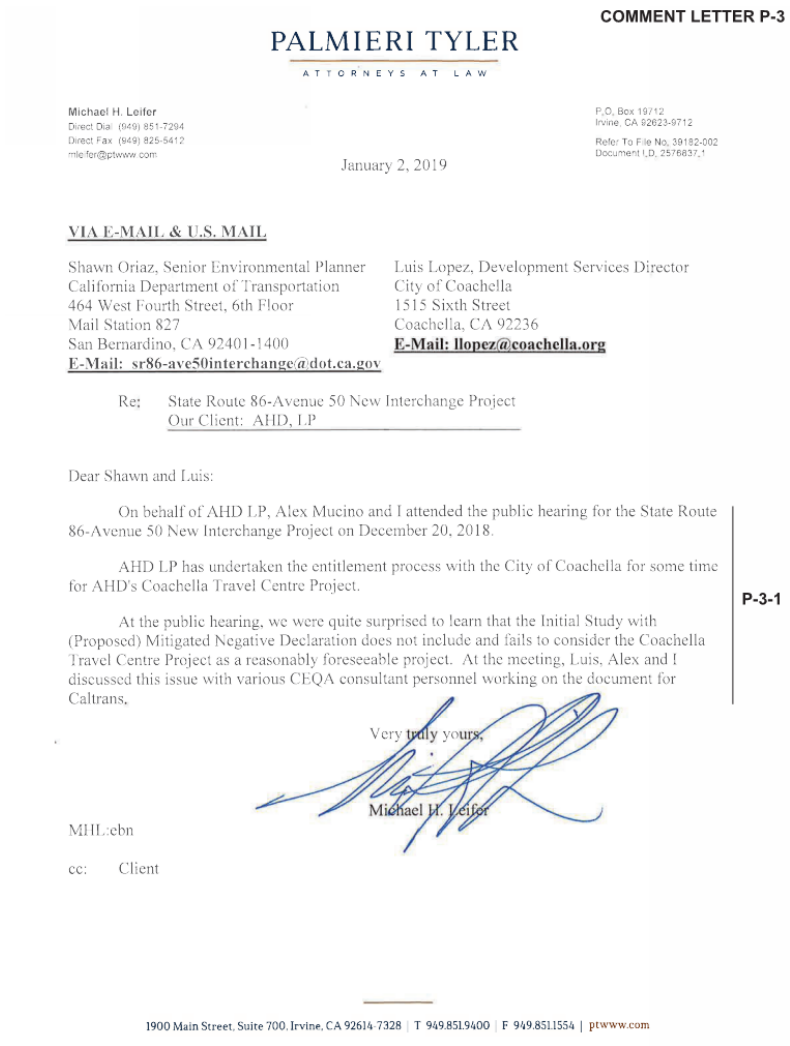
Comment P-3

P-3



COMMENT LETTER P-3

PALMIERI TYLER
ATTORNEYS AT LAW

Michael H. Leifer
Direct Dial: (949) 851-7294
Direct Fax: (949) 825-5412
mleifer@ptwww.com

P.O. Box 19712
Irvine, CA 92623-9712

Refer To File No. 39182-002
Document I.D. 2576837.1

January 2, 2019

VIA E-MAIL & U.S. MAIL

Shawn Oriaz, Senior Environmental Planner
California Department of Transportation
464 West Fourth Street, 6th Floor
Mail Station 827
San Bernardino, CA 92401-1400
E-Mail: sr86-ave50interchange@dot.ca.gov

Luis Lopez, Development Services Director
City of Coachella
1515 Sixth Street
Coachella, CA 92236
E-Mail: llopez@coachella.org

Re: State Route 86-Avenue 50 New Interchange Project
Our Client: AHD, LP

Dear Shawn and Luis:

On behalf of AHD LP, Alex Mucino and I attended the public hearing for the State Route 86-Avenue 50 New Interchange Project on December 20, 2018.

AHD LP has undertaken the entitlement process with the City of Coachella for some time for AHD's Coachella Travel Centre Project.

P-3-1

At the public hearing, we were quite surprised to learn that the Initial Study with (Proposed) Mitigated Negative Declaration does not include and fails to consider the Coachella Travel Centre Project as a reasonably foreseeable project. At the meeting, Luis, Alex and I discussed this issue with various CEQA consultant personnel working on the document for Caltrans.

Very truly yours,

Michael H. Leifer

MHL:ebn

cc: Client

1900 Main Street, Suite 700, Irvine, CA 92614-7328 | T 949.851.9400 | F 949.851.1554 | ptwww.com

Response P-3

P-3-1: Although AHD LP has submitted an Application for Pre-Application Review for development of the Coachella Travel Centre for the City's consideration, the attachments submitted along with ADH LP's comment letter (P-4, dated January 7, 2019) show that the proposed Coachella Travel Centre is currently in a "Pre-Application" status; and is therefore not an existing facility. There is no requirement under CEQA to analyze an alternative or consider mitigation that would minimize impacts to this "Pre-Application"-status proposal. Numerous outstanding planning/engineering items, details, plans, and documents are required in order for the application to be deemed complete. Additionally, environmental documentation and associated technical studies under CEQA have not been prepared, circulated, or approved by the City for the Coachella Travel Centre. As such, it was not considered a reasonably foreseeable project within the Draft IS/EA.

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Comment P-4

COMMENT LETTER P-4

PALMIERI TYLER
ATTORNEYS AT LAW

Michael H. Leifer
Direct Dial (949) 851-7294
Direct Fax (949) 825-5412
mleifer@ptwww.com

P.O. Box 19712
Irvine, CA 92623-9712

Refer To File No. 39182-002
Document I.D. 2579196.2

January 7, 2019

VIA E-MAIL & U.S. MAIL

Shawn Oriaz, Senior Environmental Planner
California Department of Transportation
464 West Fourth Street, 6th Floor
Mail Station 827
San Bernardino, CA 92401-1400
E-Mail: sr86-ave50interchange@dot.ca.gov

Re: State Route 86-Avenue 50 New Interchange Project
Our Client: AHD, LP

P-4

Dear Mr. Oriaz:

This office represents AHD, LP, the owner of property located at Avenue 50 and SR86, Assessor's Parcel Number 763-020-021. This comments on the State Route 86-Avenue 50 New Interchange Project ("Project") and the Initial Study and (Proposed) Mitigated Negative Declaration ("MND").

AHD attended the open house and has reviewed the MND that was recently provided. AHD has sought information from staff and the agency that has not been provided.

As AHD previously informed, AHD has been working for years to develop and entitle the Coachella Travel Centre Project on its property. AHD submitted its project to the City in December 2018--more than a year ago. AHD's submittal to the City of Coachella and the City's comments are enclosed as Exhibits 1 and 2 respectively. P-4-1

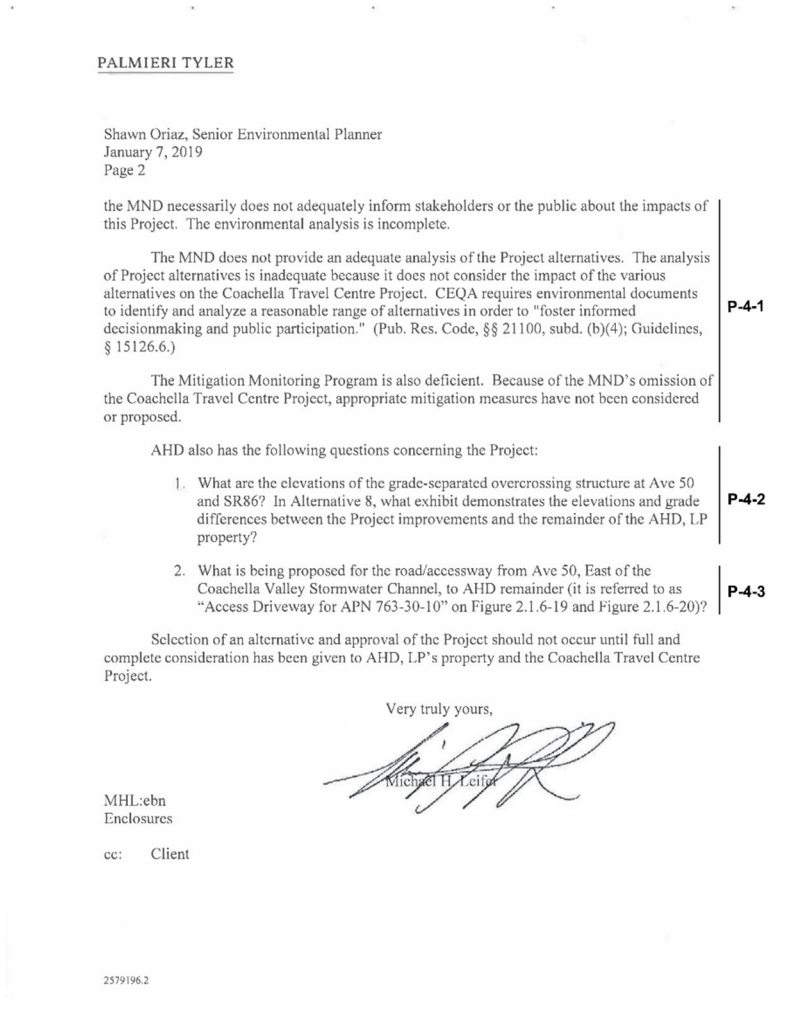
CEQA requires that the environmental documents must provide "information" about possible impacts for the decisionmakers and the public. The MND does not include, and fails to include, the Coachella Travel Centre Project as a reasonably foreseeable project. The development participants of AHD have had meetings with Caltrans representatives and consultants and City staff for a number of years concerning the AHD property and project. That the Coachella Travel Centre Project was omitted from the MND was not explained by the Caltrans consultants at the open house.

The Coachella Travel Centre Project is impacted by the Project. Yet, the MND has omitted consideration of the Coachella Travel Centre Project. As such, the analysis set forth in

Response P-4

P-4-1: Refer to Response P-3-1, above.

P-4



PALMIERI TYLER

Shawn Oriaz, Senior Environmental Planner
January 7, 2019
Page 2

the MND necessarily does not adequately inform stakeholders or the public about the impacts of this Project. The environmental analysis is incomplete.

The MND does not provide an adequate analysis of the Project alternatives. The analysis of Project alternatives is inadequate because it does not consider the impact of the various alternatives on the Coachella Travel Centre Project. CEQA requires environmental documents to identify and analyze a reasonable range of alternatives in order to "foster informed decisionmaking and public participation." (Pub. Res. Code, §§ 21100, subd. (b)(4); Guidelines, § 15126.6.) P-4-1

The Mitigation Monitoring Program is also deficient. Because of the MND's omission of the Coachella Travel Centre Project, appropriate mitigation measures have not been considered or proposed.

AHD also has the following questions concerning the Project:

1. What are the elevations of the grade-separated overcrossing structure at Ave 50 and SR86? In Alternative 8, what exhibit demonstrates the elevations and grade differences between the Project improvements and the remainder of the AHD, LP property? P-4-2

2. What is being proposed for the road/accessway from Ave 50, East of the Coachella Valley Stormwater Channel, to AHD remainder (it is referred to as "Access Driveway for APN 763-30-10" on Figure 2.1.6-19 and Figure 2.1.6-20)? P-4-3

Selection of an alternative and approval of the Project should not occur until full and complete consideration has been given to AHD, LP's property and the Coachella Travel Centre Project.

Very truly yours,

Michael H. Leifer

MHL:ebn
Enclosures

cc: Client

2579196.2

Response P-4 (Continued)

P-4-2: The overcrossing structure is approximately 25 feet above the SR-86 expressway. The overcrossing structure varies in elevation between 442 and 455.41 feet, a difference of 14.96 to 29.08 feet above the existing Avenue 50.

Please note that the elevations in this area are below sea level and are therefore negative per the NAVD 88 datum. To give positive elevations, a constant elevation of 500 feet was added to the elevations.

P-4-3: A 20 foot-wide paved access driveway (approximately 700 feet in length) is being proposed to provide access to both properties (APN 763-020-021 and APN 763-030-010). Presently, these two properties are served by driveway from existing Avenue 50. This existing driveway will be replaced by the new access driveway from the realigned Avenue 50 to avoid landlocked situation. Actual length of the driveway will be finalized during the final engineering phase.

P-4

AHD, LP
422 WIER ROAD, FRONT OFFICE
SAN BERNARDINO, CA 92408

DECEMBER 14, 2017

MR. LUIS LOPEZ
DEVELOPMENT SERVICES DIRECTOR
CITY OF COACHELLA

RE: AGENT AUTHORIZATION LETTER FOR ALEX MUCINO/86 TRAVEL CENTRE

DEAR MR. LOPEZ,

BY MEANS OF THIS LETTER, I AUTHORIZE MR. ALEX MUCINO, AGENT, TO SUBMIT THE ATTACHED " PRE-APPLICATION" ON MY BEHALF.

SHOULD YOU HAVE ANY QUESTIONS, PLEASE CALL ME AT: 909-754-8038. P-4-4

THANK YOU,

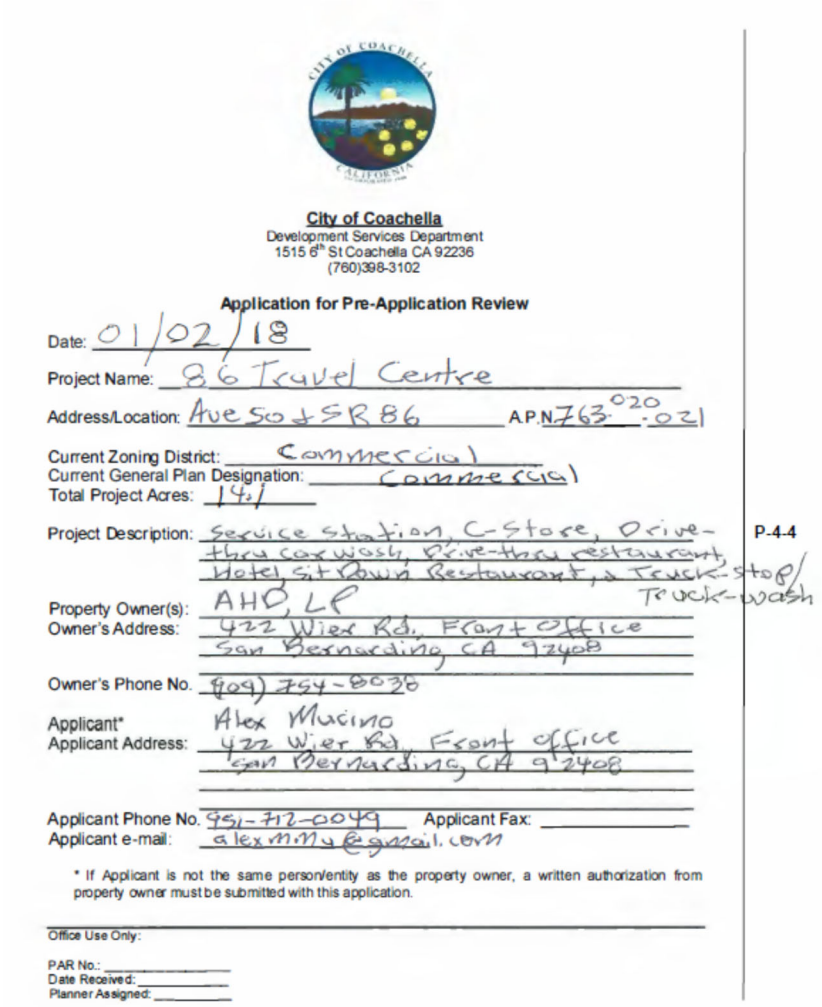
ED HADDAD, PARTNER
FOR AHD, LP

ATTACHMENT: PRE-APPLICATION

Response P-4 (Continued)

P-4-4: This comment is an attachment to the comment letter, and includes documentation related to the pre-application submittal for the Coachella Travel Centre. This documentation does not provide information related to the adequacy of the Draft IS/EA, and no response is required.

P-4



City of Coachella
Development Services Department
1515 6th St Coachella CA 92236
(760)398-3102

Application for Pre-Application Review

Date: 01/02/18

Project Name: 86 Travel Centre

Address/Location: Ave 50 & SR 86 A.P.N. 763-020-021

Current Zoning District: Commercial

Current General Plan Designation: Commercial

Total Project Acres: 14.1

Project Description: Service station, C-Store, Drive-thru car wash, Drive-thru restaurant, Hotel, Sit Down Restaurant, a Truck-stop/Truck-wash

P-4-4

Property Owner(s): AHD, LP

Owner's Address: 422 Wier Rd, Front Office
San Bernardino, CA 92408

Owner's Phone No. (909) 754-8036

Applicant* Alex Mucino

Applicant Address: 422 Wier Rd, Front office
San Bernardino, CA 92408

Applicant Phone No. 951-712-0049 Applicant Fax: _____

Applicant e-mail: alexmmy@gmail.com

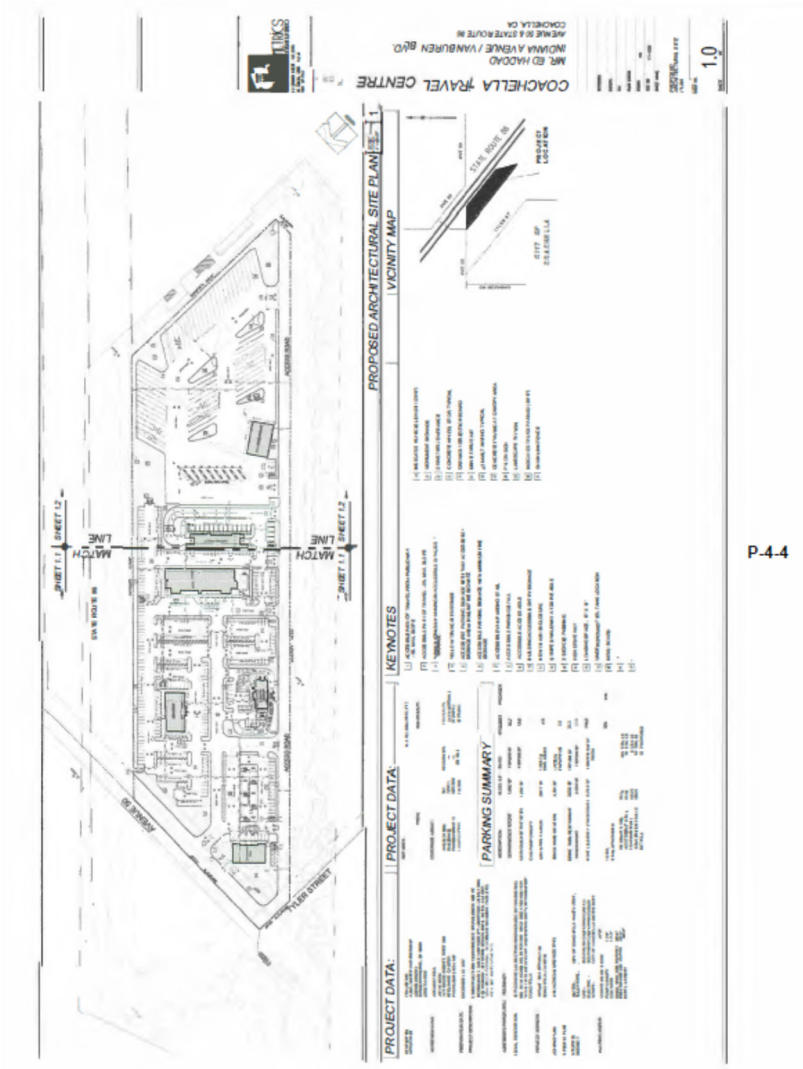
* If Applicant is not the same person/entity as the property owner, a written authorization from property owner must be submitted with this application.

Office Use Only:

PAR No.: _____
Date Received: _____
Planner Assigned: _____

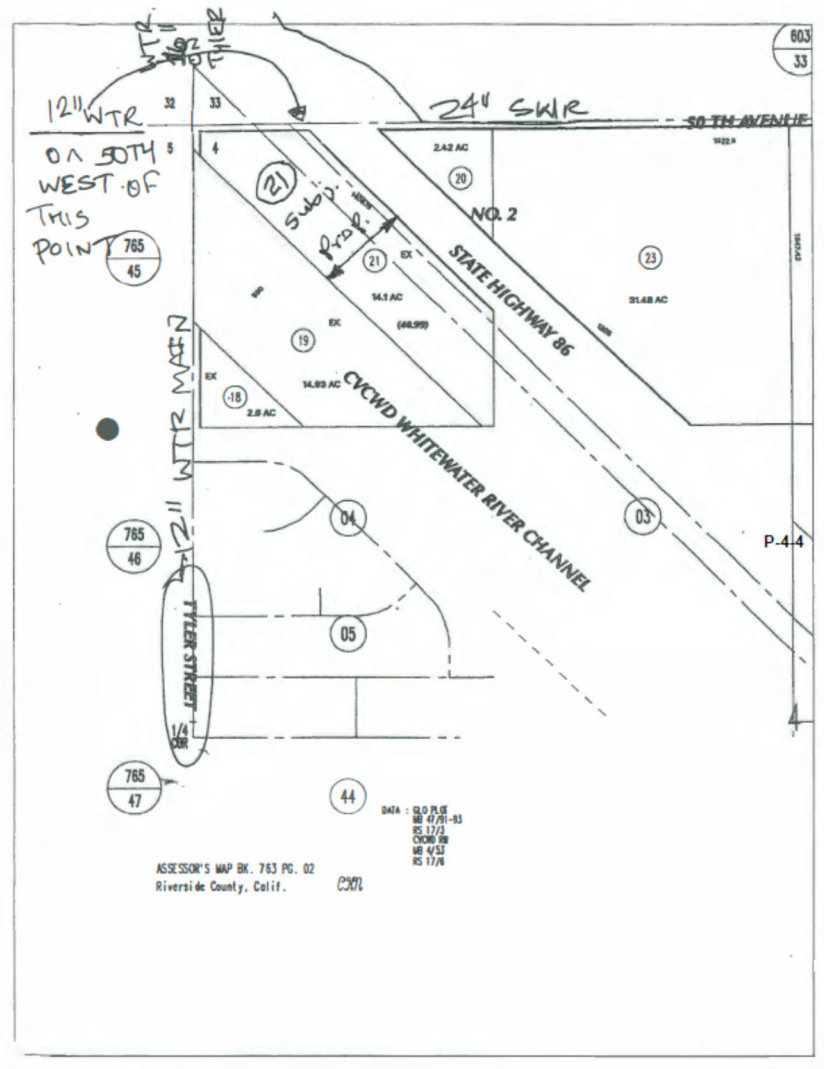
Response P-4 (Continued)

P-4



Response P-4 (Continued)

P-4



Response P-4 (Continued)

P-4

City of Coachella
Development Services Department

1515 Sixth Street
Coachella CA 92236
(760) 398-3102
(760) 398-5421 Fax

PRE-APPLICATION No. 18-01
Pre-Application Review Meeting
=Final Comments=

Meeting Date: Tuesday, April 24, 2018

Project: Coachella Travel Centre

Applicant: Mr. Alex Mucino, Archimetrics
422 Wier Road, Front Office
San Bernardino CA 92408

Attendees: Luis Lopez, Juan Carrillo, Rosa Montoya, Alex Mucino, Luke Millick, Berlinda Blackburn, Mike Leifer, Doug Goodman, Jay Nelson, Castulo Estrada

P-4-4

Project Description: The applicant is proposing the construction of a new commercial center on 14.1 acres of vacant land in the A-R (Agricultural Reserve) zone located at the southwest corner of the 86-S Expressway and Avenue 50. The proposed project includes the following:

a) Convenience store – 3,800 sq. ft. with 10 fuel pumps,
b) Quick Serve Restaurant – 1,200 sq. ft.
c) Car Wash Station – 2,677 sq. ft.
d) Sit down restaurant- 5,555 sq. ft.
e) 5-Story Hotel – 11,259 sq. ft.
f) Truck Wash Station – 4,754 sq. ft.
g) Site improvements

Address/Location: Avenue 50 at Expressway 86 (APN 763-020-021)

Planning Division Comments:

1. The subject site is designated as "Suburban Retail District" under the City's General Plan 2035 Land Use and Community Character Element, which allows a variety of retail uses. The City's vision for this district is to allow a concentration of retail businesses including "big box" and "large format" retailers. The General Plan polices for Suburban Retail District requires connectivity of these centers with adjoining neighborhoods requiring vehicle or

Response P-4 (Continued)

P-4

Coachella Travel Centre
Pre-Application Review Meeting
April 24, 2018

pedestrian connections at the project boundary every 800 feet. Additionally, the building heights are envisioned to be one-story and two-story construction. The Sub-Area #9 policies provide further policy guidance for the subject site and vicinity. There is a strong emphasis on creating retail centers that are within a walking distance to future residential communities and incorporating strong pedestrian amenities within the project site as they will serve the goods and services needs of future residents. The proposed location of the site having limited street access and the heavy emphasis on auto-oriented and trucking uses (drive-thru restaurant, car wash, and truck washing uses) are not in keeping with the City's vision. It is recommended that the car wash, and truck washing uses not be included in this project, and that the hotel building be limited to two stories. Additionally, there is a need to incorporate sidewalks and street trees along the Access Road and pedestrian amenities within the complex such as tree-lined walkways, outdoor dining areas, and trellis covers.

2. The subject site is in the A-R (Agricultural Reserve) zoning district, per the City's Official Zoning Map which is not consistent with the General Plan's Sub-Area #6 policies which promote a wide diversity of employment and civic uses. A change of zone for the base district is required from A-R (Agricultural Reserve) to C-G (General Commercial) is required. The proposed convenience store, restaurant and hotels are permitted in the CG zone and are subject to the other land use regulations and development standards of the General Commercial zone. The proposed drive-thru restaurant, carwash facility and truck wash facility are permitted in the CG zone, subject to obtaining a Conditional Use Permit (CUP), in accordance with section 17.74.010 of the Coachella Municipal Code. This requires a discretionary review by Planning Commission. Three separate requests for conditional use permit must be pursued, as part of the development application.

P-4-4

3. An application for conditional use permit must be pursued for any on-sale or off-sale alcohol license, as may be proposed for the convenience store, or restaurant uses. The City's zoning regulations have special development standards for bars and nightclubs that should not affect this project.

4. An application for Architectural Review by the Planning Commission must be pursued to completion (concurrently with the request for CUP's) and will include a review of the site plan, floor plans, architectural elevations, landscaping plans, fencing plans, materials sample board, and sign program. This involves a public hearing and notification of surrounding property owners within 300 feet. The site plan submitted for review by the Planning Commission should show street dedications, ultimate right-of-way improvements, and the immediately adjoining properties' site elevations. The use of dead-end aisles (i.e., south of the hotel) will be discouraged, in order to promote circulation throughout the project parking areas.

5. Colored building elevations shall be provided for all primary and accessory buildings on the site, including trash enclosures and equipment shelters. Cross sections of the site and buildings as proposed shall be provided, showing elevation changes, height, and screening of rooftop equipment. The elevations shall show exterior architectural details in color including

2

Response P-4 (Continued)

P-4

window and door trims, molding, recessed dimensions, wall finishes and details, lighting fixtures, exterior gutters, and screening materials for roof top or ground mounted equipment and utilities. Catalog Cut Sheets shall be provided for exterior lighting fixtures. A material sample board shall be provided for exterior colors and finishes.

6. The proposed buildings shall be architecturally enhanced with articulated features such as trims, molding, recessed walls, porticos, projecting band courses, and other architectural fenestrations that add dimension and shade/shadow to the building. Large, blank unarticulated walls shall not be permitted. All roof top equipment must be screened from public view by screening materials of the same nature as the building's basic materials. Mechanical equipment generally shall be located below the parapet walls of the building. All gutters, downspouts, vents, louvers, exposed flashing and overhead doors, shall be painted to blend with or compliment the surface to which attached. The roofline at the top of the structure shall not run in a continuous plane for more than fifty (50) feet without offsetting or jogging the roof plane.

7. Prior to pursuing an application for Planning Approvals, the applicant will be required to work with the Development Services Director on procurement of an approved environmental consultant to coordinate the completion of all California Environmental Quality Act (CEQA) documents, including technical studies, public notices, scoping sessions, initial environmental study and Draft Mitigated Negative Declaration, Mitigation Monitoring and Reporting Program, and attendance at public hearings, as directed by the City. Preliminarily, the project will be required to prepare a Phase 1 ESA, Preliminary Soils Report, Traffic Study, Cultural Resources Investigation, and Preliminary Hydrology Study. The developer will be required to reimburse the City for consultant and legal costs associated with the project through a standard agreement.

P-4-4

8. The project must improve the entirety of the site, including all off-site improvements for the street frontage. Otherwise, a phased commercial subdivision map may be presented to the Planning Commission, showing a phased development of on-site and off-site improvements for the project.

9. Conceptual landscaping plans to be reviewed by the Planning Commission shall show overall quantities and sizes of plant materials for the project shall be submitted as part of the architectural review documents. This shall include required street trees and parking lot trees consistent with City regulations. Fencing along interior property lines shall consist of decorative masonry pilasters and wrought iron fencing.

10. The proposed landscape plan shall be in conformance with the City's Landscape Development Guidelines and should include water-efficient plantings as encouraged for the tourist commercial areas. A detailed landscape and irrigation plan shall be submitted that addresses landscape requirements for the project site. All landscaping shall fulfill the general requirements of the Coachella Municipal Code Chapter 17.54 as follows:

Response P-4 (Continued)

P-4

Coachella Travel Centre
Pre-Application Review Meeting
April 24, 2018

- Internal landscaping equal to a minimum of five percent 5% of the parking area and driveway area is required and shall be distributed throughout the parking area.
- All landscape planter beds in interior parking areas shall be not less than five (5) feet in width and bordered by a concrete curb not less than six (6) inches nor more than eight (8) inches in height adjacent to the parking surface.
- Where a drive aisle abuts the side of a parking space a landscaped planter shall separate the parking space from the drive aisle.
- At least one (1) fifteen (15) gallon tree shall be provided within the parking area for every ten (10) parking spaces, with size, height and species acceptable to staff.
- All internal landscape planters shall have permanent and automatic sprinkler or drip irrigation systems.

11. The applicant shall submit a lighting plan for all exterior parking, landscape and driveway areas during plan check.

12. Notwithstanding the policies of the General Plan, the maximum height of all buildings in the C-G zone may be 35 feet or two stories, whichever is less, for all structures within 130 feet of a residential zone. A maximum height of 50 feet or three stories is allowed for all other structures. Additionally, height limits for the project may be affected by recommendations contained in the Riverside County - Airport Land Use Compatibility Plan for the Jacqueline Cochran Airport.

P-4-4

13. Off street parking and loading shall be provided as follows:

    a. Hotels & Motels: One space per room or suite, plus one space per every three employees on the largest work shift, plus one space per three persons to the maximum capacity of each public meeting and/or banquet room, plus fifty (50) percent of the spaces otherwise required for accessory uses (e.g. restaurants and bars).

    b. A minimum of two (2) 12' X 30' designated Loading Spaces for the resort hotel are recommended, unless an alternative study shows the need for less loading spaces.

    c. Restaurants & Other Eating, Drinking and Food Establishments: One space for each forty-five (45) square feet of customer area, plus one space for each two hundred (200) square feet of noncustomer area.

- The proposed off-street parking areas must reserve reciprocal access for all uses, if the project is subdivided for commercial purposes in the future. Section 17.54.010 (G) of the Coachella Municipal Code allows the planning commission to consider allowing a conditional use permit for of shared parking to reduce the total number of required on-site

4

Response P-4 (Continued)

P-4

parking spaces for different uses when and also to allow sharing of loading spaces when the following requirements have been complied with:

a. A parking study addressing the potential peak parking demand and an actual parking survey of the parking facility under consideration shall be submitted.
b. Sufficient evidence shall be presented demonstrating that no substantial conflict in the principal hours or periods of peak demand for the structures or uses for which the joint use is proposed will exist.
c. Parties concerned in the use of shared or off-site parking facilities shall provide evidence of agreements for such use by a proper legal instrument, which shall be recorded in the office of the county recorder with two copies thereof filed with the planning division as a condition of any approval.
d. In no case shall the total parking reduction be allowed to exceed fifty (50) percent of the total parking for all uses combined.
e. Any off-site parking shall be located so that it will adequately serve the use for which it is intended, with safe and convenient access without unreasonable hazard to pedestrian, vehicular traffic, or traffic congestion, and shall not be detrimental to the use of any business, property or residential neighborhood in the vicinity.

14. Maximum width of a commercial driveway shall be limited to 30 feet in width pursuant to Section 12.16.040 of the Coachella Municipal Code, measured from top of curb cut. Please reduce the width of driveways accordingly or apply for a variance to the driveway width requirements with the Engineering Department. P-4-4

15. All rooftop equipment must be architecturally screened from view to the street with adequate height of parapet walls. Please provide cross sections showing the line of site from street elevation, height of parapets, and height of rooftop mechanical equipment.

16. A minimum 10' X 40' trash and recyclables dual bin enclosure (with 6-ft high masonry wall and opaque metal gates) must be shown on the site plan conforming to the standards of Burrtec Waste Disposal, and located such that it does not conflict with the vehicular circulation pattern on the site. At least one trash enclosure shall be accessible from within 250 feet of every occupied space of buildings on the property, unless an alternative plan is approved by Burrtec.

17. All proposed signage shall comply with the guidelines established under Chapter 17.56 of the City of Coachella Municipal Code. Any wall signs and freestanding "monument" sign (using materials that match the building) should be shown on plans submitted for Planning Commission review. A sign program for the center is recommended to be submitted along with Architectural Review exhibits. This may include provisions for freeway-oriented signs.

18. The applicant will be required to comply with the City's Art in Public Places Ordinance. If the applicant elects to place artwork on the project site, the applicant shall place artwork in outdoor areas of the private property accessible to the public in a manner satisfactory to the

Response P-4 (Continued)

Coachella Travel Centre
Pre-Application Review Meeting
April 24, 2018

Public Arts Commission. If the applicant elects to pay in-lieu art fees, then the fees shall be deposited into the Public Arts Fund at an amount of (1) One-half (1/2) of one percent (1%) for new commercial and industrial construction.

19. All on-site utility lines and overhead power lines will be required to be undergrounded on the project site and in the public utility easement areas along the street frontages.

General

The following is a preliminary estimate of planning fees that are expected to be applied to the proposed project:

Conditional Use Permit (Drive-Thru Restaurant)	($3,857 +$10/ac) = $3,998
Conditional Use Permit (Car Wash)	($3,857 +$10/ac) = $3,998
Conditional Use Permit (Truck Wash)	($3,857 +$10/ac) = $3,998
Change of Zone	($5,976 +$10/ac) = $6,116
Architectural Review (Commercial)	($3,857 +$10/ac) = $3,998
Initial Study Review	= $2,118
Technical Study Review	(3x1,500) = $4,500
Total Estimate =	$28,726

P-4

P-4-4

All submittal requirements, as specified in the City's Development Application must be submitted along with the appropriate filing fees in order to deem the application complete for processing.

Note: The City's Municipal Code is accessible on-line at the following web link:

https://www.municode.com/library/ca/coachella/codes/code_of_ordinances

6

Response P-4 (Continued)

P-4

CITY OF COACHELLA
ENGINEERING DEPARTMENT
Pre-Application Review No. 18-01, Coachella Travel Center
COMMENTS AND RECOMMENDATION (4-17-18)

Grading and Drainage

1. A preliminary geological and soils engineering investigation shall be conducted by a registered soils engineer, and a report submitted for review with the precise grading plan and shall include pavement recommendations. The report recommendations shall be incorporated into the precise grading plan design prior to plan approval. The soils engineer and/or the engineering geologist shall certify to the adequacy of the grading plan.

2. A precise grading/improvement plan, prepared by a California Registered Civil Engineer, shall be submitted for review and approval by the City Engineer prior to issuance of any permits. A final soils report, compaction report and rough grading certificate shall be submitted and approved prior to issuance of any building permits.

3. A Drainage Report, prepared by California Registered Civil Engineer, shall be submitted for review and approval by the City Engineer prior to issuance of any permits. The report shall contain a Hydrology Map showing on-site and off-site tributary drainage areas and shall be prepared in accordance with the requirements of the Riverside County Flood Control District. Adequate provisions shall be made to accept and conduct the existing tributary drainage flows around or through the site in a manner which will not adverselyaffect adjacent or downstream properties. If the design of the project includes a retention basin, it shall be sized to contain the runoff resulting from a 10-year storm event and the runoff from a 100-year storm event shall be contained within basin with shallow ponding (3.5' max.). The basin shall be designed to evacuate a 10-year storm event within 72 hours. The size of the retention basin(s) shall be determined by the hydrology report and be approved by the City Engineer. Retention basin shall be provided with a minimum of 2.00 feet sandy soil if determined to contain silt or clay materials. Maximum allowable percolation rate for design shall be 10 gal./s.f./day unless otherwise approved by the City Engineer. A percolation test for this site is required to be submitted. A combination drywell vertical drain field shall be constructed at all points where runoff enters the retention basin. Drywell & vertical drain field design shall be based on soils borings made at the proposed drywell locations after the retention basins have been rough graded. Minimum depth shall be 45-feet. A log that includes sieve analysis for each strata of the borings shall be submitted to the City Engineer for confirmation of depth of the vertical drain fields. Underground retention under the proposed parking area will be considered as an alternative to surface retention subject to the approval of the City Engineer.

4. Site access improvements shall be in conformance with the requirements of Title 24 of the California Administrative Code. This shall include access ramps for off-site and on-site streets as required.

5. Applicant shall obtain approval of site access and circulation from Fire Marshall.

P-4-4

Response P-4 (Continued)

P-4

6. If applicant is planning to build a wall, separate permits shall be required for wall construction. The maximum height of any wall shall be limited to six (6) feet as measured from an average of the ground elevations on either side.

Street Improvements

7. A traffic study by a licensed California Registered Civil Engineer shall be prepared for this project to identify improvements required at intersections of Avenue 50 and Tyler Street and at SR-86, the study shall include improvements as per city general plan and to accommodate the construction of a new bridge on the storm water channel with a new interchange at State Route 86 (see also item No.20 of General Comments).

8. Avenue 50 and Tyler Street shall include improvements as required as per City of Coachella General Plan, applicant shall also verify and dedicate land if necessary to comply with right-of-way requirements.

9. It is recommended by this department to locate a secondary ingress/egress to the property to facilitate continuity for commercial traffic flow.

10. Street improvement plans prepared by a California Registered Civil Engineer shall be submitted for engineering plan check prior to issuance of encroachment permits. All street improvements including street lights shall be designed and constructed in conformance with City Standards and Specifications. Street flow line grade shall have a minimum slope of 0.35 %.

P-4-4

11. Applicant shall construct all off-site and on-site improvements including street pavement, curb, gutter, sidewalk, street trees, perimeter walls, perimeter landscaping and irrigation, storm drain, street lights, and any other incidental works necessary to complete the improvements. Driveways shall conform to City of Coachella standards for commercial driveways with a minimum width of 24.00 feet and curbed radius entrances.

12. Applicant shall obtain an encroachment permit for any improvements constructed within public right-of-way including alleys.

Sewer and Water Improvements

13. Sewer & Water Improvement Plans prepared by a California Registered Civil Engineer shall be submitted for engineering plan check and City Engineer approval.

14. Applicant shall construct all off-site and on-site water improvements and any other incidental works necessary to complete the improvements. Size and location of sewer and water improvements shall be approved by the City Engineer.

Response P-4 (Continued)

P-4

15. A separate fire connection is required as per standard W-1, W-4, W-7, W-10 (Above ground) for the new construction with the following criteria: If a building exceeds 3600 square feet and/or has more than 100 seating area. Fire hydrants are required within 250 feet minimum from the closest building point to the hydrant. Pipe type c-900-CLS-200.

General

16. The City in cooperation with the California Department of Transportation (Caltrans) District 8, and Coachella Valley Association of Governments (CVAG), proposes the construction of a new bridge on the storm water channel in conjunction with a new interchange at State Route 86.

17. Prior to issuance of any encroachment permits by the City of Coachella, the applicant shall resolve CVWD issues related to existing tile drains or irrigation mains located within the project boundary or along the streets adjacent to the property. If necessary tile drains and irrigation lines shall be relocated and easement documents prepared for the new location of any such lines. Plans for the tile drain or irrigation relocation shall be submitted to CVWD for approval and a copy of the plans shall be submitted to the City for evaluation regarding possible conflict with City facilities. The applicant shall submit to the City approved copies of any such relocation plans.

18. The developer shall submit a Fugitive Dust Control and Erosion Control plan in accordance with Guidelines set forth by CMC and SCAQMD to maintain wind and drainage erosion and dust control for all areas disturbed by grading. Exact method(s) of such control shall be subject to review and approval by the City Engineer. No sediment is to leave the site. Additional securities, in bond form, in amount of $2,000.00 per acre of gross area, and a one time cash deposit of $2,000.00 are required to insure compliance with this requirement. No work may be started on or off site unless the PM-10 plan has been approved, the original plans, and executed dust control agreement, are filed in the engineering department at the City of Coachella. A separate submittal and approval to the AQMD agency is required on projects exceeding 10 acres.

P-4-4

19. The applicant shall pay all necessary plan check, permit and inspection fees. Fees will be determined when plans are submitted to the City Engineering Department for plan check. Applicant shall comply with the valley wide NPDES permit requirements including but not limited to submittal of a Preliminary WQMP for plan review accompanied by a $3,000 plan check deposit and a Final WQMP for final approval including executed maintenance agreement. All unused plan check fees will be refunded to the applicant upon approval of the Final WQMP.

Completion

20. "As-built" plans shall be submitted to and approved by the City Engineer. Prior to acceptance of the improvements by the City, such plans, once approved, shall be given to the city on compact disk in AutoCad format. All off-site and on-site improvements shall be completed to the satisfaction of the City Engineer prior to acceptance of improvements for maintenance by the City.

21. Prior to issuance to of certificate of occupancy, all public improvements, including landscaping and lighting of the retention basins, and landscaped areas along the exterior streets, shall be completed to the satisfaction of the City Engineer. An engineering final inspection is required.

Response P-4 (Continued)

P-4

04/04/18 Riverside County PLUS Page 1
09:09 CONDITIONS OF APPROVAL

Plan: FPPAR1800009 Parcel: 763020021

90. Prior to Building Final Inspection

Fire

090 - Fire. 1 Prior to final Not Satisfied

Fire Department emergency vehicle apparatus access road locations and design shall be in accordance with the California Fire Code, Riverside County Ordinance 460, Riverside County Ordinance 787, and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance.
Fire Department water system(s) for fire protection shall be in accordance with the California Fire Code, Riverside County Ordinance 787 and Riverside County Fire Department Standards. Plans must be submitted to the Fire Department for review and approval prior to building permit issuance
Plans must be submitted to the Fire Department for review and approval prior to building permit issuance. P-4-4

Response P-4 (Continued)

P-4

Environmental Compliance comments

1. Submit water and sewer plans for approval from Utilities Manager – project required to connect to City public sewer and water system;
2. The project will require a Water Quality Management Plan (WQMP)
3. Facility will be required to submit a source control survey;
4. Facility will be required to enroll in industrial wastewater program
5. Submit detailed plumbing and mechanical plans; review of plumbing schematics for water and sewer needed; facility will need oil/water clarifiers and sample wyes installed;
6. Install Above Ground "Double Check Detector Assembly" DCDA for fire system; to protect water supply from contamination or pollution;
7. Backflow devices; will require Reduced Pressure Principle Device(RP) installed to protect water supply from contamination or pollution;
8. Facility will require a AMI 4-G metering system and a separate water service meter for irrigation system;
9. Site Plan for stormwater;

- Recommended conditions that your agency believes would improve the design of the project within the scope of your agency's authority; or
  - ***Ensure car wash features a recycle water system;***

P-4-4

- Recommended improvements to satisfy other regulations and concerns from which your agency is responsible.
  Facility will be required to submit a source control survey to determine if an industrial water permit is required.

Comments made by: **Berlinda Blackburn** Date: **April 2, 2018**

Printed Name & Title: **Environmental/Regulatory Program Manager**

Agency: **City of Coachella** Telephone #: **760-501-8114**

Please return your comments to:
CITY OF COACHELLA
Attn: Juan Carrillo, Associate Planner
Development Services Department
1515 6th Street
Coachella, CA 92236
(760) 398-3102x118 (760) 398-5421 FAX

Response P-4 (Continued)

P-4

scope of your agency's authority; or

- Recommended improvements to satisfy other regulations and concerns from which your agency is responsible.

Please respond in writing by **April 19, 2018**, so that we may include your input in the analysis and recommendations regarding this project. Please type or print legibly so that we may correctly include your comments.

1) Need to check location of Water and Sewer lines.

P-4-4

Comments made by: Richard Perez_____ Date: _____

Printed Name & Title: __Water superintendent_____

Agency: ____CWA_____ Telephone #: _____

Please return your comments to:
CITY OF COACHELLA
Attn: Juan Carrillo, Associate Planner
Development Services Department
1515 6th Street
Coachella, CA 92236
(760) 398-3102x118 (760) 398-5421 FAX

Response P-4 (Continued)

P-4

TWENTY-NINE PALMS BAND OF MISSION INDIANS

46-200 Harrison Place . Coachella, California . 92236 . Ph. 760.863.2444 . Fax: 760.863.2449

April 4, 2018

Luis Lopez, Development Services Director
City of Coachella – Development Services Department
1515 Sixth Street
Coachella, CA 92236

Re: Coachella Travel Center
Avenue 50 at State Route 86
APN (763-020-021)

Dear Mr. Lopez:

This letter in regards to consultation for Architectural Review No. 18-01.
The City of Coachella requested comments regarding the project design with respect to physical impacts of the project on public resources, facilities and/or services; recommended conditions that the agency believes would improve the design of the project; and recommended improvements to satisfy other regulations and concerns. The Tribal Historic Preservation Office (THPO), established to protect and preserve cultural resources that are within the ancestral territory of the Chemehuevi, has concerns in regards to the project. The subject property, located on APN 760-020-021 is adjacent to numerous cultural resources and is approximately 1-mile from the Twenty-Nine Palms Band of Mission Indians (Tribe) Reservation. The THPO is aware of cultural resources located less than .5 miles from the project site. Additionally, the project is located within the Chemehuevi Traditional Use Area. For these reasons, the project area has the possibility of inadvertent discoveries, which could have an adverse effect on potential cultural resources that concern the Tribe.

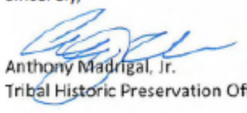
P-4-4

While the THPO is not aware of any cultural resources within the project that need to be avoided, the THPO requests to review the Cultural Resources report related to this project. Additionally, this report should have a visual assessment of cultural resources that are or may be nominated to the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHP). Since this project entails the construction of a 5-story hotel; the integrity of cultural resources that are or may be eligible to be listed in the NRHP/CRHP should be evaluated. This evaluation of integrity includes, but is not limited to location, setting, feeling, and association. After review of the Cultural Report, the THPO will provide further recommendations. If no other response is given within the 30-day timeframe stipulated in California Public Resources Code § 21080.3.1, the Tribe automatically elects to be a consulting party under the California Environmental Quality Act (CEQA).

Response P-4 (Continued)

The Tribe and THPO look forward to working with the City of Coachella on this project. If you have any questions, please do not hesitate to contact the Tribal Historic Preservation Office at (760) 775-3259 or by email: TNPConsultation@29palmsbomi-nsn.gov.

Sincerely,



Anthony Madrigal, Jr.
Tribal Historic Preservation Officer

cc: Darrell Mike, Twenty-Nine Palms Tribal Chairman
Sarah Bliss, Twenty-Nine Palms Cultural Resources Manager

P-4-4

P-4

Response P-4 (Continued)

P-4

scope of your agency's authority; or

- Recommended improvements to satisfy other regulations and concerns from which your agency is responsible.

Please respond in writing by **April 19, 2018**, so that we may include your input in the analysis and recommendations regarding this project. Please type or print legibly so that we may correctly include your comments.

Riverside County Department of Environmental Health comments:

Obtain clearance from the Hazardous Materials Management Division.

Construction plans must be reviewed and approved by the Hazardous Materials Division prior to the installation of the underground storage tank (UST) system. There is a construction fee based on the number of UST's installed. Permits from the Hazardous Materials Division must be obtained for the operation of the UST's prior to occupancy.

The facility requires a hazardous waste permit if a hazardous waste is generated as defined in Title 22 of the California Code of Regulations, Section 66260.10 and 66261.3. The hazardous waste report and fee is due at occupancy. If further review of the site indicates additional environmental health issues, the Division reserves the right to regulate the business in accordance with applicable County Ordinances. Contact (951) 558-5055 for more information.

The facility will require a business emergency plan for the storage of hazardous materials greater than 55 gallons, 200 cubic feet or 500 pounds, or any acutely hazardous materials or extremely hazardous substances.

P-4-4

A total of three complete set of plans for each food establishment are needed including a fixture schedule, a finish schedule, and a plumbing schedule in order to ensure compliance with applicable California Health and Safety Code. Food facilities which generate grease will be required to install properly sized grease interceptors.

A set of three complete plans for the swimming pool/spa must be submitted to verify compliance with the California Administrative Code, the California Health and Safety Code and the Uniform Plumbing Code.

Connect to City of Coachella for domestic water and sanitary sewer.

Comments made by: Mark Abbott Date: 4/3/18

Printed Name & Title: Mark Abbott-Supervising Env. Health Specialist (Desert)

Agency: Riverside County Dept of Environmental Health Telephone #: 760-863-7570

Please return your comments to:
CITY OF COACHELLA
Attn: Juan Carrillo, Associate Planner
Development Services Department
1515 6th Street
Coachella, CA 92236
(760) 398-3102x118 (760) 398-5421 FAX

Response P-4 (Continued)

P-4

IID

www.iid.com

A century of service. Since 1911

April 19, 2018

Mr. Luis Lopez
Director
Development Services Department
City of Coachella
1515 6th Street
Coachella, CA 92236

SUBJECT: Coachella Travel Centre Project in Coachella, CA

Dear Mr. Lopez:

Pursuant to the City of Coachella Development Services Department's request for agency comments on the preliminary site plan for the Coachella Travel Centre Project, where the applicant proposes the development of a new commercial center that will include a convenience store with ten fuel pumps, a quick serve restaurant, a sit down restaurant, a carwash, a 5-story hotel and semi-truck parking and washing facilities, on a 14.1 acre property located at the southeast corner of State Route 86 and Avenue 50 in Coachella, CA; the Imperial Irrigation District has reviewed the information and has the following comments: P-4-4

1. IID will not begin any engineering or estimate costs to provide electrical service for the project until the owner submits an application, detailed loading information, project schedule and estimated in-service date. The IID customer project application is available at http://www.iid.com/home/showdocument?id=12923.

2. Once the applicant provides the district with the required information, IID can carry out a thorough assessment to determine the specific requirements to supply electrical service to the project. Likewise, IID will determine the availability of temporary construction power from existing power lines based on construction schedules and or phasing.

3. For additional information regarding electrical service for the project, the applicant should be advised to contact the IID Energy - La Quinta Division Customer Operations, 81-600 Avenue 58 La Quinta, CA 92253, at (760) 398-5841 and speak with the area's project manager, Carlos Puente, to initiate the customer service application process. Mr. Puente can also be reached (760) 398-5837 or by email at Cpuente@IID.com.

IMPERIAL IRRIGATION DISTRICT • PO BOX 937 • IMPERIAL, CA 92251

Response P-4 (Continued)

P-4

Luis Lopez
April 19, 2018
Page 2

4. It is important to note that IID's policy is to extend its electrical facilities only to those developments that have obtained the approval of a city or county planning commission and such other governmental authority or decision-making body having jurisdiction over said developments.

5. The applicant will be required to provide rights-of-way and easements for any power line extensions needed to serve the project

6. Line extensions to serve the project will be made in accordance with IID Regulations:

   No. 2 (http://www.iid.com/home/showdocument?id=2540),
   No. 13(http://www.iid.com/home/showdocument?id=2553),
   No. 15(http://www.iid.com/home/showdocument?id=2555) and
   No. 20(http://www.iid.com/home/showdocument?id=2560.

7. Any construction or operation on IID property or within its existing and proposed right of way or easements 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; will require an encroachment permit, or encroachment agreement (depending on the circumstances). A copy of the IID encroachment permit application and instructions for its completion are available at http://www.iid.com/departments/real-estate. The IID Real Estate Section should be contacted at (760) 339-9239 for additional information regarding encroachment permits or agreements. P-4-4

8. Relocation of existing IID facilities to accommodate the project and/or to accommodate street widening improvements imposed by the City will be deemed developer-driven and all costs, as well as securing of rights of way and easements for relocated facilities, shall be borne by the applicant.

9. 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, 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 mitigation necessary as a result of the construction, relocation and/or upgrade of IID facilities is the responsibility of the project proponent.**

10. Applicant should be advised that landscaping can be dangerous if items are planted too close to IID's electrical equipment. In the event of an outage, or equipment failure, it is vital that IID personnel have immediate and safe access to

Response P-4 (Continued)

Luis Lopez
April 19, 2018
Page 3

its equipment to make the needed repairs. For public safety, and that of the electrical workers, it is important to adhere to standards that limit landscaping around electrical facilities. IID landscaping guidelines are available at http://www.iid.com/energy/safety/landscape-guidelines.

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

Respectfully,

Donald Vargas
Compliance Administrator II

P-4

P-4-4

Kevin Kelley – General Manager
Mike Pacheco – Manager, Water Dept.
Charles Allegranza – Manager, Energy Dept., Operations
Jamie Asbury – Deputy Manager, Energy Dept., Operations
Vance Taylor – Asst. General Counsel
Robert Laurie – Asst. General Counsel
Carlos Vasquez - Deputy Manager, Energy Dept., Planning & Engineering
Enrique De Leon – Asst. Mgr., Energy Dept., Distr., Planning, Eng. & Customer Service
Michael P. Kemp – Superintendent, Regulatory & Environmental Compliance
Harold Walk Jr. – Supervisor, Real Estate Randy Gray – ROW Agent, Real Estate
Randy Gray – ROW Agent, Real Estate

Response P-4 (Continued)

4.9 Correspondence

The following correspondence is provided within this section:

- State Historic Preservation Officer Correspondence
- U.S. Fish and Wildlife Service Species List
- Preliminary Jurisdictional Delineation
- Approved Jurisdictional Delineation
- Transportation Conformity Working Group Determinations
- Federal Highway Administration Project Level Conformity Determination
- Coachella Valley Association of Governments Correspondence
- State Clearinghouse Document Details Report
- Desert Sun Publication (December 6 and 13, 2018)
- El Informador Del Valle Publication (December 6 and 13, 2018)

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State Historic Preservation Officer Correspondence

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DEPARTMENT OF TRANSPORTATION
DISTRICT 8
464 WEST 4TH STREET
San Bernardino, CA 92401
PHONE (909) 383-4631

Making Conservation, a California Way of Life

November 6, 2018

Julianne Polanco

State Historic Preservation Office
1725 23rd Street, Suite 100
Sacramento, CA 95816

08-RIV-86-PM 19.3/21.4 EA 0C970
State Route 86/Avenue 50
New Interchange Project

Attention: Lucinda Woodward

Re: Historic Property Survey Report for State Route 86/Avenue 50 New Interchange Project in the City of Coachella, Riverside County, California

Dear Ms. Polanco:

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), is initiating consultation with the State Historic Preservation Officer (SHPO) and the Cabazon Band of Mission Indians THPO regarding the proposed State Route 86/Avenue 50 New Interchange Project, in the City of Coachella, in Riverside County. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016, and executed by FHWA and Caltrans.

As the project is partially located on the Cabazon Band of Mission Indians land, the Caltrans First Amended Section 106 Programmatic Agreement (January 2014) does not apply and consultation will occur under NHPA implementing regulations at 36 CFR § 800.

In conjunction with Caltrans and FHWA, the City of Coachella is proposing construction of a new interchange at State Route 86 (SR86) and Avenue 50 in the City of Coachella, Riverside County, California. The proposed project consists of converting a portion of SR-86 from an existing expressway to a freeway with a new overcrossing structure and access ramps. In addition, the proposed project includes the realignment and widening of Avenue 50 and the realignment of portions of Tyler Street on both the east and west sides of SR-86. Finally, the project would construct a new bridge over the Coachella Valley Stormwater Channel (CVSC) to replace the existing low-water crossing. The proposed project would require the right-of-way acquisition of four (4) full-take parcels and thirteen (13) partial-take parcels, three (3) of which are located within the boundaries of the Cabazon Indian Reservation.

Enclosed you will find a Historic Property Survey Report (HPSR) approved for the project by Caltrans in August 2018. The HPSR documents the Area of Potential Effects (APE), consultation efforts, and efforts to identify and evaluate historic properties. Consultation and identification efforts for the proposed undertaking resulted in the identification of one Historic Property within the APE:

1. CVWD Irrigation Lateral 105.7-1.9 (33-028174) MR 4: The Coachella Valley Irrigation Distribution System was previously determined NRHP eligible by consensus determination between the Bureau of Reclamation and SHPO in 2015 under Criterion A as a contributing element of the Coachella Canal. That determination remains valid.

Consultation and identification efforts for the proposed undertaking also resulted in the identification of seven (7) built environment resources, and two (2) prehistoric archaeological sites within the APE that required NRHP evaluation. Caltrans proposes that the following cultural resources are not NRPH eligible:

1. Avenue 50 (33-028173 MR 1
2. Tyler Street (33-028170) MR 2
3. A segment of CVSC (33-017259) MR 3
4. APN 603-330-003: Commercial radio Building (33-028169) MR 5
5. CA-RIV-12707/H (33-028166) MR 6
6. CA-RIV-12708H (33-028175) MR 7
7. APN 763-030-010: two residential buildings (33-028168) MR 8
8. Tract 2597 (33-028171) MR 9
9. Devers-Coachella Valley 220kV Transmission Line (33-028167) MR 10

Caltrans is requesting SHPO concurrence with the following pursuant to 36 CFR § 800.4(a-c):

1) The adequacy of the delineation of the APE;
2) The adequacy of the identification effort;
3) Caltrans determinations of eligibility; and
4) The adequacy of Caltrans' proposed finding of No Adverse Effect for the Undertaking

Caltrans, as assigned by FHWA, intends to make a de minimis finding for Section 4(f) use of a historic property based on your concurrence in the Section 106 effect finding, pursuant to Section 6009(a) of SAFETEA-LU. Please note that if no response is received from the SHPO within 30 days of receipt of this submittal, Caltrans will still make a de minimis impact finding for purposes of Section 4(f) as described in our August 11, 2006 letter agreement.

We look forward to receiving your response within thirty (30) days of receipt of this submittal. Please contact Gary Jones, District 08 Principal investigator, Prehistoric Archaeology at (909) 383-7505 if you have any questions regarding this document.

Regards,

JODY BROWN
Chief
Cultural Studies Office/Division of Environmental Analysis

Enclosure: *Historic Property Survey Report for the State Route 86/Avenue 50 New Interchange Project, City of Coachella, Riverside County, California (2018)*

DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION
Lisa Ann L. Mangat, *Director*
Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

November 8, 2018

VIA EMAIL

In reply refer to: FHWA_2018_0910_001

Ms. Jody Brown, Chief
Cultural Studies Office
Division of Environmental Analysis
Caltrans
PO Box 942873, MS-27
Sacramento, CA 94273-0001

Subject: Determinations/Finding of Eligibility and Effect for the Proposed State Route 86/Avenue 50 New Interchange Project, Coachella, Riverside County, CA

Dear Ms. Brown:

You have provided me with the results of your efforts to determine whether the project described above may involve or affect historic properties. You have done this, and are consulting with me, in order to comply with Section 106 of the National Historic Preservation Act and implementing regulations codified at 36 CFR Part 800. As part of your documentation, Caltrans submitted a Historic Property Survey Report (HPSR), Historical Resources Evaluation Report, an Archaeological Survey Report, and a Finding of No Adverse Effect Memo Report for the proposed project.

In conjunction with Caltrans and FHWA, the City of Coachella is proposing construction of a new interchange at State Route 86 and Avenue 50 in the City of Coachella, Riverside County, California. The proposed project consists of converting a portion of SR-86 from an existing expressway to a freeway with a new overcrossing structure and access ramps. In addition, the proposed project includes the realignment and widening of Avenue 50 and the realignment of portions of Tyler Street on both the east and west sides of SR-86. Finally, the project would construct a new bridge over the Coachella Valley Stormwater Channel (CVSC) to replace the existing low-water crossing. The proposed project would require the right-of-way acquisition of four full-take parcels and thirteen partial-take parcels, three of which are located within the boundaries of the Cabazon Indian Reservation.

The Coachella Valley Water District (CVWD) Irrigation Lateral was previously determined eligible for the National Register of Historic Places (NRHP) by consensus determination between the Bureau of Reclamation and the SHPO in 2015 under Criterion A as a contributing element of the Coachella Canal. This determination remains valid.

Consultation and identification efforts also resulted in the identification of seven built environment resources and two prehistoric archaeological sites within the area of potential effect (APE) that required evaluation. Caltrans determined that the following properties are not eligible for the NRHP:

- Avenue 50 (33-028173)
- Tyler Street (33-028170)
- A segment of the CVSC (33-017259)
- Commercial Radio Building (APN 603-330-003) (33-028169)
- CA-RIV-12707/H (33-028166)
- CA-RIV-12708H (33-028175)
- Two residential buildings (APN 763-030-010) (33-028168)
- Tract 2597 (33-028171)
- Devers-Coachella Valley 220kV Transmission Line (33-028167)

Caltrans has also found that the proposed project will have no adverse effect on historic properties. The portion of the CVWD Irrigation Lateral 105.7-1.9 located within the Project APE consists of a group of three concrete standpipes, a tall vent, and a below ground concrete pipeline. The project proposes a driveway at this location to provide access to the Cabazon Indian Reservation. Construction of the driveway will require removal of some of the concrete standpipes and vent and replacement and/or modification to the below ground pipeline. Maximum depth of ground-disturbance for driveway construction is not expected to exceed 5 feet below the surface for over-excavation and pavement construction.

The concrete underground pipeline and standpipes of CVWD Irrigation Lateral 105.7-1.9 of the Coachella Canal's distribution system that extend into the project APE were extensively altered in 1993 and again in 2001. While the project will effect this element, the effect will not be adverse as it is affecting less than 0.5 percent of the 485-mile long Coachella Canal distribution network.

Pursuant to 36 CFR 800.4(a-c), Caltrans is requesting SHPO and THPO concurrence on the following:

1) Adequacy of the delineation of the APE
2) Adequacy of the identification effort
3) Adequacy of the evaluation of potential historic properties for eligibility to the NRHP.
4) Adequacy of the Caltrans' finding of No Adverse Effect for the undertaking.

I have reviewed the documentation furnished and have the following comments:

1) The APE delineated for the proposed project appears adequate.
2) The steps taken to identify historic properties that may be affected by this undertaking are satisfactory.

3) Based on review of the submitted documentation, I concur with the foregoing determinations of eligibility
4) I have no objections to Caltrans' finding of No Adverse Effect for this undertaking.
5) Be advised that under certain circumstances, like unanticipated discovery, Caltrans may have additional responsibilities under 36 CFR Part 800.

If you have any questions, please contact Natalie Lindquist at (916) 445-7014 with e-mail at natalie.lindquist@parks.ca.gov or Alicia Perez at (916) 445-7020 with e-mail at alicia.perez@parks.ca.gov .

Sincerely,

Julianne Polanco

cc: Ronn Knox, Environmental Generalist
Alexandra Bevk Neeb, Caltrans HQ

U.S. Fish and Wildlife Service Species List

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
Phone: (760) 431-9440 Fax: (760) 431-5901
http://www.fws.gov/carlsbad/

In Reply Refer To:
Consultation Code: 08ECAR00-2019-SLI-0420
Event Code: 08ECAR00-2019-E-00968
Project Name: State Route 86/Avenue 50 New Interchange Project NES

February 05, 2019

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Carlsbad Fish And Wildlife Office
2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385
(760) 431-9440

Project Summary

Consultation Code: 08ECAR00-2019-SLI-0420

Event Code: 08ECAR00-2019-E-00968

Project Name: State Route 86/Avenue 50 New Interchange Project NES

Project Type: TRANSPORTATION

Project Description: The proposed improvements include realignment and widening of Avenue 50 from the existing two-lane roadway to a six-lane major arterial, and realignment of Tyler Street on both the east and west side of SR-86. The project would also improve mobility by constructing another new bridge spanning over the Coachella Valley Stormwater Channel (CVSC), replacing the existing low water crossing, and eliminating flood-related hazards during inclement weather events.

BUILD ALTERNATIVE 7

Build Alternative 7 proposes Modified Type L-9 Partial Cloverleaf that includes a loop on-ramp in the southeast quadrant of the interchange to accommodate the anticipated heavy eastbound-to-northbound movement of morning commute traffic. In addition, this alternative proposes the realignment of Avenue 50 and Tyler Street, construction of a two-span structure over the existing State Route 86, construction of a five-span structure over the CVSC, and the addition of signing and traffic signal controls.

BUILD ALTERNATIVE 8

Build Alternative 8 is similar to Build Alternative 7 with a SB loop on-ramp in the northwest quadrant of the proposed interchange. In addition, this alternative proposes the realignment of Avenue 50 and Tyler Street, construction of a two-span structure over the existing State Route 86, construction of a five-span structure over the CVSC, and the addition of signing and traffic signal controls.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/33.6863958629068N116.16288499994059W

Counties: Riverside, CA

Endangered Species Act Species

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Birds

NAME	STATUS
Least Bell's Vireo *Vireo bellii pusillus* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5945	Endangered
Southwestern Willow Flycatcher *Empidonax traillii extimus* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6749	Endangered
Yuma Clapper Rail *Rallus longirostris yumanensis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3505	Endangered

Reptiles

NAME	STATUS
Coachella Valley Fringe-toed Lizard *Uma inornata* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2069	Threatened
Desert Tortoise *Gopherus agassizii* Population: Wherever found, except AZ south and east of Colorado R., and Mexico There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4481	Threatened

Flowering Plants

NAME	STATUS
Coachella Valley Milk-vetch *Astragalus lentiginosus var. coachellae* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7426	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

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Preliminary Jurisdictional Delineation

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DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, LOS ANGELES DISTRICT
915 WILSHIRE BOULEVARD, SUITE 930
LOS ANGELES, CALIFORNIA 90017

March 21, 2019

SUBJECT: Preliminary Jurisdictional Determination

Jonathan Hoy, P.E.
City of Coachella
1515 Sixth Street
Coachella, California 92236

Dear Mr. Hoy:

I am responding to your request (File No. SPL-2018-00494-VCL) for a preliminary Department of the Army jurisdictional determination (JD) for the proposed Caltrans State Route 86/Avenue 50 Interchange Project site (33.684707, -116.164473) located within/near the city of Coachella, Riverside County, California.

The Corps' evaluation process for determining whether a Department of the Army permit is needed involves two tests. If both tests are met, a permit would likely be required. The first test determines whether the proposed project is located within the Corps' geographic jurisdiction (i.e., it is within a water of the United States). The second test determines whether as proposed, the project involves a regulated activity under Corps' authority, i.e., Section 10 of the Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, or Section 103 of the Marine Protection Research and Sanctuaries Act. The determination in this letter pertains only to the question of geographic jurisdiction.

Based on available information, I have preliminarily determined waters of the U.S. may be present on a portion of the proposed Caltrans State Route 86/Avenue 50 Interchange Project site in the approximate locations noted on the enclosed map. The basis for this finding may be found on the enclosed Preliminary Jurisdictional Determination (JD) form. Preliminary JDs are non-binding indications of the presence of waters of the U.S., including wetlands, on a parcel. Preliminary JDs are advisory in nature and may not be appealed.

This determination was conducted to identify the extent of the Corps' Clean Water Act jurisdiction on the proposed Caltrans State Route 86/Avenue 50 Interchange Project site identified in your request. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

Thank you for participating in the regulatory program. If you have any questions, please contact Tiffany Kwakwa at (213) 452-3375 or via e-mail at Tiffany.D.Kwakwa@usace.army.mil. Please help me to evaluate and improve the regulatory experience for others by completing the customer survey form at http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey.

Sincerely,

Kyle J. Dahl
Team Lead
South Coast Branch
Regulatory Division

Enclosure(s)

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: January 31, 2019

B. NAME AND ADDRESS OF PERSON REQUESTING PJD:

Jonathan Hoy, P.E.
City of Coachella
1515 Sixth Street
Coachella CA 92236

C. DISTRICT OFFICE, FILE NAME, AND NUMBER: Los Angeles District (File Name and Number TBD)

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: California County/parish/borough: Riverside City: Coachella

Center coordinates of site (lat/long in degree decimal format):

Lat.: 33.684707° Long.: -116.164473°

Universal Transverse Mercator:

Name of nearest waterbody:

Whitewater River > Salton Sea

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

☐ Office (Desk) Determination. Date:

X Field Determination. Date(s): September 20, 2018

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)'
1	33.684707°	-116.164473°	0.89 acre	Non-Section 10 wetland	Section 404
1	33.684707°	-116.164473°	0.08 acre	Non-Section 10 non-wetland	Section 404

1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there *"may be"* waters of the U.S. and/or that there *"may be"* navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

X Maps, plans, plots or plat submitted by or on behalf of the PJD requestor: Map: 0C970_Cut and Fill_GAD.dgn, May 16, 2018

X Data sheets prepared/submitted by or on behalf of the PJD requestor.
  X Office concurs with data sheets/delineation report.
  ☐ Office does not concur with data sheets/delineation report. Rationale:___

☐ Data sheets prepared by the Corps:_____

☐ Corps navigable waters' study:_____

☐ U.S. Geological Survey Hydrologic Atlas:_____
  ☐ USGS NHD data.
  ☐ USGS 8 and 12 digit HUC maps.

☐ U.S. Geological Survey map(s). Cite scale & quad name: 7.5-minute Indio, CA. Refer to Exhibit 2 of the JD Report.

☐ Natural Resources Conservation Service Soil Survey. Citation: Web Soil Survey. Accessed on April 14, 2017.

X National wetlands inventory map(s). Cite name: NWI. Accessed on May 8, 2017.

☐ State/local wetland inventory map(s):_____

X FEMA/FIRM maps: FIRM. Accessed on July 7, 2017.

☐ 100-year Floodplain Elevation is:____. (National Geodetic Vertical Datum of 1929)

X Photographs: X Aerial (Name & Date): Google Earth Pro June 2017. Eagle Aerial 2012.
  or X Other (Name & Date): Refer to Exhibits 4 and 5a-c of the JD Report.

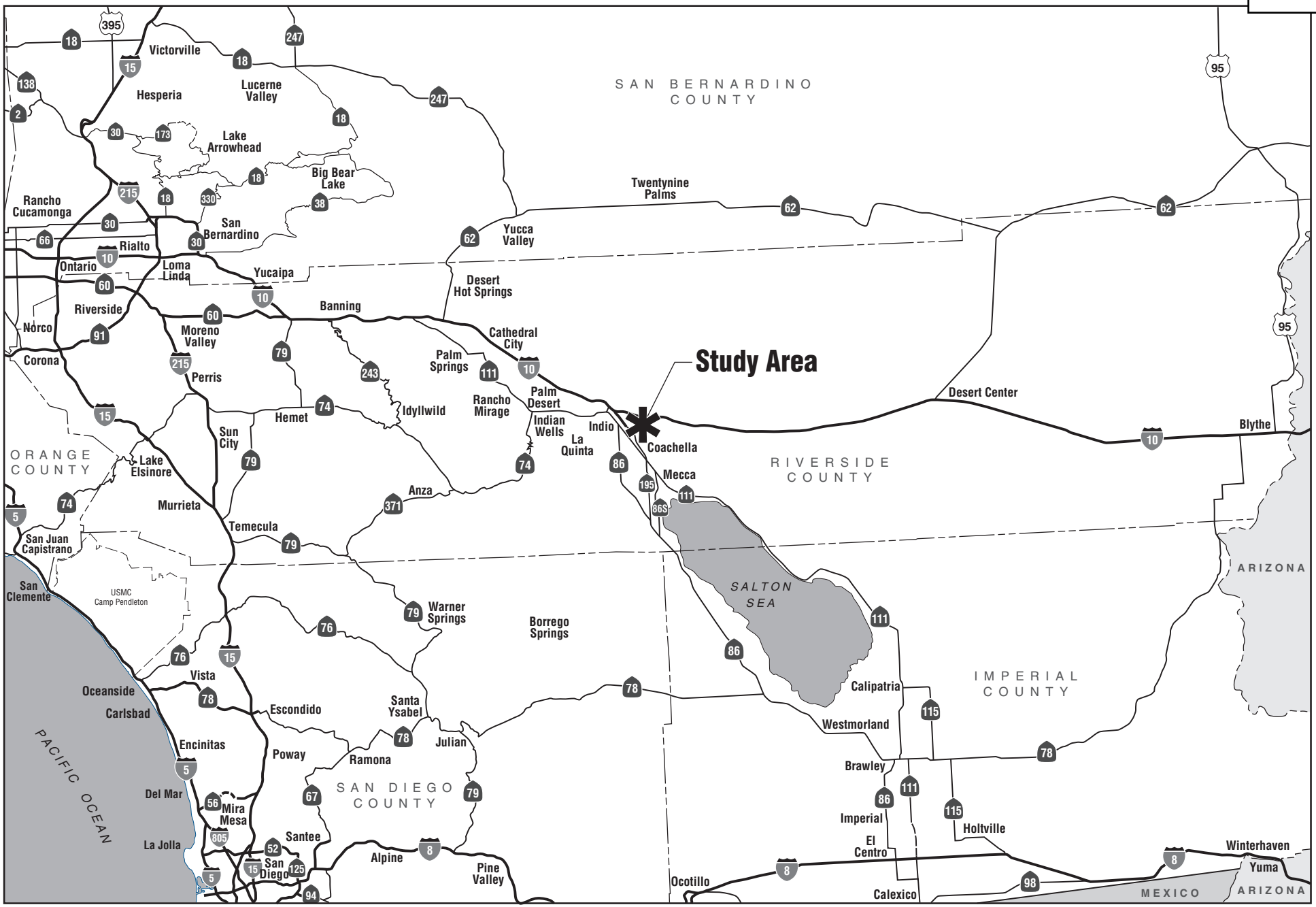
☐ Previous determination(s). File no. and date of response letter:_____

☐ Other information (please specify):_____

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

_____	_____
Signature and date of Regulatory staff member completing PJD	Signature and date of person requesting PJD (REQUIRED, unless obtaining the signature is impracticable)

[1] Districts may establish timeframes for requester to return signed PJD forms. If the requester does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.



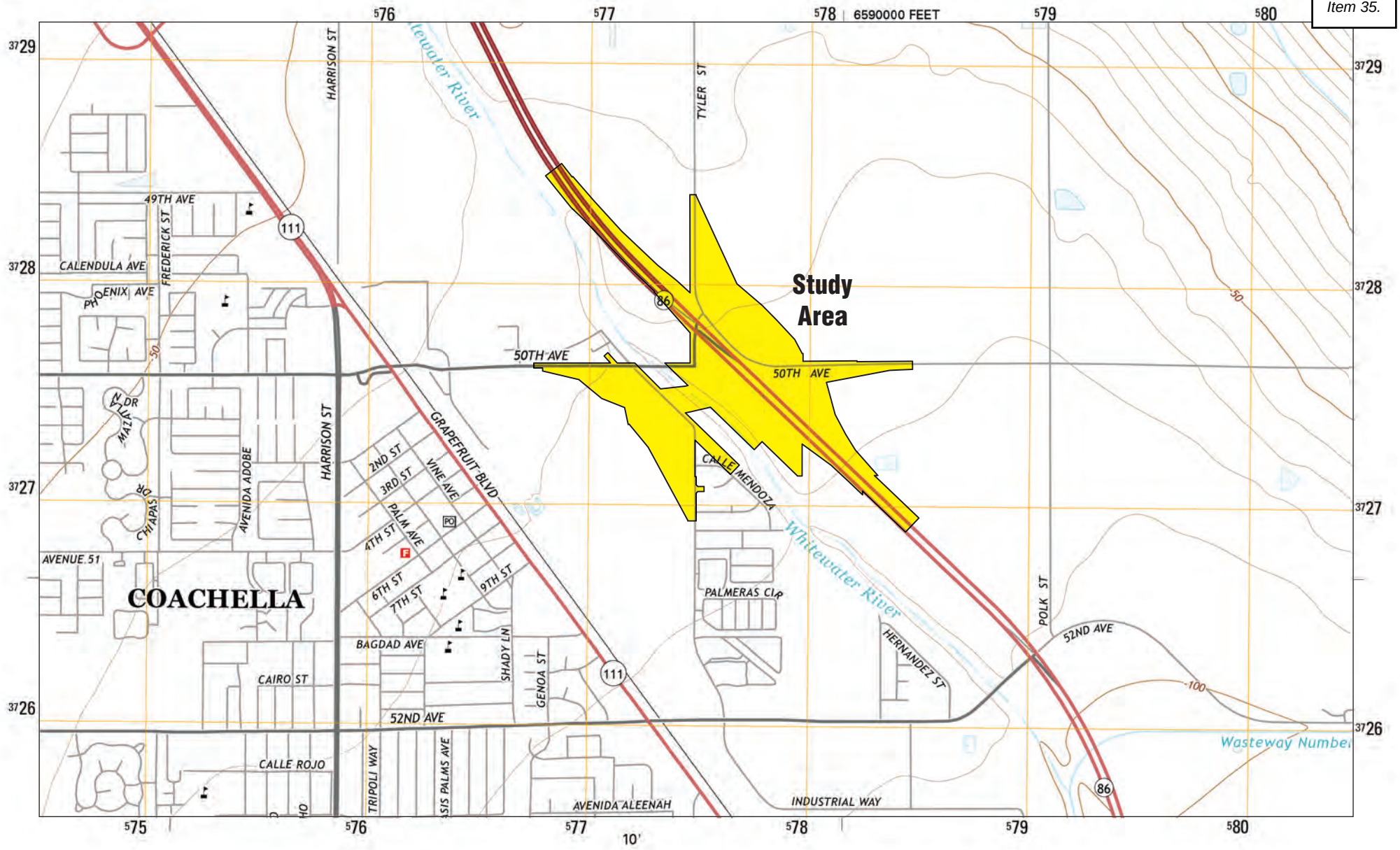
SR-86/ AVENUE 50 NEW INTERCHANGE PROJECT • JURISDICTIONAL DELINEATION

not to scale

Regional Vicinity

05/15/17 JN159814 task 08 MAS

Exhibit 1



Source: USGS Indio, CA Quadrangle, 2016.

Study Area

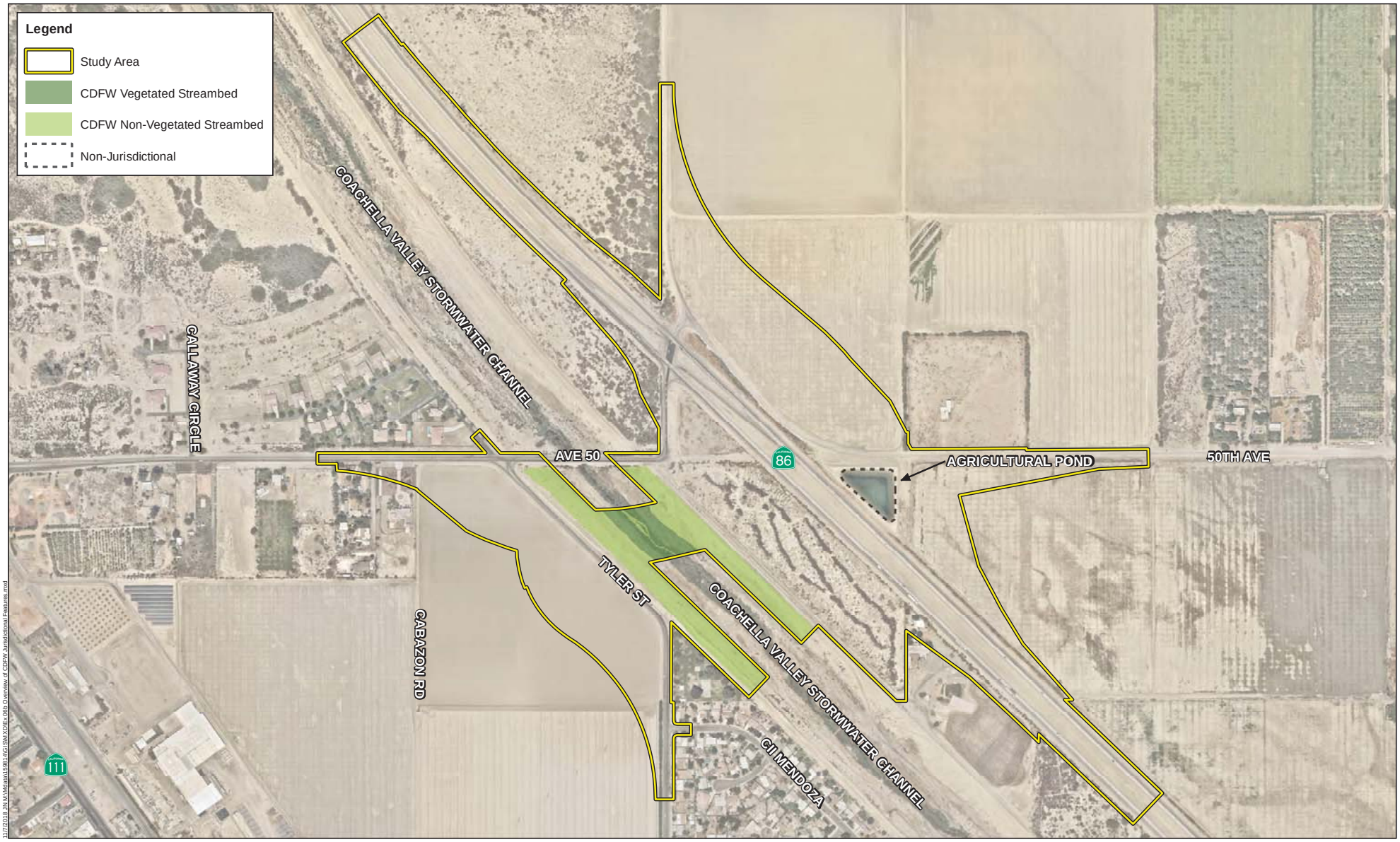
SR-86/AVENUE 50 NEW INTERCHANGE PROJECT • JURISDICTIONAL DELINEATION

Site Vicinity

Exhibit 2

0 2000'
APPROXIMATE

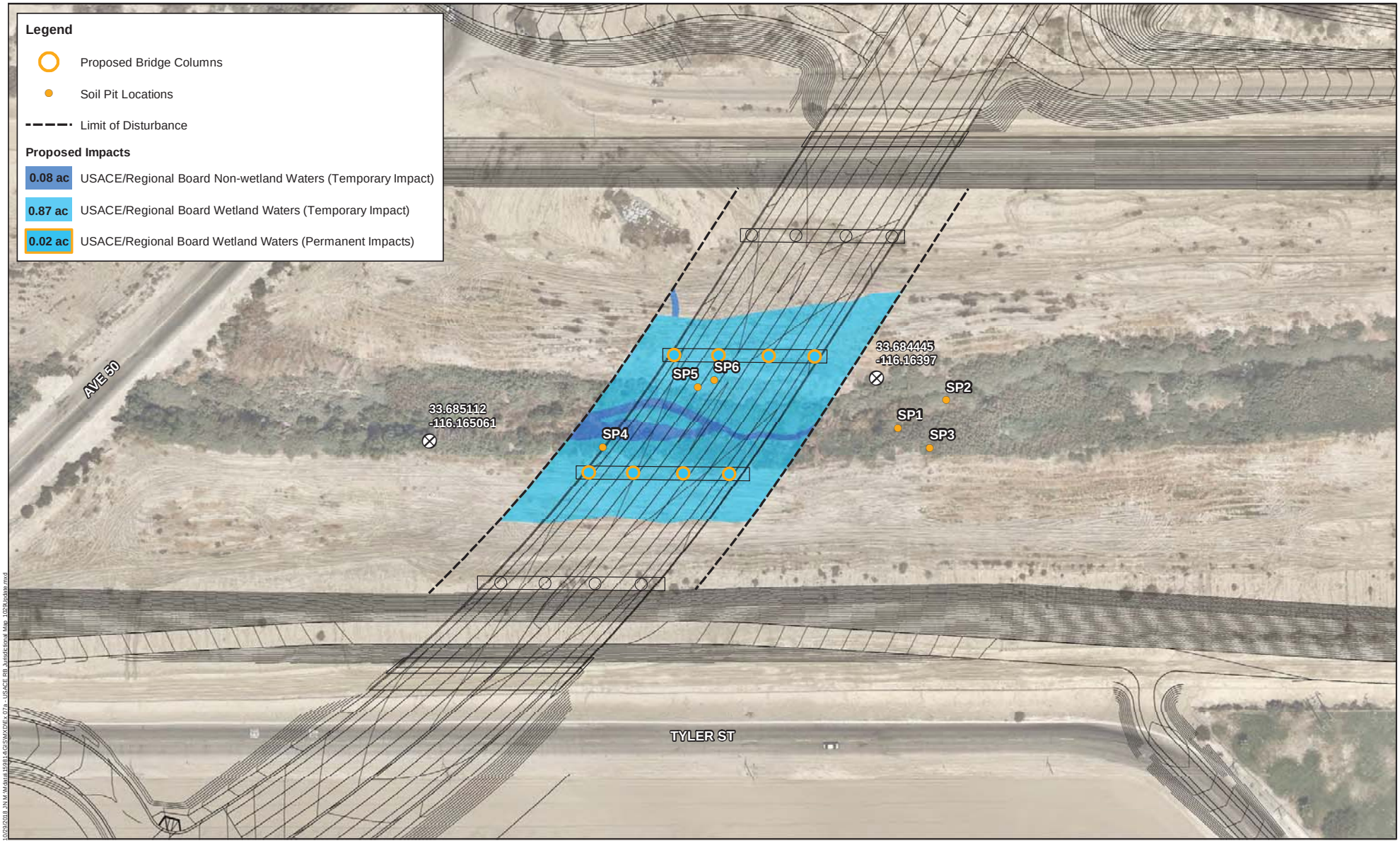
10/06/17 JN159814 task 08 MAS



SR-86/AVENUE 50 NEW INTERCHANGE PROJECT
JURISDICTIONAL DELINEATION

Overview of CDFW Jurisdictional Features

Exhibit 6B



SR-86/AVENUE 50 NEW INTERCHANGE PROJECT
JURISDICTIONAL DELINEATION

USACE/Regional Board Jurisdictional Map

Exhibit 7A

WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Avenue 50 Bridge City/County: Coachella Sampling Date: 04/05/16
Applicant/Owner: City of Coachella State: CA Sampling Point: SP1
Investigator(s): Chris Johnson, Anisha Malik Section, Township, Range:
Landform (hillslope, terrace, etc.): floodplain Local relief (concave, convex, none): concave Slope (%): 1-2
Subregion (LRR): C - Mediterranean Lat: Long: Datum:
Soil Map Unit Name: Riverside County, Coachella Valley Area NWI classification:
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)
Are Vegetation Y, Soil Y, or Hydrology N significantly disturbed? Are "Normal Circumstances" present? Yes ____ No X
Are Vegetation N, Soil N, or Hydrology N naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No ____	**Is the Sampled Area within a Wetland?** Yes X No ____
Hydric Soil Present?	Yes X No ____	
Wetland Hydrology Present?	Yes X No ____	

Remarks:
Significant drought conditions present. Evidence of site maintenance was noted. Soils and vegetation are most disturbed.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30'=r)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15'=r)			
1. Phragmites australis	45	Y	FACW
2. Atriplex lentiformis	23	Y	FAC
3. Typha domingensis	15	N	OBL
4.			
5.			
0.5=41.5 0.2=16.6	83	= Total Cover	
Herb Stratum (Plot size: 5'=r)			
1. Sesuvium verrucosum	1	N	FACW
2.			
3.			
4.			
5.			
6.			
7.			
8.			
	1	= Total Cover	
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	= Total Cover		

% Bare Ground in Herb Stratum 40 % Cover of Biotic Crust ____

Dominance Test worksheet:
Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)
Total Number of Dominant Species Across All Strata: 2 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 2/2 = 100% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:	
OBL species	x 1 =	
FACW species	x 2 =	
FAC species	x 3 =	
FACU species	x 4 =	
UPL species	x 5 =	
Column Totals:	(A)	(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:
X Dominance Test is >50%
___ Prevalence Index is ≤3.0[1]
___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No ____

Remarks:

SOIL

Sampling Point: SP1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-14	10YR 4/2	100					SC	depositional layer
14-30	2.5Y 3/2	90	7.5YR 4/6	10	C	PL	CL	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR C**)
- ___ 1 cm Muck (A9) (**LRR D**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- X Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR C**)
- ___ 2 cm Muck (A10) (**LRR B**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X No ___

Remarks: The first 14" comprises a depositional layer of sandy clay soils. Maintenance adjacent to the wetland is causing sediment deposition. Distinct/prominent redox concentrations noted.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- X High Water Table (A2)
- X Saturation (A3)
- ___ Surface Water (A1)
- ___ Water Marks (B1) (**Nonriverine**)
- ___ Sediment Deposits (B2) (**Nonriverine**)
- ___ Drift Deposits (B3) (**Nonriverine**)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Biotic Crust (B12)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water Marks (B1) (**Riverine**)
- ___ Sediment Deposits (B2) (**Riverine**)
- ___ Drift Deposits (B3) (**Riverine**)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ___ No X Depth (inches): _____

Water Table Present? Yes ___ No X Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes X No ___ Depth (inches): 1"

Wetland Hydrology Present? Yes X No ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Avenue 50 Bridge City/County: Coachella Sampling Date: 04/05/16
Applicant/Owner: City of Coachella State: CA Sampling Point: SP2
Investigator(s): Chris Johnson, Anisha Malik Section, Township, Range:
Landform (hillslope, terrace, etc.): floodplain Local relief (concave, convex, none): concave Slope (%): 1-2
Subregion (LRR): C - Mediterranean Lat: Long: Datum:
Soil Map Unit Name: Riverside County, Coachella Valley Area NWI classification:
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)
Are Vegetation Y, Soil Y, or Hydrology N significantly disturbed? Are "Normal Circumstances" present? Yes ____ No X
Are Vegetation N, Soil N, or Hydrology N naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No ____	**Is the Sampled Area within a Wetland?** Yes X No ____
Hydric Soil Present?	Yes X No ____	
Wetland Hydrology Present?	Yes X No ____	

Remarks: site maintenance was noted.
Significant drought conditions present.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30'=r)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15'=r)			
1. Atriplex lentiformis	25	Y	FAC
2. Typha domingensis	25	Y	OBL
3. Phragmites australis	15	Y	FACW
4. Tamarix ramosissima	2	N	FAC
5.			
0.5=33.5 0.2=13.4	67	= Total Cover	
Herb Stratum (Plot size: 5'=r)			
1. Sesuvium verrucosum	2	N	FACW
2.			
3.			
4.			
5.			
6.			
7.			
8.			
	2 = Total Cover		
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	= Total Cover		

% Bare Ground in Herb Stratum 35 % Cover of Biotic Crust ____

Dominance Test worksheet:
Number of Dominant Species That Are OBL, FACW, or FAC: 3 (A)
Total Number of Dominant Species Across All Strata: 3 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 3/3=100% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species ____	x 1 = ____
FACW species ____	x 2 = ____
FAC species ____	x 3 = ____
FACU species ____	x 4 = ____
UPL species ____	x 5 = ____
Column Totals: ____ (A)	____ (B)

Prevalence Index = B/A = ____

Hydrophytic Vegetation Indicators:
X Dominance Test is >50%
__ Prevalence Index is ≤3.0[1]
__ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
__ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No ____

Remarks:

SOIL

Sampling Point: SP2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-12	2.5YR 4/2	75	5Y 2.5/1	20	D	M	SL	
			7.5YR 4/6	5	C	PL		

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- X Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR C**)
- ___ 1 cm Muck (A9) (**LRR D**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR C**)
- ___ 2 cm Muck (A10) (**LRR B**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X No ___

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1) (**Nonriverine**)
- ___ Sediment Deposits (B2) (**Nonriverine**)
- ___ Drift Deposits (B3) (**Nonriverine**)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Biotic Crust (B12)
- ___ Aquatic Invertebrates (B13)
- X Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water Marks (B1) (**Riverine**)
- ___ Sediment Deposits (B2) (**Riverine**)
- ___ Drift Deposits (B3) (**Riverine**)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ___ No X Depth (inches): ___

Water Table Present? Yes X No ___ Depth (inches): 8"

Saturation Present? (includes capillary fringe) Yes X No ___ Depth (inches): 1"

Wetland Hydrology Present? Yes X No ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Avenue 50 Bridge City/County: Coachella Sampling Date: 04/05/16
Applicant/Owner: City of Coachella State: CA Sampling Point: SP3
Investigator(s): Chris Johnson, Anisha Malik Section, Township, Range:
Landform (hillslope, terrace, etc.): floodplain Local relief (concave, convex, none): concave Slope (%): 1-2
Subregion (LRR): C - Mediterranean Lat: Long: Datum:
Soil Map Unit Name: Riverside County, Coachella Valley Area NWI classification:
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ____ (If no, explain in Remarks.)
Are Vegetation Y, Soil Y, or Hydrology N significantly disturbed? Are "Normal Circumstances" present? Yes ____ No X
Are Vegetation N, Soil N, or Hydrology N naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X No ____	**Is the Sampled Area within a Wetland?** Yes X No ____
Hydric Soil Present?	Yes X No ____	
Wetland Hydrology Present?	Yes X No ____	

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30'=r)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15'=r)			
1. Phragmites australis	45	Y	FACW
2. Tamarix ramosissima	5	N	FAC
3.			
4.			
5.			
0.5=25 0.2=10	50	= Total Cover	
Herb Stratum (Plot size: 5'=r)			
1. Distichlis spicata	2	N	FAC
2.			
3.			
4.			
5.			
6.			
7.			
8.			
	2	= Total Cover	
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	= Total Cover		

% Bare Ground in Herb Stratum 1 % Cover of Biotic Crust ____

Dominance Test worksheet:
Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)
Total Number of Dominant Species Across All Strata: 1 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 1/1 = 100% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species ____	x 1 = ____
FACW species ____	x 2 = ____
FAC species ____	x 3 = ____
FACU species ____	x 4 = ____
UPL species ____	x 5 = ____
Column Totals: ____ (A)	____ (B)

Prevalence Index = B/A = ____

Hydrophytic Vegetation Indicators:
X Dominance Test is >50%
__ Prevalence Index is ≤3.0[1]
__ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
__ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No ____

Remarks:

SOIL

Sampling Point: SP

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-14	10YR 4/2	100						depositional
14-30	2.5Y 3/2	90	7.5YR 4/6	10	C	PL	CL	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR C**)
- ___ 1 cm Muck (A9) (**LRR D**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- X Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR C**)
- ___ 2 cm Muck (A10) (**LRR B**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X No ___

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- X Saturation (A3)
- ___ Water Marks (B1) (**Nonriverine**)
- ___ Sediment Deposits (B2) (**Nonriverine**)
- ___ Drift Deposits (B3) (**Nonriverine**)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Biotic Crust (B12)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water Marks (B1) (**Riverine**)
- ___ Sediment Deposits (B2) (**Riverine**)
- ___ Drift Deposits (B3) (**Riverine**)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ___ No X Depth (inches): _____

Water Table Present? Yes ___ No X Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ___ No X Depth (inches): _____

Wetland Hydrology Present? Yes X No ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Avenue 50 Bridge City/County: Coachella Sampling Date: 04/05/16
Applicant/Owner: City of Coachella State: CA Sampling Point: SP4
Investigator(s): Chris Johnson, Anisha Malik Section, Township, Range:
Landform (hillslope, terrace, etc.): floodplain Local relief (concave, convex, none): concave Slope (%): 1-2
Subregion (LRR): C - Mediterranean Lat: Long: Datum:
Soil Map Unit Name: Riverside County, Coachella Valley Area NWI classification:
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ____ No ✓ (If no, explain in Remarks.)
Are Vegetation Y, Soil Y, or Hydrology N significantly disturbed? Are "Normal Circumstances" present? Yes ____ No X
Are Vegetation N, Soil N, or Hydrology N naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes X No ____
Hydric Soil Present? Yes X No ____
Wetland Hydrology Present? Yes X No ____
Is the Sampled Area within a Wetland? Yes X No ____

Remarks:
~~Significant drought conditions present.~~ Evidence of site maintenance of vegetation. Soils and vegetation are disturbed.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30'=r)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15'=r)			
1. Atriplex lentiformis	25	Y	FAC
2. Typha domingensis	35	Y	OBL
3. Tamarix ramosissima	3	N	FAC
4.			
5.			
0.5=31.5 0.2=12.6	63	= Total Cover	
Herb Stratum (Plot size: 5'=r)			
1. Heliotropium curassavicum	5	N	FACU
2. Sesuvium verrucosum	2	N	FACW
3.			
4.			
5.			
6.			
7.			
8.			
	7	= Total Cover	
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	= Total Cover		

% Bare Ground in Herb Stratum 60 % Cover of Biotic Crust ____

Dominance Test worksheet:
Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)
Total Number of Dominant Species Across All Strata: 2 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 2/2=100% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species ____	x 1 = ____
FACW species ____	x 2 = ____
FAC species ____	x 3 = ____
FACU species ____	x 4 = ____
UPL species ____	x 5 = ____
Column Totals: ____ (A)	____ (B)

Prevalence Index = B/A = ____

Hydrophytic Vegetation Indicators:
X Dominance Test is >50%
___ Prevalence Index is ≤3.0[1]
___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No ____

Remarks:

SOIL

Sampling Point: SP4

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-12	2.5YR 4/2	65	5Y 2.5/1	25	D	M	SL	
			7.5YR 4/6	10	C	PL		

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- X Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR C**)
- ___ 1 cm Muck (A9) (**LRR D**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR C**)
- ___ 2 cm Muck (A10) (**LRR B**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X No ___

Remarks: The soils exhibited similar profile to samples taken at SP2.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1) (**Nonriverine**)
- ___ Sediment Deposits (B2) (**Nonriverine**)
- ___ Drift Deposits (B3) (**Nonriverine**)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- ___ Salt Crust (B11)
- ___ Biotic Crust (B12)
- ___ Aquatic Invertebrates (B13)
- X Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water Marks (B1) (**Riverine**)
- ___ Sediment Deposits (B2) (**Riverine**)
- ___ Drift Deposits (B3) (**Riverine**)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ___ No X Depth (inches): ___

Water Table Present? Yes X No ___ Depth (inches): 9"

Saturation Present? (includes capillary fringe) Yes X No ___ Depth (inches): 1"

Wetland Hydrology Present? Yes X No ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Avenue 50 Bridge City/County: Coachella Sampling Date: 04/05/2016
Applicant/Owner: City of Coachella State: CA Sampling Point: SP5
Investigator(s): Chris Johnson, Anisha Malik Section, Township, Range: _____
Landform (hillslope, terrace, etc.): floodplain Local relief (concave, convex, none): concave Slope (%): 1-2
Subregion (LRR): C - Mediterranean Lat: _____ Long: _____ Datum: _____
Soil Map Unit Name: Riverside NWI classification: _____
Are climatic / hydrologic conditions on the site typical for this time of year? Yes _____ No _____ (If no, explain in Remarks.)
Are Vegetation Y, Soil Y, or Hydrology N significantly disturbed? Are "Normal Circumstances" present? Yes _____ No X
Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No _____	Is the Sampled Area within a Wetland? Yes X No _____
Hydric Soil Present?	Yes X	No _____	
Wetland Hydrology Present?	Yes X	No _____	

Remarks: Evidence of maintenance, disturbing soils and vegetation. Hydric soil indicators were still present.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30'=r)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15'=r)			
1. Atriplex lentiformis	5	N	FAC
2. Typha domingensis	15	Y	OBL
3. Tamarix ramosissima	10	Y	FAC
4.			
5.			
0.5=15 0.2=6	30	= Total Cover	
Herb Stratum (Plot size: 5'=r)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
	= Total Cover		
Woody Vine Stratum (Plot size: _____)			
1.			
2.			
	= Total Cover		

% Bare Ground in Herb Stratum _____ % Cover of Biotic Crust _____

Dominance Test worksheet:
Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)
Total Number of Dominant Species Across All Strata: 2 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 2/2=100% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species _____	x 3 = _____
FACU species _____	x 4 = _____
UPL species _____	x 5 = _____
Column Totals: _____ (A)	_____ (B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators:
X Dominance Test is >50%
___ Prevalence Index is ≤3.0[1]
___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No _____

Remarks: Distichlis spicata located 10' from the soil pit location. The area surrounding the soil pit has been maintained and the vegetation removed. A few tamarisk have grown back. Due to maintenance, the saltbush and cattail clusters are further than 15' away.

SOIL

Sampling Point: S

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-12	5Y 3/2	85	7.5YR 4/6	5	C	PL	SC	
12-190	5Y 3/1	90	5YR 4/6	8	C	PL	S	
				2	D	M		

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR C**)
- ___ 1 cm Muck (A9) (**LRR D**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR C**)
- ___ 2 cm Muck (A10) (**LRR B**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes _____ No _____

Remarks: Salt crusts were characteristic of the northeast edge of whitewater River. It is evident the soils have been disturbed and dug up, based on sediment layer positioning.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- X Saturation (A3)
- ___ Water Marks (B1) (**Nonriverine**)
- ___ Sediment Deposits (B2) (**Nonriverine**)
- ___ Drift Deposits (B3) (**Nonriverine**)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- X Salt Crust (B11)
- ___ Biotic Crust (B12)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water Marks (B1) (**Riverine**)
- ___ Sediment Deposits (B2) (**Riverine**)
- X Drift Deposits (B3) (**Riverine**)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ___ No X Depth (inches): _____

Water Table Present? Yes X No ___ Depth (inches): 17'

Saturation Present? (includes capillary fringe) Yes X No ___ Depth (inches): 1"

Wetland Hydrology Present? Yes X No ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Avenue 50 Bridge City/County: Coachella Sampling Date: 04/05/16
Applicant/Owner: City of Coachella State: CA Sampling Point: SP6
Investigator(s): Chris Johnson, Anisha Malik Section, Township, Range:
Landform (hillslope, terrace, etc.): floodplain Local relief (concave, convex, none): concave Slope (%): 1-2
Subregion (LRR): C - Mediterranean Lat: Long: Datum:
Soil Map Unit Name: Riverside County, Coachella Valley Area NWI classification:
Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No ____ (If no, explain in Remarks.)
Are Vegetation Y, Soil Y, or Hydrology N significantly disturbed? Are "Normal Circumstances" present? Yes ____ No X
Are Vegetation N, Soil N, or Hydrology N naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes X No ____
Hydric Soil Present? Yes X No ____
Wetland Hydrology Present? Yes X No ____
Is the Sampled Area within a Wetland? Yes X No ____

Remarks: Evidence of maintenance noted.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30'=r)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	= Total Cover		
Sapling/Shrub Stratum (Plot size: 15'=r)			
1. Atriplex lentiformis	10	Y	FAC
2. Typha domingensis	5	N	OBL
3. Tamarix ramosissima	25	Y	FAC
4.			
5.			
0.5=20 0.2=8	40	= Total Cover	
Herb Stratum (Plot size: 5'=r)			
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
	= Total Cover		
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	= Total Cover		

% Bare Ground in Herb Stratum ____ % Cover of Biotic Crust ____

Dominance Test worksheet:
Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)
Total Number of Dominant Species Across All Strata: 2 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 2/2=100% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:	
OBL species	x 1 =	
FACW species	x 2 =	
FAC species	x 3 =	
FACU species	x 4 =	
UPL species	x 5 =	
Column Totals: (A)		(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:
X Dominance Test is >50%
__ Prevalence Index is ≤3.0[1]
__ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
__ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No ____

Remarks:

SOIL

Sampling Point: SP

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-12	5Y 3/2	85	7.5YR 4/6	15	C	PL	SC	
12-18	5Y 3/1	90	5YR 4/6	10	C	PL	S	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5) (**LRR C**)
- ___ 1 cm Muck (A9) (**LRR D**)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- X Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)
- ___ Vernal Pools (F9)

Indicators for Problematic Hydric Soils[3]:

- ___ 1 cm Muck (A9) (**LRR C**)
- ___ 2 cm Muck (A10) (**LRR B**)
- ___ Reduced Vertic (F18)
- ___ Red Parent Material (TF2)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes X No ___

Remarks: Sodic soils evident. Indications found that the soil has been disturbed by maintenance activities.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- X Saturation (A3)
- ___ Water Marks (B1) (**Nonriverine**)
- ___ Sediment Deposits (B2) (**Nonriverine**)
- ___ Drift Deposits (B3) (**Nonriverine**)
- ___ Surface Soil Cracks (B6)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Water-Stained Leaves (B9)
- X Salt Crust (B11)
- ___ Biotic Crust (B12)
- ___ Aquatic Invertebrates (B13)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres along Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ___ Water Marks (B1) (**Riverine**)
- ___ Sediment Deposits (B2) (**Riverine**)
- X Drift Deposits (B3) (**Riverine**)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Shallow Aquitard (D3)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ___ No ___ Depth (inches): _____

Water Table Present? Yes ___ No ___ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ___ No ___ Depth (inches): _____

Wetland Hydrology Present? Yes X No ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL		
Applicant: City of Coachella	File Number: SPL-2018-00494-VCL	Date: MARCH 8, 2019
Attached is:		See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
	PERMIT DENIAL	C
	APPROVED JURISDICTIONAL DETERMINATION	D
X	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/cecw/pages/reg_materials.aspx or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.

- APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact: Tiffany Kwakwa
Project Manager
U.S. Army Corps of Engineers
Los Angeles District
915 Wilshire Boulevard, Suite 930
Los Angeles, California 90017
Phone: (213) 452-3375
Email: Tiffany.D.Kwakwa@usace.army.mil

If you only have questions regarding the appeal process you may also contact: Thomas J. Cavanaugh
Administrative Appeal Review Officer,
U.S. Army Corps of Engineers
South Pacific Division
1455 Market Street, 2052B
San Francisco, California 94103-1399
Phone: (415) 503-6574
Fax: (415) 503-6646
Email: thomas.j.cavanaugh@usace.army.mil

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

	Date:	Telephone number:
_____ Signature of appellant or agent.		

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Approved Jurisdictional Delineation

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DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, LOS ANGELES DISTRICT
915 WILSHIRE BOULEVARD, SUITE 930
LOS ANGELES, CALIFORNIA 90017

March 21, 2019

SUBJECT: Approved Jurisdictional Determination

Jonathan Hoy
City of Coachella
1515 Sixth Street
Coachella, California 92236

Dear Mr. Hoy:

I am responding to your request (File No. SPL-2018-00494-VCL) for an approved Department of the Army jurisdictional determination (JD) for the Caltrans State Route 86/Avenue 50 Interchange Project site (lat. 33.685409°N, long. -116.160351°W) located within/near the city of Coachella, Riverside County, California.

The Corps' evaluation process for determining whether or not a Department of the Army permit is needed involves two tests. If both tests are met, a permit would likely be required. The first test determines whether or not the proposed project is located within the Corps' geographic jurisdiction (i.e., it is within a water of the United States). The second test determines whether or not the proposed project is a regulated activity under Section 10 of the Rivers and Harbors Act or Section 404 of the Clean Water Act. This evaluation pertains only to geographic jurisdiction.

Based on available information, I have determined waters of the United States do not occur on the project site. The basis for our determination can be found in the enclosed Approved Jurisdictional Determination (JD) form(s).

This letter includes an approved jurisdictional determination for a portion of the Caltrans State Route 86/Avenue 50 Interchange Project site. If you wish to submit new information regarding this jurisdictional determination, please do so within 60 days. We will consider any new information so submitted and respond within 60 days by either revising the prior determination, if appropriate, or reissuing the prior determination. If you object to this or any revised or reissued jurisdictional determination, you may request an administrative appeal under Corps regulations at 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process (NAP) and Request for Appeal (RFA) form. If you wish to appeal this decision, you must submit a completed RFA form within 60 days of the date on the NAP to the Corps South Pacific Division Office at the following address:

Tom Cavanaugh
Administrative Appeal Review Officer
U.S. Army Corps of Engineers
South Pacific Division, CESPD-PDO, 4765H
Phillip Burton Federal Building, Post Office Box 36023
450 Golden Gate Avenue
San Francisco, California 94102

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 CFR Part 331.5 (see below), and that it has been received by the Division Office by **May 20, 2019.**

This determination has been conducted to identify the extent of the Corps' Clean Water Act jurisdiction on the particular project site identified in your request, and is valid for five years from the date of this letter, unless new information warrants revision of the determination before the expiration date. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service prior to starting work.

Thank you for participating in the regulatory program. If you have any questions, please contact me at (213) 452-3375 or via e-mail at Tiffany.D.Kwakwa@usace.army.mil. Please help me to evaluate and improve the regulatory experience for others by completing the customer survey form at http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey.

Sincerely,

Kyle J. Dahl
Team Lead
South Coast Branch
Regulatory Division

Enclosure(s)

Regulatory Program

INTERIM APPROVED JURISDICTIONAL DETERMINATION FORM
U.S. Army Corps of Engineers
This form should be completed by following the instructions provided in the Interim Approved Jurisdictional Determination Form User Manual.

SECTION I: BACKGROUND INFORMATION

A. COMPLETION DATE FOR APPROVED JURISDICTIONAL DETERMINATION (AJD): February 11, 2019

B. ORM NUMBER IN APPROPRIATE FORMAT (e.g., HQ-2015-00001-SMJ): SPL-2018-00494-VCL

C. PROJECT LOCATION AND BACKGROUND INFORMATION:
State:California County/parish/borough: Riverside County City: Coachella
Center coordinates of site (lat/long in degree decimal format): Lat. 33.685409°, Long. -116.160351°.
Map(s)/diagram(s) of review area (including map identifying single point of entry (SPOE) watershed and/or potential jurisdictional areas where applicable) is/are: ☐ attached ☒ in report/map titled Delineation of State and Federal Jurisdictional Waters ("JD Report"; Michael Baker, Revised November 2018). Refer to Exhibits 1, 2, 6A and 7A.
☐ Other sites (e.g., offsite mitigation sites, disposal sites, etc.) are associated with this action and are recorded on a different jurisdictional determination (JD) form. List JD form ID numbers (e.g., HQ-2015-00001-SMJ-1): NA.

D. REVIEW PERFORMED FOR SITE EVALUATION:
☐ Office (Desk) Determination Only. Date: .
☒ Office (Desk) and Field Determination. Office/Desk Dates: 4/4/2016 and 5/2/2017 Field Date(s): 4/5/2016, 5/3/2017, and 9/20/2018.

SECTION II: DATA SOURCES

Check all that were used to aid in the determination and attach data/maps to this AJD form and/or references/citations in the administrative record, as appropriate.
☒ Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant. Title/Date: 0C970_Cut and Fill_GAD.dgn, May 16, 2018.
☒ Data sheets prepared/submitted by or on behalf of the applicant/consultant.
☒ Data sheets/delineation report are sufficient for purposes of AJD form. Title/Date: Delineation of State and Federal Jurisdictional Waters (Michael Baker, Revised November 2018). Refer to Appendix A, Wetland Determination Data Forms, of the JD Report.
☐ Data sheets/delineation report are not sufficient for purposes of AJD form. Summarize rationale and include information on revised data sheets/delineation report that this AJD form has relied upon: .
Revised Title/Date: .
☐ Data sheets prepared by the Corps. Title/Date: .
☐ Corps navigable waters study. Title/Date: .
☐ CorpsMap ORM map layers. Title/Date: .
☐ USGS Hydrologic Atlas. Title/Date: .
☐ USGS, NHD, or WBD data/maps. Title/Date: .
☐ USGS 8, 10 and/or 12 digit HUC maps. HUC number: .
☒ USGS maps. Scale & quad name and date: U.S. Geological Survey, 7.5 Minute Series Topographic Quadrangle, Indio, California, 2016. Refer to Exhibit 2 of the JD Report.
☒ USDA NRCS Soil Survey. Citation: U.S. Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey. (http://websoilsurvey.nrcs.usda.gov/app/). Refer to Appendix A, Custom Soil Resource Report for Riverside County, Coachella Valley Area, California, of the JD Report.

☒ USFWS National Wetlands Inventory maps. Citation: U.S. Fish and Wildlife Service, Department of Habitat and Resource Conservation, Wetland Geodatabase. (http://wetlandsfws.er.usgs.gov/NWI/index.html). Refer to Appendix A, National Wetlands Inventory, of the JD Report.
☐ State/Local wetland inventory maps. Citation: .
☒ FEMA/FIRM maps. Citation: U.S. Department of Homeland Security, Federal Emergency Management Agency, National Flood Insurance Program, Flood Insurance Rate Map No. 06065C2260G. August 2008. Refer to Appendix A, Fllood Insurance Rate Map, of the JD Report.
☒ Photographs: ☒ Aerial. Citation: Photos - Refer to Exhibits 4 and 5a-c of the JD Report; Aerials - Google Earth Pro 2012, August 2018. or ☐ Other. Citation: .
☐ LiDAR data/maps. Citation: .
☐ Previous JDs. File no. and date of JD letter: .
☐ Applicable/supporting case law: .
☐ Applicable/supporting scientific literature: .
☐ Other information (please specify): .

SECTION III: SUMMARY OF FINDINGS

Complete ORM "Aquatic Resource Upload Sheet" or Export and Print the Aquatic Resource Water Droplet Screen from ORM for All Waters and Features, Regardless of Jurisdictional Status – Required

A. RIVERS AND HARBORS ACT (RHA) SECTION 10 DETERMINATION OF JURISDICTION:
☐ "*navigable waters of the U.S.*" within RHA jurisdiction (as defined by 33 CFR part 329) in the review area.
- **Complete Table 1 - Required**

NOTE: If the navigable water is not subject to the ebb and flow of the tide or included on the District's list of Section 10 navigable waters list, DO NOT USE THIS FORM TO MAKE THE DETERMINATION. The District must continue to follow the procedure outlined in 33 CFR part 329.14 to make a Section 10 RHA navigability determination.

B. CLEAN WATER ACT (CWA) SECTION 404 DETERMINATION OF JURISDICTION: "*waters of the U.S.*" within CWA jurisdiction (as defined by 33 CFR part 328.3) in the review area. **Check all that apply.**
☐ (a)(1): All waters which are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide. (Traditional Navigable Waters (TNWs))
- **Complete Table 1 - Required**

☐ This AJD includes a case-specific (a)(1) TNW (Section 404 navigable-in-fact) determination on a water that has not previously been designated as such. Documentation required for this case-specific (a)(1) TNW determination is attached.

☐ (a)(2): All interstate waters, including interstate wetlands.
- **Complete Table 2 - Required**

☐ (a)(3): The territorial seas.
- **Complete Table 3 - Required**

☐ (a)(4): All impoundments of waters otherwise identified as waters of the U.S. under 33 CFR part 328.3.
- **Complete Table 4 - Required**

☐ (a)(5): All tributaries, as defined in 33 CFR part 328.3, of waters identified in paragraphs (a)(1)-(a)(3) of 33 CFR part 328.3.
- **Complete Table 5 - Required**

☐ (a)(6): All waters adjacent to a water identified in paragraphs (a)(1)-(a)(5) of 33 CFR part 328.3, including wetlands, ponds, lakes, oxbows, impoundments, and similar waters.
- **Complete Table 6 - Required**

☐ Bordering/Contiguous.
Neighboring:
☐ (c)(2)(i): All waters located within 100 feet of the ordinary high water mark (OHWM) of a water identified in paragraphs (a)(1)-(a)(5) of 33 CFR part 328.3.
☐ (c)(2)(ii): All waters located within the 100-year floodplain of a water identified in paragraphs (a)(1)-(a)(5) of 33 CFR part 328.3 and not more than 1,500 feet of the OHWM of such water.
☐ (c)(2)(iii): All waters located within 1,500 feet of the high tide line of a water identified in paragraphs (a)(1) or (a)(3) of 33 CFR part 328.3, and all waters within 1,500 feet of the OHWM of the Great Lakes.

☐ (a)(7): All waters identified in 33 CFR 328.3(a)(7)(i)-(v) where they are determined, on a case-specific basis, to have a significant nexus to a water identified in paragraphs (a)(1)-(a)(3) of 33 CFR part 328.3.

- **Complete Table 7 for the significant nexus determination. Attach a map delineating the SPOE watershed boundary with (a)(7) waters identified in the similarly situated analysis. - Required**

☐ Includes water(s) that are geographically and physically adjacent per (a)(6), but are being used for established, normal farming, silviculture, and ranching activities (33 USC Section 1344(f)(1)) and therefore are not adjacent and require a case-specific significant nexus determination.

☐ (a)(8): All waters located within the 100-year floodplain of a water identified in paragraphs (a)(1)-(a)(3) of 33 CFR part 328.3 not covered by (c)(2)(ii) above and all waters located within 4,000 feet of the high tide line or OHWM of a water identified in paragraphs (a)(1)-(a)(5) of 33 CFR part 328.3 where they are determined on a case-specific basis to have a significant nexus to a water identified in paragraphs (a)(1)-(a)(3) of 33 CFR part 328.3.

- **Complete Table 8 for the significant nexus determination. Attach a map delineating the SPOE watershed boundary with (a)(8) waters identified in the similarly situated analysis. - Required**

☐ Includes water(s) that are geographically and physically adjacent per (a)(6), but are being used for established, normal farming, silviculture, and ranching activities (33 USC Section 1344(f)(1)) and therefore are not adjacent and require a case-specific significant nexus determination.

C. NON-WATERS OF THE U.S. FINDINGS:

Check all that apply.

☐ The review area is comprised entirely of dry land.

☐ Potential-(a)(7) Waters: Waters that DO NOT have a significant nexus to a water identified in paragraphs (a)(1)-(a)(3) of 33 CFR part 328.3.

- **Complete Table 9 and attach a map delineating the SPOE watershed boundary with potential (a)(7) waters identified in the similarly situated analysis. - Required**

☐ Includes water(s) that are geographically and physically adjacent per (a)(6), but are being used for established, normal farming, silviculture, and ranching activities (33 USC Section 1344(f)(1)) and therefore are not adjacent and require a case-specific significant nexus determination.

☐ Potential-(a)(8) Waters: Waters that DO NOT have a significant nexus to a water identified in paragraphs (a)(1)-(a)(3) of 33 CFR part 328.3.

- **Complete Table 9 and attach a map delineating the SPOE watershed boundary with potential (a)(8) waters identified in the similarly situated analysis. - Required**

☐ Includes water(s) that are geographically and physically adjacent per (a)(6), but are being used for established, normal farming, silviculture, and ranching activities (33 USC Section 1344(f)(1)) and therefore are not adjacent and require a case-specific significant nexus determination.

☒ Excluded Waters (Non-Waters of U.S.), even where they otherwise meet the terms of paragraphs (a)(4)-(a)(8):

- **Complete Table 10 - Required**

☐ (b)(1): Waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of the CWA.

☐ (b)(2): Prior converted cropland.

☐ (b)(3)(i): Ditches with ephemeral flow that are not a relocated tributary or excavated in a tributary.

☐ (b)(3)(ii): Ditches with intermittent flow that are not a relocated tributary, excavated in a tributary, or drain wetlands.

☐ (b)(3)(iii): Ditches that do not flow, either directly or through another water, into a water identified in paragraphs (a)(1)-(a)(3).

☐ (b)(4)(i): Artificially irrigated areas that would revert to dry land should application of water to that area cease.

☒ (b)(4)(ii): Artificial, constructed lakes and ponds created in dry land such as farm and stock watering ponds, irrigation ponds, settling basins, fields flooded for rice growing, log cleaning ponds, or cooling ponds.

☐ (b)(4)(iii): Artificial reflecting pools or swimming pools created in dry land.[1]

☐ (b)(4)(iv): Small ornamental waters created in dry land.[1]

☐ (b)(4)(v): Water-filled depressions created in dry land incidental to mining or construction activity, including pits excavated for obtaining fill, sand, or gravel that fill with water.

☐ (b)(4)(vi): Erosional features, including gullies, rills, and other ephemeral features that do not meet the definition of tributary, non-wetland swales, and lawfully constructed grassed waterways.[1]

☐ (b)(4)(vii): Puddles.[1]

☐ (b)(5): Groundwater, including groundwater drained through subsurface drainage systems.[1]

☐ (b)(6): Stormwater control features constructed to convey, treat, or store stormwater that are created in dry land.[1]

[1] In many cases these excluded features will not be specifically identified on the AJD form, unless specifically requested. Corps Districts may, in case-by-case instances, choose to identify some or all of these features within the review area.

☐ (b)(7): Wastewater recycling structures created in dry land; detention and retention basins built for wastewater recycling; groundwater recharge basins; percolation ponds built for wastewater recycling; and water distributary structures built for wastewater recycling.

☐ Other non-jurisdictional waters/features within review area that do not meet the definitions in 33 CFR 328.3 of (a)(1)-(a)(8) waters and are not excluded waters identified in (b)(1)-(b)(7).

- **Complete Table 11 - Required.**

D. ADDITIONAL COMMENTS TO SUPPORT AJD: .

Jurisdictional Waters of the U.S.

Table 1. (a)(1) Traditional Navigable Waters

(a)(1) Waters Name	(a)(1) Criteria	Rationale to Support (a)(1) Designation Include High Tide Line or Ordinary High Water Mark indicators, when applicable.
N/A	Choose an item.	N/A

Table 2. (a)(2) Interstate Waters

(a)(2) Waters Name	Rationale to Support (a)(2) Designation
N/A	N/A

Table 3. (a)(3) Territorial Seas

(a)(3) Waters Name	Rationale to Support (a)(3) Designation
N/A	N/A

Table 4. (a)(4) Impoundments

(a)(4) Waters Name	Rationale to Support (a)(4) Designation
N/A	N/A
N/A	N/A

Table 5. (a)(5)Tributaries

(a)(5) Waters Name	Flow Regime	(a)(1)-(a)(3) Water Name to which this (a)(5) Tributary Flows	Tributary Breaks	Rationale for (a)(5) Designation and Additional Discussion. Identify flowpath to (a)(1)-(a)(3) water or attach map identifying the flowpath; explain any breaks or flow through excluded/non-jurisdictional features, etc.
N/A	Choose an item.	N/A	Choose an item.	N/A
N/A	Choose an item.	N/A	Choose an item.	N/A
N/A	Choose an item.	N/A	Choose an item.	N/A
N/A	Choose an item.	N/A	Choose an item.	N/A

Table 6. (a)(6) Adjacent Waters

(a)(6) Waters Name	(a)(1)-(a)(5) Water Name to which this Water is Adjacent	Rationale for (a)(6) Designation and Additional Discussion. Identify the type of water and how the limits of jurisdiction were established (e.g., wetland, 87 Manual/Regional Supplement); explain how the 100-year floodplain and/or the distance threshold was determined; whether this water extends beyond a threshold; explain if the water is part of a mosaic, etc.
N/A	N/A	N/A
N/A	N/A	N/A
N/A	N/A	N/A
N/A	N/A	N/A

Table 7. (a)(7) Waters

SPOE Name	(a)(7) Waters Name	(a)(1)-(a)(3) Water Name to which this Water has a Significant Nexus	Significant Nexus Determination Identify SPOE watershed; discuss whether any similarly situated waters were present and aggregated for SND; discuss data, provide analysis, and summarize how the waters have more than speculative or insubstantial effect on the physical, chemical, or biological integrity of the (a)(1)-(a)(3) water, etc.
N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A

Table 8. (a)(8) Waters

SPOE Name	(a)(8) Waters Name	(a)(1)-(a)(3) Water Name to which this Water has a Significant Nexus	Significant Nexus Determination Identify SPOE watershed; explain how 100-yr floodplain and/or the distance threshold was determined; discuss whether waters were determined to be similarly situated to subject water and aggregated for SND; discuss data, provide analysis, and then summarize how the waters have more than speculative or insubstantial effect the on the physical, chemical, or biological integrity of the (a)(1)-(a)(3) water, etc.
N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A

Non-Jurisdictional Waters

Table 9. Non-Waters/No Significant Nexus

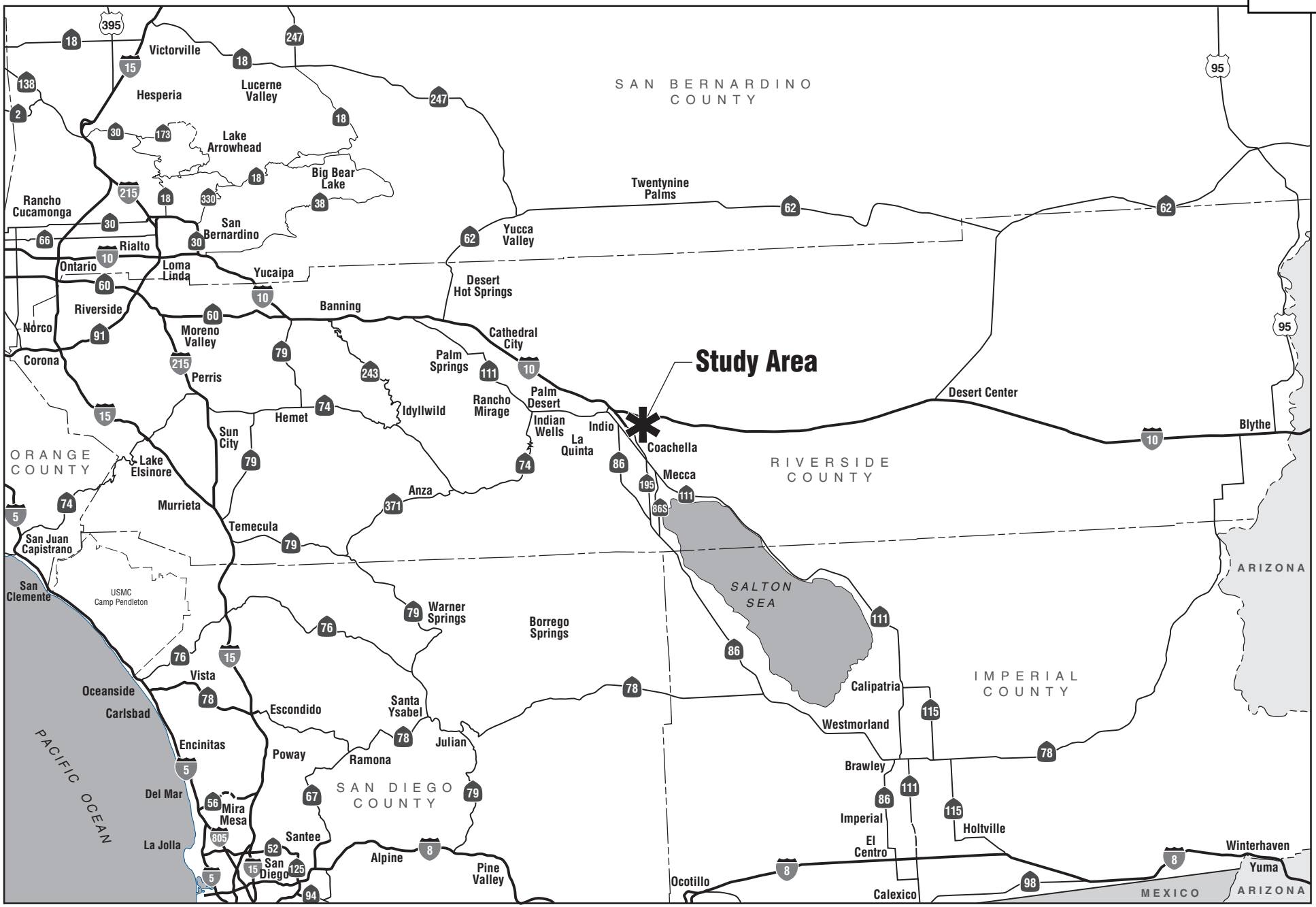
SPOE Name	Non-(a)(7)/(a)(8) Waters Name	(a)(1)-(a)(3) Water Name to which this Water DOES NOT have a Significant Nexus	Basis for Determination that the Functions DO NOT Contribute Significantly to the Chemical, Physical, or Biological Integrity of the (a)(1)-(a)(3) Water. Identify SPOE watershed; explain how 100-yr floodplain and/or the distance threshold was determined; discuss whether waters were determined to be similarly situated to the subject water; discuss data, provide analysis, and summarize how the waters did not have more than a speculative or insubstantial effect on the physical, chemical, or biological integrity of the (a)(1)-(a)(3) water.
N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A

Table 10. Non-Waters/Excluded Waters and Features

Paragraph (b) Excluded Feature/Water Name	Rationale for Paragraph (b) Excluded Feature/Water and Additional Discussion.
Agriculture Pond (State Route 86/Avenue 50 New Interchange Project, SPL-2018-00494-VCL)	The aquatic resource is an agricultural pond excavated wholly in uplands between December 2014 and May 2015. Google Earth Aerials prior to 2015 show no water present on-site and the area appeared to be an agricultural field. After 2015, the pond appears in the aerials and it is currently present on-site. The feature is excluded by definition.
N/A	N/A

Table 11. Non-Waters/Other

Other Non-Waters of U.S. Feature/Water Name	Rationale for Non-Waters of U.S. Feature/Water and Additional Discussion.
N/A	N/A



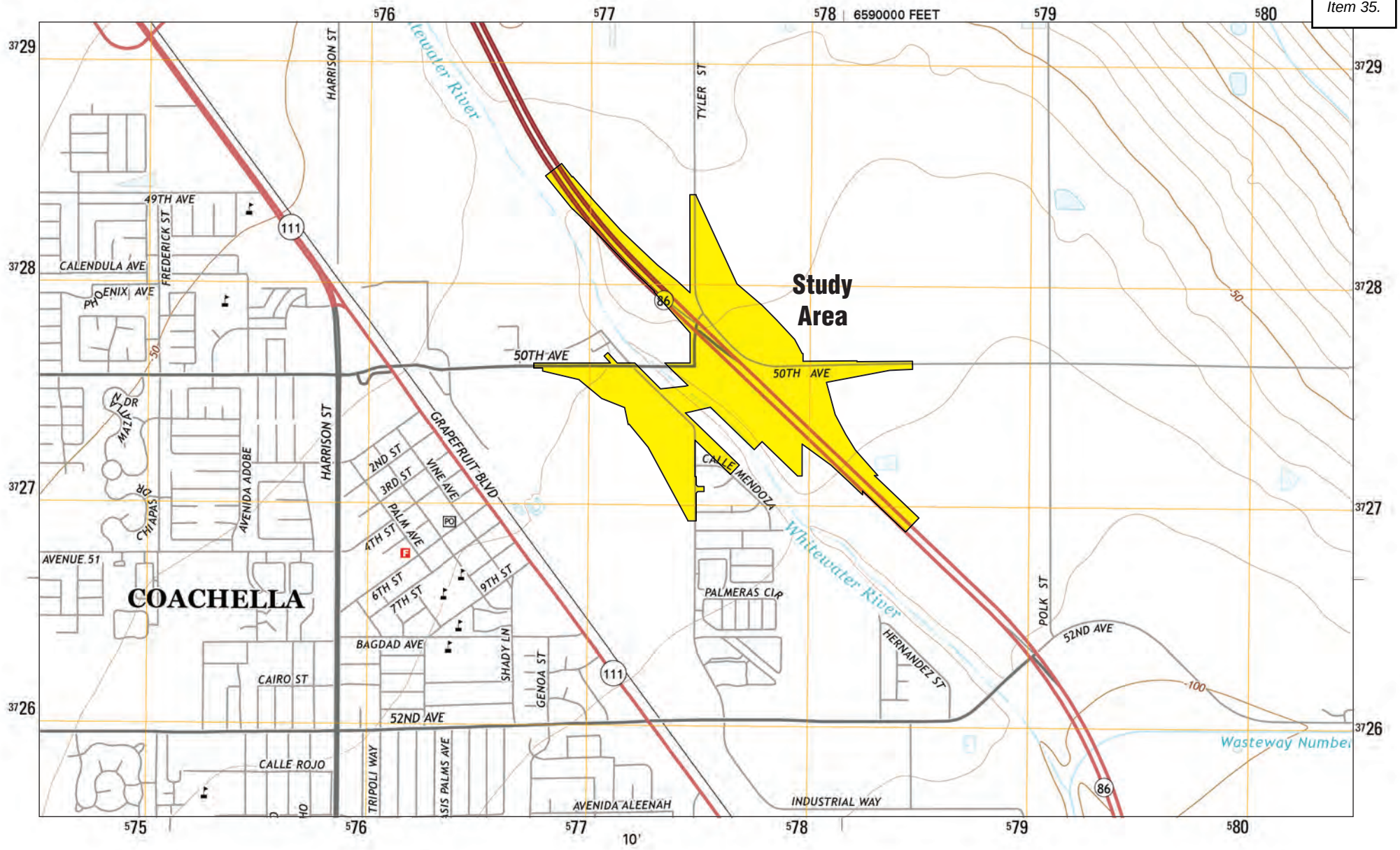
SR-86/ AVENUE 50 NEW INTERCHANGE PROJECT • JURISDICTIONAL DELINEATION

not to scale

Regional Vicinity

05/15/17 JN159814 task 08 MAS

Exhibit 1



Source: USGS Indio, CA Quadrangle, 2016.

Study Area

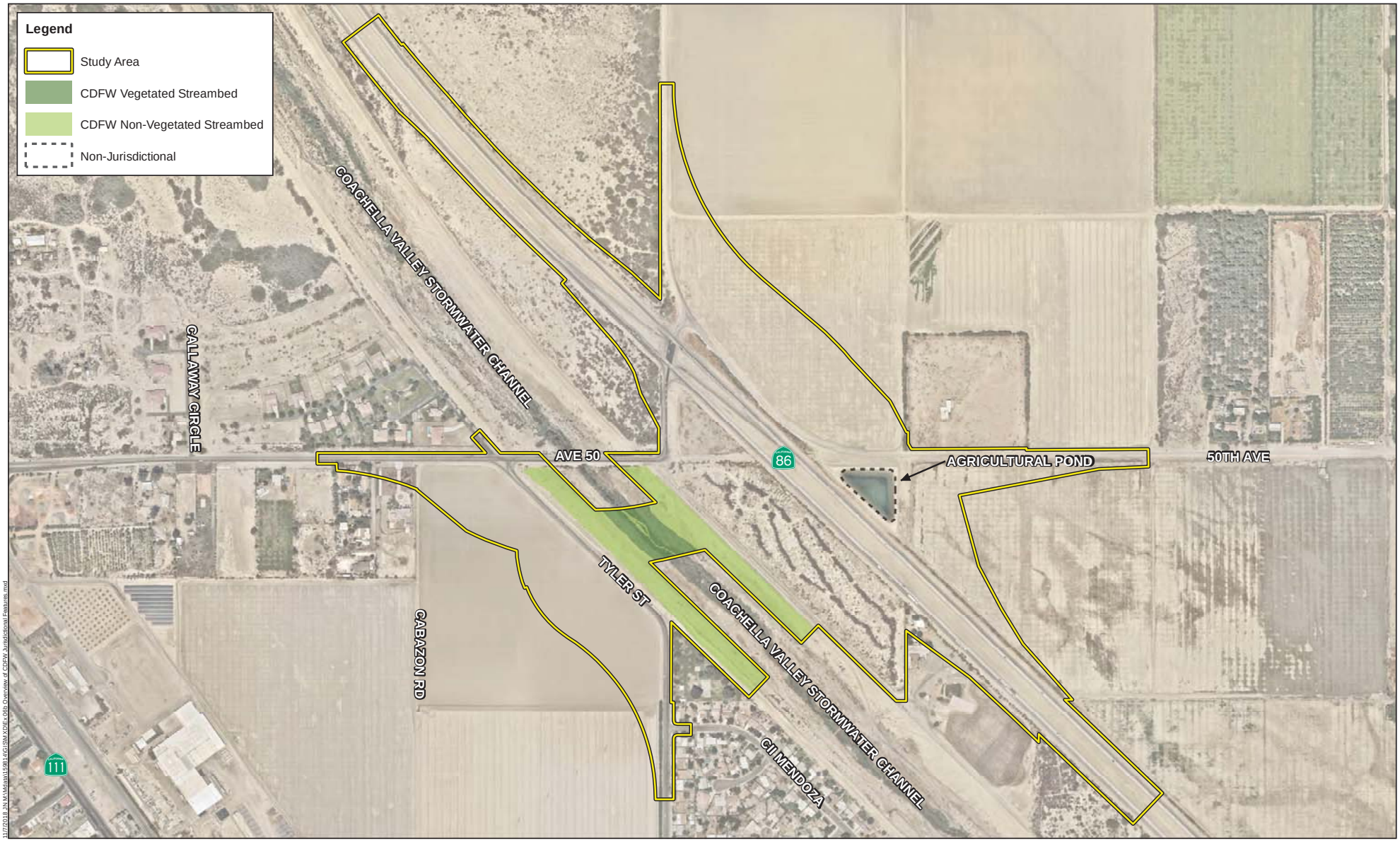
SR-86/AVENUE 50 NEW INTERCHANGE PROJECT • JURISDICTIONAL DELINEATION

Site Vicinity

Exhibit 2

0 2000'
APPROXIMATE

10/06/17 JN159814 task 08 MAS



SR-86/AVENUE 50 NEW INTERCHANGE PROJECT
JURISDICTIONAL DELINEATION

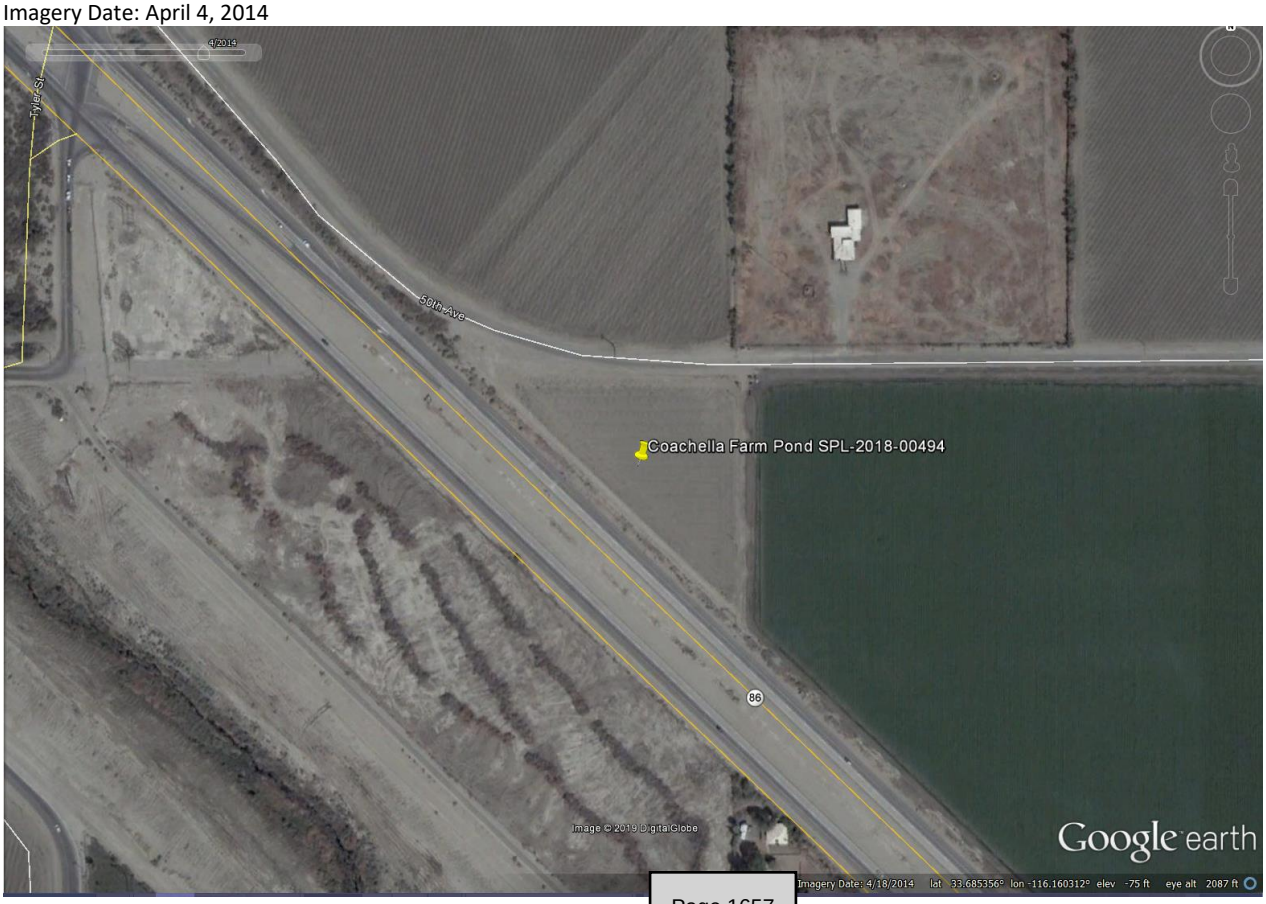
Overview of CDFW Jurisdictional Features

Exhibit 6B

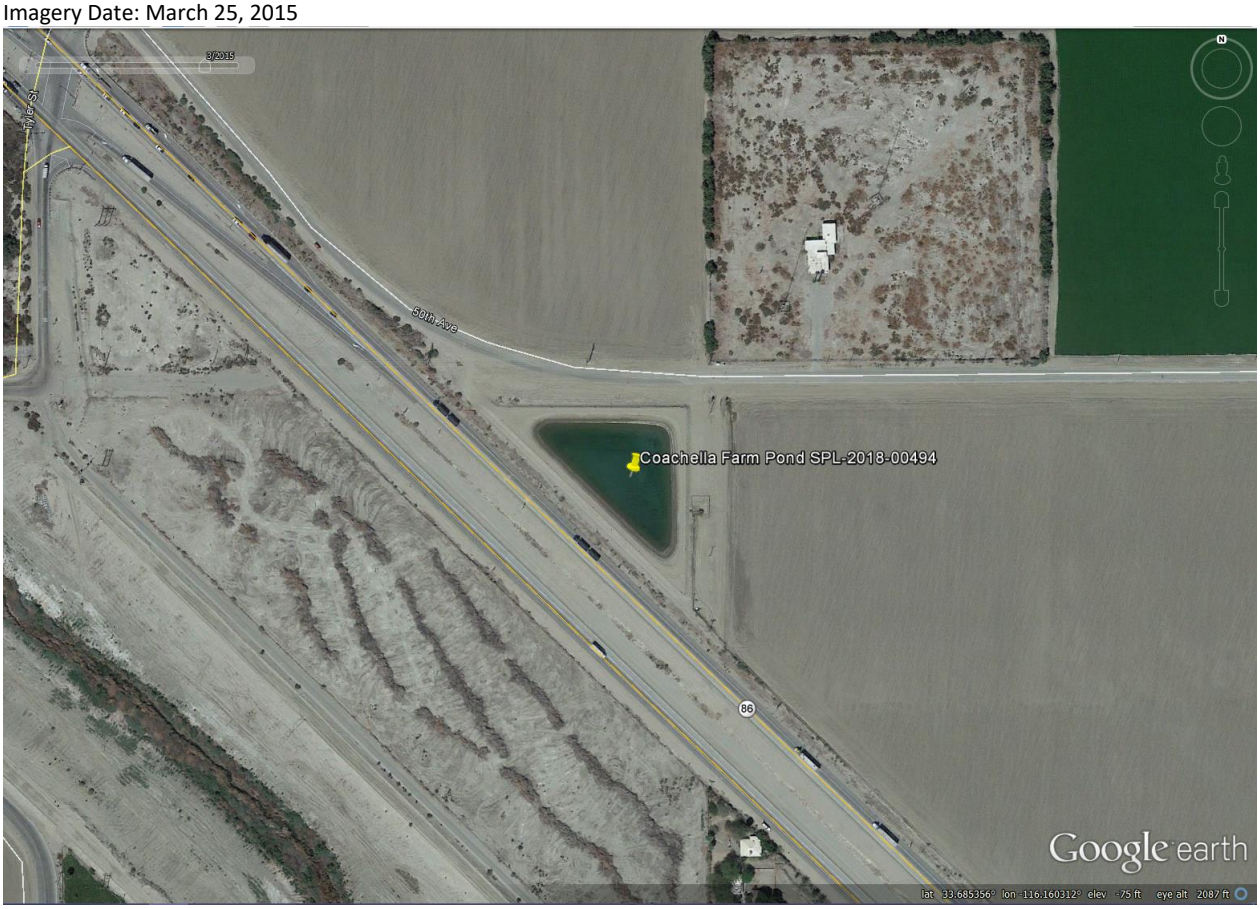
Google Earth Aerial Imagery

Imagery Date: June 22, 2011

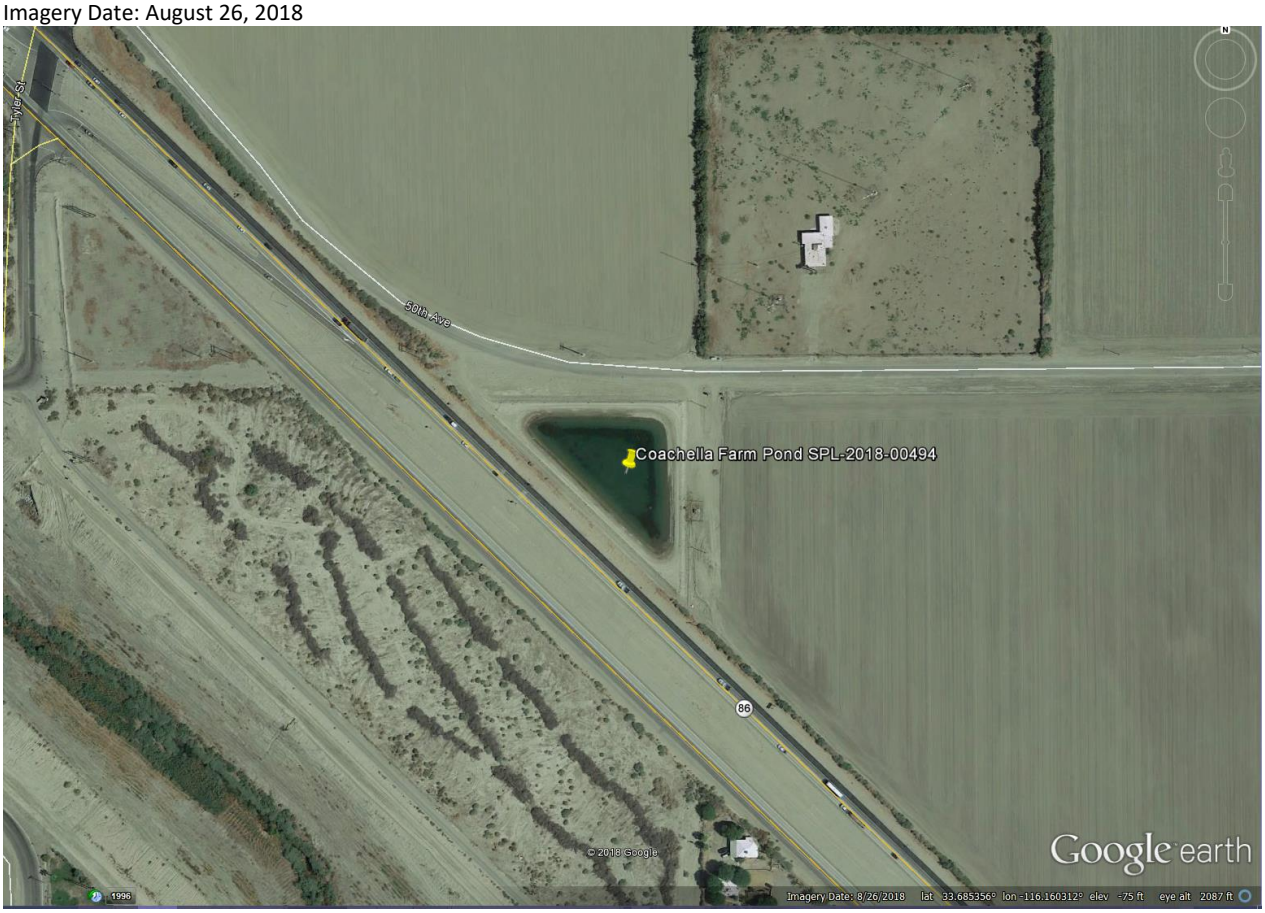
Imagery Date: April 4, 2014



Imagery Date: March 25, 2015



Imagery Date: August 26, 2018



NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL		
Applicant: City of Coachella	File Number: SPL-2018-00494-VCL	Date: MARCH 21, 2019
Attached is:		See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
	PERMIT DENIAL	C
X	APPROVED JURISDICTIONAL DETERMINATION	D
	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/cecw/pages/reg_materials.aspx or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.

- ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.

- APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact:

Tiffany Kwakwa
U.S. Army Corps of Engineers
Los Angeles District
915 Wilshire Boulevard, Suite 930
Los Angeles, California 90017
Phone: (213) 452-3375
Email: Tiffany.D.Kwakwa@usace.army.mil

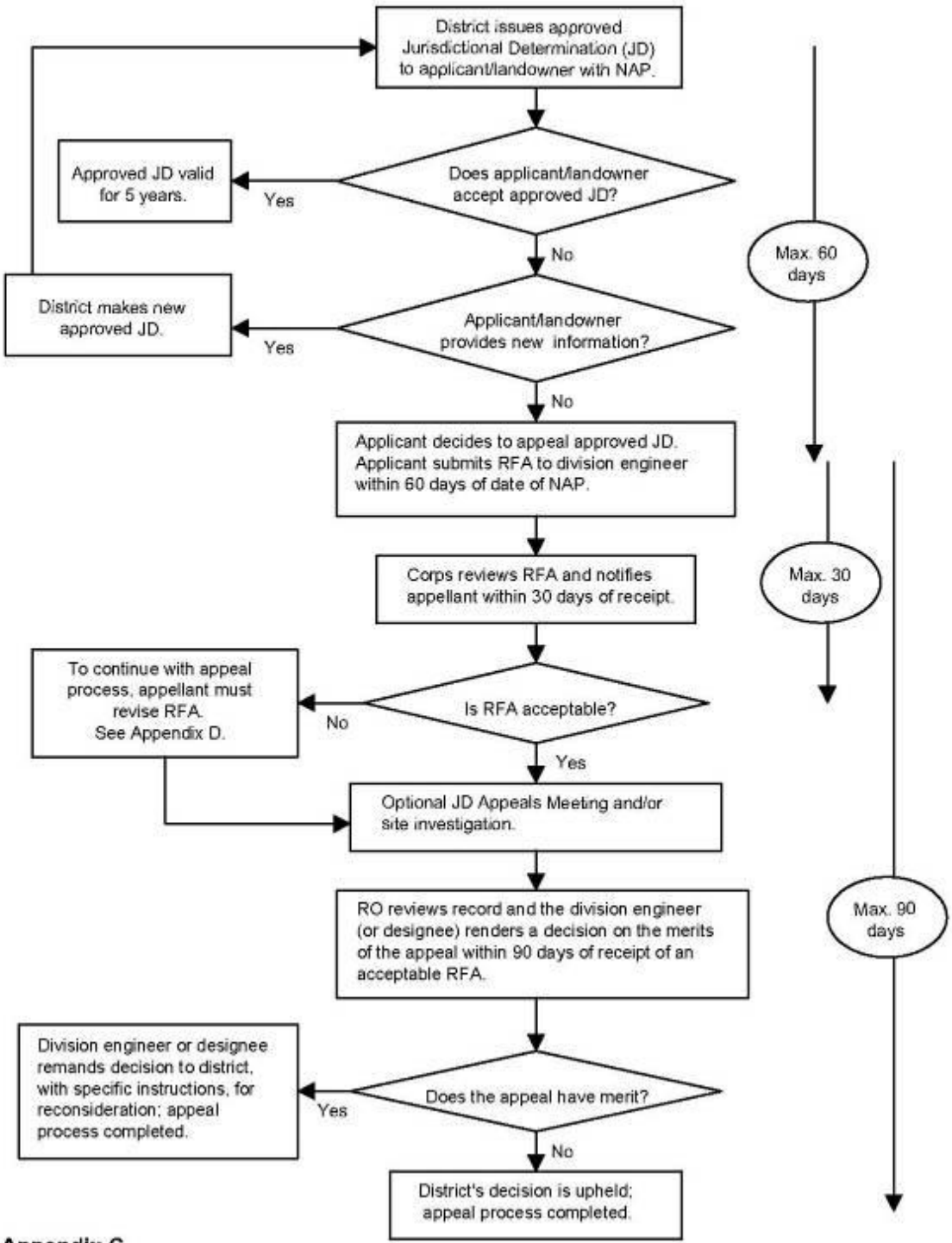
If you only have questions regarding the appeal process you may also contact:

Thomas J. Cavanaugh
Administrative Appeal Review Officer
U.S. Army Corps of Engineers
South Pacific Division, CESPD-PDO, 4765H
Phillip Burton Federal Building
Post Office Box 36023
450 Golden Gate Avenue
San Francisco, California 94102
Phone: (415) 503-6574
Fax: (415) 503-6646
Email: thomas.j.cavanaugh@usace.army.mil

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

_____ Signature of appellant or agent.	Date:	Telephone number:

Administrative Appeal Process for Approved Jurisdictional Determinations



Appendix C

§ 331.5 Criteria.

(a) *Criteria for appeal* —(1) *Submission of RFA.* The appellant must submit a completed RFA (as defined at §331.2) to the appropriate division office in order to appeal an approved JD, a permit denial, or a declined permit. An individual permit that has been signed by the applicant, and subsequently unilaterally modified by the district engineer pursuant to 33 CFR 325.7, may be appealed under this process, provided that the applicant has not started work in waters of the United States authorized by the permit. The RFA must be received by the division engineer within 60 days of the date of the NAP.

(2) *Reasons for appeal.* The reason(s) for requesting an appeal of an approved JD, a permit denial, or a declined permit must be specifically stated in the RFA and must be more than a simple request for appeal because the affected party did not like the approved JD, permit decision, or the permit conditions. Examples of reasons for appeals include, but are not limited to, the following: A procedural error; an incorrect application of law, regulation or officially promulgated policy; omission of material fact; incorrect application of the current regulatory criteria and associated guidance for identifying and delineating wetlands; incorrect application of the Section 404(b)(1) Guidelines (see 40 CFR Part 230); or use of incorrect data. The reasons for appealing a permit denial or a declined permit may include jurisdiction issues, whether or not a previous approved JD was appealed.

(b) *Actions not appealable.* An action or decision is not subject to an administrative appeal under this part if it falls into one or more of the following categories:

(1) An individual permit decision (including a letter of permission or a standard permit with special conditions), where the permit has been accepted and signed by the permittee. By signing the permit, the applicant waives all rights to appeal the terms and conditions of the permit, unless the authorized work has not started in waters of the United States and that issued permit is subsequently modified by the district engineer pursuant to 33 CFR 325.7;

(2) Any site-specific matter that has been the subject of a final decision of the Federal courts;

(3) A final Corps decision that has resulted from additional analysis and evaluation, as directed by a final appeal decision;

(4) A permit denial without prejudice or a declined permit, where the controlling factor cannot be changed by the Corps decision maker (e.g., the requirements of a binding statute, regulation, state Section 401 water quality certification, state coastal zone management disapproval, etc. (See 33 CFR 320.4(j));

(5) A permit denial case where the applicant has subsequently modified the proposed project, because this would constitute an amended application that would require a new public interest review, rather than an appeal of the existing record and decision;

(6) Any request for the appeal of an approved JD, a denied permit, or a declined permit where the RFA has not been received by the division engineer within 60 days of the date of the NAP;

(7) A previously approved JD that has been superceded by another approved JD based on new information or data submitted by the applicant. The new approved JD is an appealable action;

(8) An approved JD associated with an individual permit where the permit has been accepted and signed by the permittee;

(9) A preliminary JD; or

(10) A JD associated with unauthorized activities except as provided in §331.11.

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Transportation Conformity Working Group Determinations

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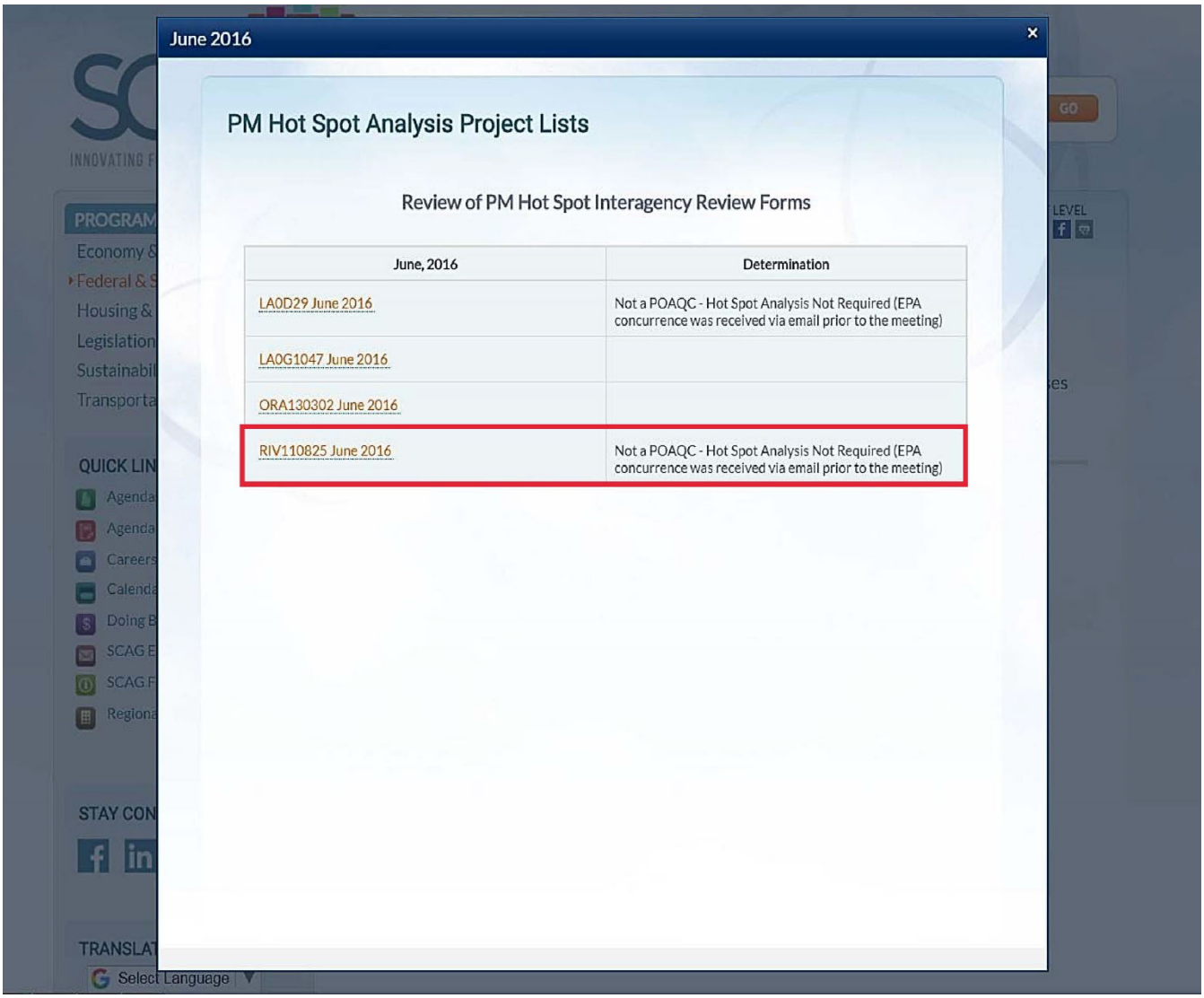
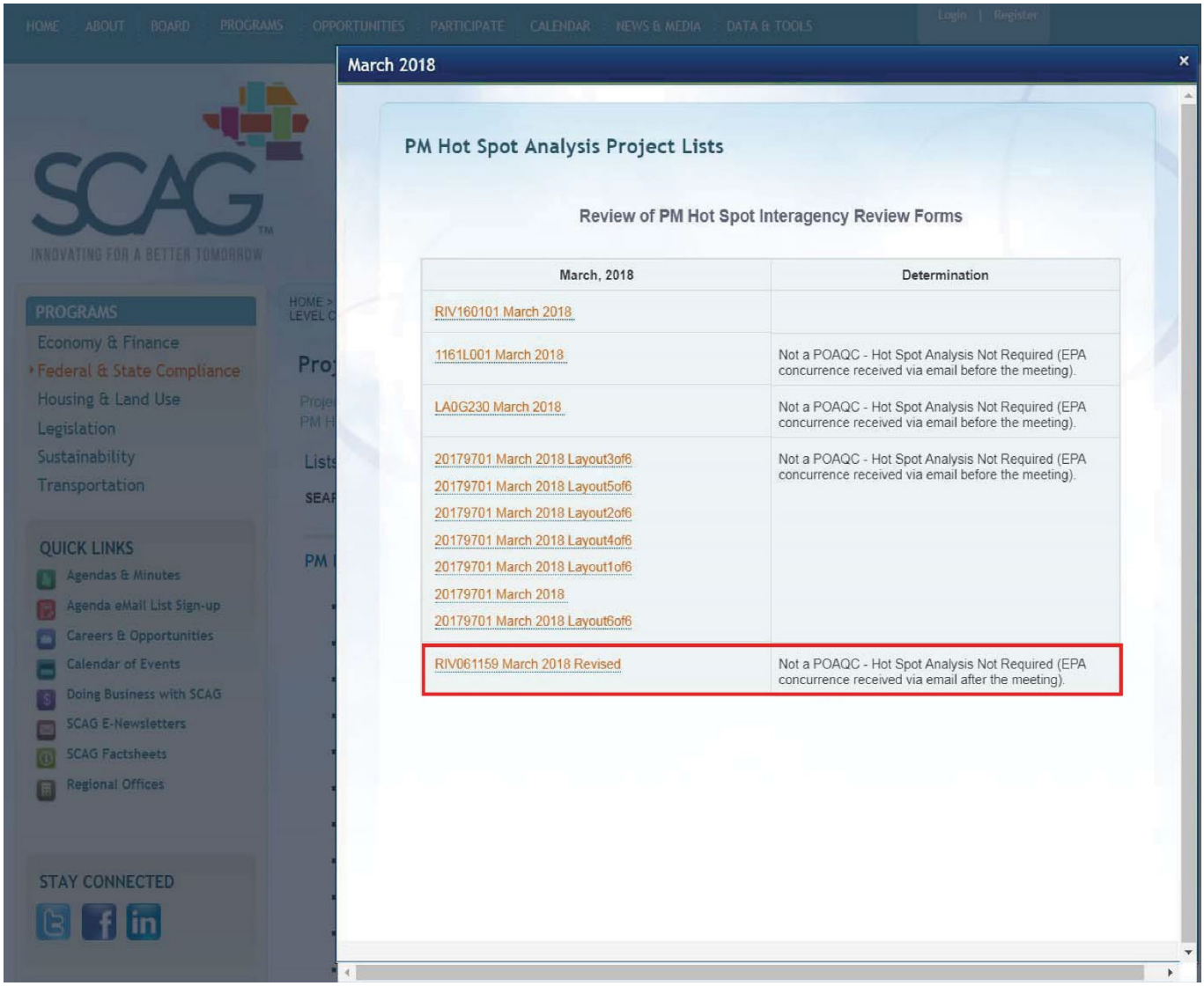

June 2016
PM Hot Spot Analysis Project Lists
Review of PM Hot Spot Interagency Review Forms
June, 2016
Determination
LA0D29 June 2016
Not a POAQC - Hot Spot Analysis Not Required (EPA concurrence was received via email prior to the meeting)
LA0G1047 June 2016
ORA130302 June 2016
RIV110825 June 2016
Not a POAQC - Hot Spot Analysis Not Required (EPA concurrence was received via email prior to the meeting)


HOME ABOUT BOARD PROGRAMS OPPORTUNITIES PARTICIPATE CALENDAR NEWS & MEDIA DATA & TOOLS
Login | Register
SCAG
INNOVATING FOR A BETTER TOMORROW
PROGRAMS
Economy & Finance
Federal & State Compliance
Housing & Land Use
Legislation
Sustainability
Transportation
QUICK LINKS
Agendas & Minutes
Agenda eMail List Sign-up
Careers & Opportunities
Calendar of Events
Doing Business with SCAG
SCAG E-Newsletters
SCAG Factsheets
Regional Offices
STAY CONNECTED
March 2018
PM Hot Spot Analysis Project Lists
Review of PM Hot Spot Interagency Review Forms
March, 2018
Determination
RIV160101 March 2018
1161L001 March 2018
Not a POAQC - Hot Spot Analysis Not Required (EPA concurrence received via email before the meeting).
LA0G230 March 2018
Not a POAQC - Hot Spot Analysis Not Required (EPA concurrence received via email before the meeting).
20179701 March 2018 Layout3of6
20179701 March 2018 Layout5of6
20179701 March 2018 Layout2of6
20179701 March 2018 Layout4of6
20179701 March 2018 Layout1of6
20179701 March 2018
20179701 March 2018 Layout6of6
Not a POAQC - Hot Spot Analysis Not Required (EPA concurrence received via email before the meeting).
RIV061159 March 2018 Revised
Not a POAQC - Hot Spot Analysis Not Required (EPA concurrence received via email after the meeting).

Federal Highway Administration
Project Level Conformity Determination

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U.S. Department of Transportation
Federal Highway Administration

Federal Highway Administration
California Division

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (fax)

April 2, 2019

In Reply Refer To:
HDA-CA

Michael Beauchamp
California Department of Transportation
District 8
464 W. 4th Street
San Bernardino, CA 92401

Attention: Christopher Gonzalez

Dear Mr. Beauchamp:

SUBJECT: Project Level Conformity Determination for the State Route 86/Avenue 50 Interchange Project (RTIP ID: RIV 110825)

On March 19, 2019, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a complete request for a project level conformity determination for the State Route 86/Avenue 50 Interchange Project. The project is in an area that is designated Non-Attainment or Maintenance for Ozone and Particulate Matter (PM10).

The project level conformity analysis submitted by Caltrans indicates that the project-level transportation conformity requirements of 40 CFR Part 93 have been met. The project is included in the Southern California Association of Governments' (SCAG) current Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP), as amended. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

As required by 40 CFR 93.116 and 93.123, the localized $PM_{2.5}$ and PM_{10} analyses are included in the documentation. The analyses demonstrate that the project will not create any new violations of the standards or increase the severity or number of existing violations.

Based on the information provided, FHWA finds that the State Route 86/Avenue 50 Interchange Project conforms with the State Implementation Plan (SIP) in accordance with 40 CFR Part 93.

If you have any questions pertaining to this conformity finding, please contact Joseph Vaughn at (916) 498-5346 or by email at Joseph.Vaughn@dot.gov.

Sincerely,

Tashia J. Clemons
Director, Planning and Environment

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Coachella Valley Association of Governments Correspondence

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CITY OF COACHELLA
1515 SIXTH STREET, COACHELLA, CALIFORNIA 92236
PHONE (760) 398-3502 • FAX (760) 398-8117 • WWW.COACHELLA.ORG

April 25, 2018

Mr. Martin Magana
Director of Transportation
Coachella Valley Association of Governments
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

Re: SR-86/Avenue 50 New Interchange & Avenue 50 Bridge over Whitewater River Project
City of Coachella Project No. ST-81 & 69
Fed Project No. HPLULN - 5294(011) & BR-NBIL (536)
Caltrans EA 08-0C970, Project Number: 0814000144

Dear Mr. Magana:

As part of our continued coordination efforts between the above referenced project and your CV Link multimodal pathway project, the City respectfully submits the final design concept plans of the CV Link access ramps within the Avenue 50 Bridge over Coachella Valley Stormwater Channel (CVSC) [as known as Whitewater River]. Please refer to the attached exhibits.

We understand these two projects have separate construction schedules. As mutually agreed, the City will construct the CV Link access ramps as part of the Avenue 50 CVSC Bridge project, which includes the CV Link access point at Sierra Vista Park, located at the southeast quadrant of Tyler Street and the CVSC within the proposed project limits. The design is consistent with your overall CV Link project will avoid throwaway. It will not cause any impacts, nor impair the activities, features, and/or attributes of the planned CV Link facility; rather, the interchange project would promote the future implementation of the CV Link project.

Should you have any questions, please contact me at (760) 398-5744 or via email jhoy@coachella.org .

Sincerely,

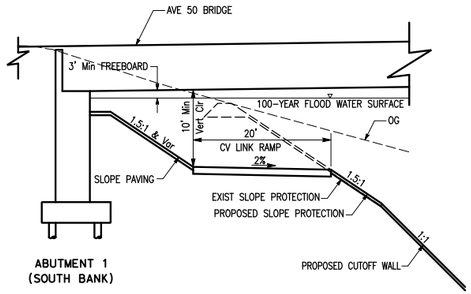
Jonathan Hoy, PE
Assistant City Manager/City Engineer

Attachments:
(1) Final Design Concept Plans

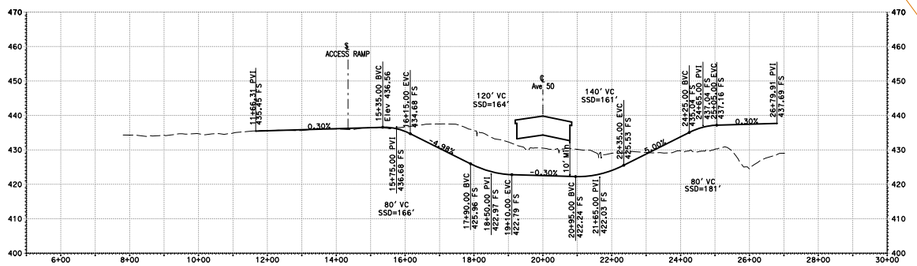
Copy: Andy Cheah – TranSystems
Deven Young – Alta Planning + Design
Meardey Tim, Caltrans PM

SR-86/AVENUE 50 NEW INTERCHA
ALTERNATIVE 7

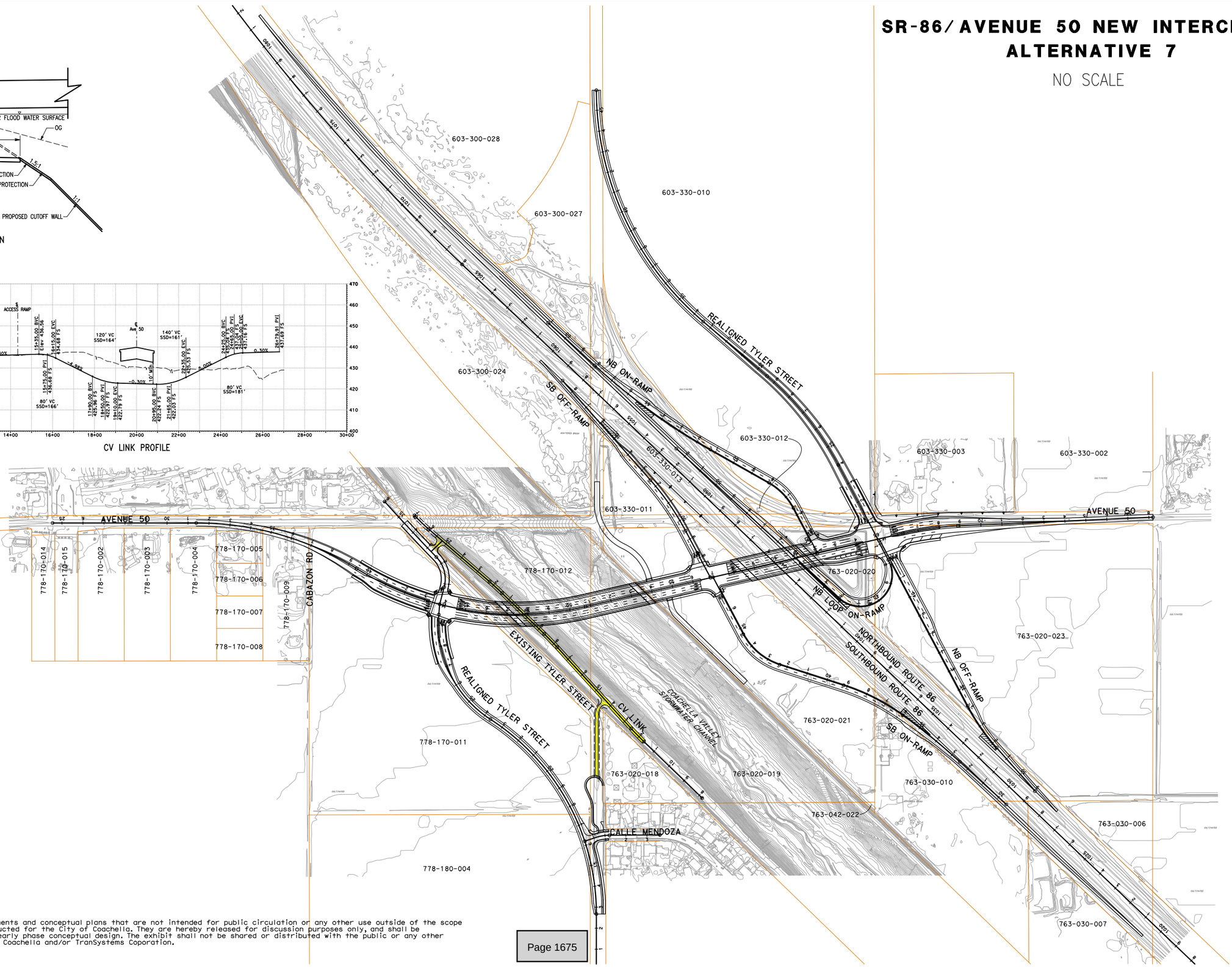
NO SCALE



CV LINK TYPICAL SECTION
NOT TO SCALE



CV LINK PROFILE



LEGEND:

CV LINK

DISCLAIMER:

The exhibit represents preliminary alignments and conceptual plans that are not intended for public circulation or any other use outside of the scope of the ongoing design studies being conducted for the City of Coachella. They are hereby released for discussion purposes only, and shall be considered as "PRELIMINARY", "unverified" early phase conceptual design. The exhibit shall not be shared or distributed with the public or any other entity without approval from the City of Coachella and/or TranSystems Coporation.

TRANSITION TO MATCH EXISTING CONDITION

EXISTING AVE 50 LOW WATER CROSSING

MODIFY OUTLET FOR EXISTING 72" RCP

SR-86 SB

SR-86 NB

PROPOSED AVE 50

20' LEVEE/ACCESS ROAD

APPROX. NEW SLOPE PROTECTION LIMITS

CV LINK RAMP

20' LEVEE

APPROX. NEW SLOPE PROTECTION LIMITS
(APPROX. 1340' EXISTING SLOPE PROTECTION TO BE REMOVED)

COACHELLA VALLEY STORMWATER CHANNEL

CV LINK

EXISTING TYLER ST

TRANSITION TO MATCH EXISTING EARTHEN CHANNEL

MATCH EXISTING CONCRETE SLOPE PROTECTION

CULTIVATED

SCATTERED BRUSH

241'

234'

105'

280'

LEGEND

PROPOSED CONCRETE SLOPE PROTECTION

CV LINK

0 30 60 120 180 240

SCALE: 1"=60'

Know what's **below.** **Call** before you dig.

PRELIMINARY
NOT FOR CONSTRUCTION

REGISTERED PROFESSIONAL ENGINEER
EXP. _____
CIVIL
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R.C.E. C-XXXXX EXP. DATE: XX-XX-XX

DATE

MARK	REVISIONS	BY	APPR.	DATE

XX-XX-XX

APPROVED BY: XXXXXXXXXX DATE:
R.C.E. C-XXXXX EXP. DATE: XX-XX-XX

DRAWN BY: XXX

CHECKED BY: XXX

RECOMMENDED BY: XXX

CITY OF COACHELLA

AVENUE 50 BRIDGE OVER
COACHELLA VALLEY STORMWATER CHANNEL

AVE 50/ CV LINK

CITY FILE NO
ST-69 (2015-01)

DRAWING NO
L-

SHEET _____ OF _____ SHEETS

COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS
73-710 Fred Waring Dr., Suite 200, Palm Desert, CA 92260 · (760) 346-1127 · www.cvag.org

CVAG

May 22, 2018

Mr. Jonathan Hoy, PE
Assistant City Manager/City Engineer
City of Coachella, Engineering Department
1515 Sixth Street
Coachella, CA 92236

Re: SR-86/Avenue 50 New Interchange & Avenue 50 Bridge over Whitewater River Project
City of Coachella Project No. ST-81 & 69,
Fed Project No. HPLULN - 5294(011) & BR-NBIL (536)
Caltrans EA 08-0C970, Project Number: 0814000144

Dear Mr. Hoy:

In response to the City letter dated April 25, 2018, CVAG appreciates the ongoing coordination between the Coachella Valley Association of Governments (CVAG) and City of Coachella related to the above reference project (Interchange), which falls within Segment 10 of the planned the CVAG CV link project.

We have reviewed the City final conceptual plans, and found the proposed improvements are consistent the CV Link Master Plan, which identifies all proposed access points to the CV Link facility, including the access point at Sierra Vista Park at Tyler Street within the proposed interchange project limits.

The interchange project would result in beneficial impacts related to CVAG's future plans for CV Link, since it would accommodate future implementation of the CV Link facility within the project area, thus promoting regional mobility and active transportation. The project would not impair the activities, features, and/or attributes of the planned CV Link facility; rather, the interchange project would promote future implementation of CV Link.

If you have any questions regarding this matter, please contact me at (760) 346-1127, extension 116. We look forward to continued coordination with the City related to the proposed interchange. Thank you for your consideration in this matter.

Martin Magaña
Director of Transportation

State Clearinghouse Document Details Report

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State Route 86/Avenue 50 New Interchange Project

SCH Number: 2018121012

Document Type: MND - Mitigated Negative Declaration

Project Lead Agency: Caltrans #8

Project Description

Note: Review Per Lead The city of Coachella, in cooperation with Caltrans, proposes the construction of a new interchange at SR 86 (PM R19.2/R21.6) and Avenue 50, approx 1.1 miles north of the existing SR 86/Avenue 52 intersection and 1.95 miles south of the existing SR-86/Dillon Rd interchange. The proposed project would convert a portion of SR 86 from an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing bridge and access ramps. This new overcrossing would be up to approx 326 ft long and 122 ft wide. It would be a 2-span structure to accommodate 3 through lanes in each direction and two left-turn pockets for the eastbound and westbound directions of Avenue 50. The project would also construct a new bridge structure over the Whitewater River/Coachella Valley Stormwater Channel. The new bridge structure over the CVSC would be approx 605 ft long and 120 ft wide, would be a 5-span structure to accommodate 3 through lanes in each direction and a 14-ft wide median on Avenue 50, and would replace the existing at-grade paved low water crossing. The construction of the bridge for Avenue 50 over the CVSC would also include realignment and widening of a portion of Avenue 50 from the existing two-lane roadway to a six-lane major arterial, and realignment of portions of Tyler St on both the west and east sides of SR-86, respectively, and, the existing 1-lane in each direction road that is located within the limits of the CVSC would become a CVSC maintenance road. The project will be constructed in two phases.

Contact Information

Primary Contact:
Shawn Oriaz
California Department of Transportation, District 8
(909) 388-7034
464 W. 4th Street, 7th Floor
San Bernardino, CA 92401-1400

Project Location

County: Riverside
City: Coachella
Region:
Cross Streets: SR 86, Avenue 50
Latitude/Longitude: 33° 41' 06" / 116° 09' 42.0" Map
Parcel No: various
Township: 5/6S
Range: 8E
Section: 32,33,
Base: SB
Other Location Info:

Proximity To

Highways: I-10, SR 86
Airports:
Railways: UPRR
Waterways: Coachella Valley Stormwater Channel
Schools: Numerous
Land Use: various

Development Type

Transportation: Other (new interchange)

Local Action

Other Action (interchange)

Project Issues

Aesthetic/Visual, Agricultural Land, Air Quality, Archaeologic-Historic, Biological Resources, Cumulative Effects, Drainage/Absorption, Flood Plain/Flooding, Geologic/Seismic, Growth Inducing, Housing, Job Generation, Landuse, Noise, Public Services, Recreation/Parks, Soil Erosion/Compaction/Grading, Toxic/Hazardous, Traffic/Circulation, Vegetation, Water Quality, Wetland/Riparian, Fiscal Impacts

Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; Department of Fish and Wildlife, Region 6; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; Cal Fire; Caltrans, District 8; Office of Emergency Services, California; Native American Heritage Commission; Public Utilities Commission; Regional Water Quality Control Board, Region 7; Air Resources Board, Transportation Projects

Date Received: 12/6/2018 **Start of Review:** 12/6/2018 **End of Review:** 1/7/2019

CEQAnet HOME | NEW SEARCH

Desert Sun Publication
December 6, 2018 Public Notice

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DesertSun.com/Classifieds
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Graham Ricker
Keeping our desert a paradise
Heating, Venting, Air Conditioning & Cooling

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Please have experience, be NATE certified and have a clean driving record.

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DS-GC10109879-02

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Announcements

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Please use caution when offering a Reward for your lost items to be returned. We recommend that you have the caller ID the lost items. If sending a Reward we recommend you use a physical address rather than a money wire system.

ATTENTION READERS
All classified ads are subject to the applicable rate card, copies of which are available from our Advertising Dept. All ads are subject to approval before publication. The Desert Sun reserves the right to edit, refuse, reject, classify or cancel any ad at any time. Errors must be reported in the first day of publication. The Desert Sun shall not be liable for any loss or expense that results from an error in or omission of an advertisement. No refunds for early cancellation of order.

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new beginnings...

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CITRUS HAUL
NEW HIRE BONUS
800-289-1639
WWW.YCTINC.COM

Assorted
Stuff
all kinds of things...

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Pronto Firewood Delivery. Citrus, Eucalyptus & Pine. 760-250-9696 or 760-343-2425

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WOW
Antiques, Art, Military Items, Watches, Music Instruments, Old Photos, Jewelry. Highest Prices. Local, come to you. 760-819-3819

Garage sales

Need Help
Finance
trusted choices...

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DO YOU NEED A LOAN?
PLEASE read this before you respond to the ads in this section.

BE CAUTIOUS IF:
- Potential lenders ask you to send funds out of state.
- They won't accept a personal check when the loan you are offered requires no collateral.
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Apply for Jan or later move ins
1BR/1BA 2/15 MI $970/mo.
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Minimum 1 yr lease, unfurnished
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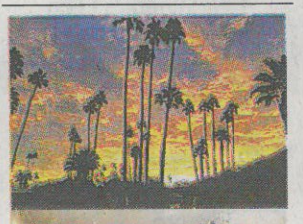
Converting to a Non Smoking Community Tours M-F by Appointment 866-268-1322

Condo Townhouse - Furnished

3BR 3 BA Furnish Condo. Downtown Palm Springs. 2 Car garage $2500/mo 760-275-5812



Amazing View! $1900 weekly 3Br 3Ba+ den. 2 car garage. Pool, BBQ area, 2 patios, 4 flat screen TV's, close to I.W. golf & tennis venue. Kathy: 760-559-5394

★☆★ BERMUDA DUNES C.C. ★☆★ 2BR + office, 2BA, 2,200 sq. ft. private & gated, steps to pool/spa, tennis, MUST SEE $1800/mo. Text/Call 909-732-3680

Condo Townhouse - Unfurnished

Bermuda Dunes: 2bd, 2ba, 1250sq ft, long term, $1550/mo, w/appliances, water, garden incl, garage, private yard, remodeled, 760-219-5677

Mobile Homes

RANCHO MIRAGE **Super** 1&2 BR $895 & Up. Like New ★ Best Location! POOL ★ Laundry ★ Quiet Park ★ 328-1177

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WE BUY CARS, TRUCKS & RV'S
Call Greg Brown
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Bids and Proposals

NOTICE INVITING SEALED BIDS
The City Urban Revitalization Corporation ("CURC") invites sealed bids for the construction of a replacement for Cathedral City Fire Station No. 411, including the design and construction, materials, supplies, equipment and/or services set forth in the Bid Package.

The Project is to be delivered via the Design-Build method. The General Contractor is provided with Design Development level Bridging Documents (the Bid Documents), for their preparation and execution of Construction Documents.

A Class "B" Contractor's License is required for this Project.

All bids must be filed in a sealed package with CURC, c/o Griffin Structures, 2 Technology Drive, Suite 150, Irvine CA 92618, on or before 2:00 pm, Thursday, December 20th, 2018, for the purpose of bidding on this Project.

A pre-bid walk-through will be conducted on Thursday, November 29th at 2:00 pm at the Project Site located at 68800 Buddy Rogers Ave., Cathedral City, CA 92234

A copy of the Bid Package (including the Design Development Plans, Basis of Design, and Contract Documents) are available for download at:

https://www.planitplanroom.com/jobs/497/details

or via email requested to:

Tom Ottenstein, Program Manager
Griffin Structures, Inc.
tottenstein@griffinstructures.com

CURC reserves the right to reject any bid or all bids and to waive any informality or irregularity in any bid and to take all bids under advisement for a maximum period of sixty (60) days.

No bid shall be considered unless it is prepared on the approved proposal forms in accordance with the Instructions to Bidders.
Published: 11/23-12/12/2018

Public Notices

PUBLIC NOTICE

The Coachella Valley Mosquito and Vector Control District is accepting proposals for:

Cleaning Services at the District's Headquarters in Indio, CA.

For detailed information and to obtain a proposal package, please contact the District by phone at: 760-342-8287, or visit us at: www.cvmvcd.org. Sealed proposals must be received by **2:00 p.m. on Wednesday, January 2, 2019** at which time they will be publicly opened.
Published: 12/5/18-12/16/18

Automotive
Wheels
best deal for you...

Cars

2014 ATS Luxury Cadillac. $18,500. Excellent condition; 19,155 mi. 760-836-1954

AUTO WANTED TOP $$$$$
Rolls, MBZ, Classics & Exotic Cars. Desert's Largest selection. Priced from 5K-200K
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exoticmotorcars.com
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760-778-5444

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- Cars.com is a comprehensive online resource for buying, selling and owning a vehicle.
- Search the database of listings from local dealer inventories combined with the classified ads from The Desert Sun.
- Take advantage of pricing information, photo galleries, buying guides, side-by-side comparison tools, and reviews to research cars and connect

Wanted to Buy

Cleaning out Your Closets?
Emptying out a Storage Unit? Downsizing? Moving? Death in the Family? Going into Assisted Living? Need Money? Call Mark!

I Pay Cash For: Furniture, Lamps, Cloisonne, Lladro's, Art, Jade, China, Books, Silver Plate, Quilts, Hummels, Sports Cards, Military, Antiques & Collectibles, Cameras, Clocks, Radios, Collector Plates, Golf Clubs, Trains, Beaded Purses, Fur Coats, Asian Antiques, Designer Handbags, Ivory, Rugs, American & Foreign Coins, Tools, Dolls, Waterford, Jade & Coral Jewelry, Silver & Turquoise Jewelry, Men's Cuff Links & Tie Tacks, Wrist Watches & Pocket Watches (working or not), Rhinestone Jewelry, Grandma's & Grandpa's Jewelry, Costume Jewelry, Class Rings, Squash Blossoms, Etc . **And the Kitchen Sink ...**
Celebrating My 32nd Year of Advertising in the Desert Sun
Mark 760-774-0459

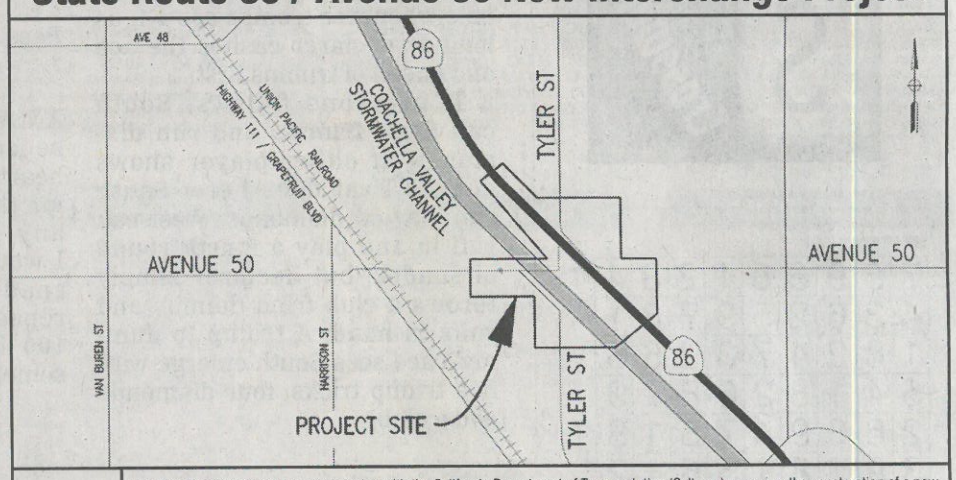
Public Notices

PUBLIC NOTICE

Caltrans

Notice of Intent to Adopt a Mitigated Negative Declaration
Notice of Availability of an Environmental Assessment
Announcement of Public Hearing
for

State Route 86 / Avenue 50 New Interchange Project



WHAT IS BEING PLANNED?

The City of Coachella (City), in cooperation with the California Department of Transportation (Caltrans), proposes the construction of a new interchange at State Route 86 (SR-86) (PM R19.2/R21.6) and Avenue 50, approximately 1.1 miles north of the existing SR-86/ Avenue 52 intersection and 1.95 miles south of the existing SR-86/Dillon Road interchange. The proposed project would convert a portion of SR-86 from an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing bridge and access ramps. This new overcrossing would be up to approximately 326 feet long and 122 feet wide. It would be a 2-span structure to accommodate 3 through lanes in each direction and two left-turn pockets for the eastbound and westbound directions of Avenue 50. The project would also construct a new bridge structure over the Whitewater River/Coachella Valley Stormwater Channel (CVSC). The new bridge structure over the CVSC would be approximately 605 feet long and 120 feet wide, would be a 5-span structure to accommodate 3 through lanes in each direction and a 14-foot-wide median on Avenue 50, and would replace the existing at-grade paved low water crossing. The construction of the bridge for Avenue 50 over the CVSC would also include realignment and widening of a portion of Avenue 50 from the existing two-lane roadway to a six-lane major arterial, and realignment of por[illegible]oth the west and east sides of SR-86, respectively, and, the existing 1-lane in each direction road that is located [illegible]VSC would become a CVSC maintenance road. The project will be constructed in two phases.

Project-level conformity analysis shows that the project will conform to the State Implementation Plan, including localized impact analysis with interagency consultation for particulate matter (PM10) required by 40 CFR 93.116 and 93.123. Pursuant to the interagency consultation requirement of 40 CFR 93.105 (c)(1)(i), the project completed interagency coordination via Southern California Association of Government's Transportation Conformity Working Group (TCWG), at two separate meetings due to the phasing of the project. The first meeting was held on June 28, 2016 [Project ID RIV110825] and the second meeting was held on March 27, 2018 [Project ID RIV061159 and RIV110825]. At these meetings, the TCWG determined that the proposed project is not a Project of Air Quality Concern (POAQC). The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Comment is requested regarding the project-level conformity analysis.

The proposed work will encroach upon wetlands and a floodplain. The project is being evaluated to determine if there are any practical alternatives to avoid this encroachment or, if not, to ensure that all practical measures are taken to minimize harm to the wetlands and floodplain.

WHY THIS NOTICE?

Caltrans has studied the effects this project may have on the environment. The studies show the project will not significantly affect the quality of the environment. The report that explains why is called an *Initial Study/Environmental Assessment.* This notice is to tell you of the preparation of the *Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment* and of its availability for you to read.

A public hearing is being held to provide an opportunity to ask questions of Project Team members regarding design features, the tentative schedule for the proposed project, including when potential acquisition of right of way may occur and when the project will be constructed, before the final design is selected.

WHAT IS AVAILABLE?

Copies of the approved *Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment,* including associated maps, as well as the technical studies relied upon in conjunction with its preparation, are available for review at the following locations, during respective normal business hours:

City of Coachella
City Hall
1515 Sixth Street
Coachella, CA 92236

Coachella Library
1500 Sixth Street
Coachella, CA 92236

Additionally, the approved *Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment* may be accessed from the City of Coachella's website, at http://www.coachella.org/residents/avenue-50/.

WHERE YOU COME IN

Do you have any comments about processing the project with a Mitigated Negative Declaration and the Initial Study/Environmental Assessment? Do you disagree with the findings of our study as set forth in the Proposed Mitigated Negative Declaration? Would you care to make any other comments on the project? If you cannot attend the public hearing, your written comments regarding the project are still welcome.

Please submit your comments in writing no later than **Monday, January 7, 2019**, to:

Shawn Oriaz, Senior Environmental Planner
California Department of Transportation
464 West Fourth Street, 6th Floor, Mail Station 827
San Bernardino, CA 92401-1400
or via e-mail to: sr86-ave50interchange@dot.ca.gov
Please include "State Route 86-Avenue 50 New Interchange Project" in the subject line.

The date we will begin accepting comments is Thursday, December 6, 2018. Comments regarding the *Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment* may also be submitted in person at the public hearing on December 20, 2018. If there are no major comments, the City, in cooperation with Caltrans, will proceed with the project's design.

WHEN AND WHERE

The public hearing will be on **Thursday, December 20, 2018 from 6:00 p.m. to 8:00 p.m. at the Coachella Library, 1500 Sixth Street, Coachella, CA 92236.**

Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact Mr. Jonathan Hoy, City Engineer, City of Coachella, Engineering Department, at (760) 398-5744 (Voice), at least three days prior to the scheduled public hearing date. TDD users may contact the California Relay Service at 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice) or dial 711.

CONTACT

For more information about this study or this project, please contact Mr. Jonathan Hoy, City of Coachella City Engineer at (760) 398-5744. Thank you for your interest in this important transportation project.
EA 08-0C9700 (PN 0814000144)

Page 1684

Public Notices

Notice of Public Sale
Pursuant to the California Self Service Storage Facility Act (B&P Code 21700 ET seq.) the undersigned will sell at public auction on **Thursday December 20, 2018** Personal property including but not limited to furniture, clothing, tools and/or other household items located at:

Public Notices

ADVERTISEMENT OF SALE
NOTICE IS HEREBY GIVEN that the undersigned intends to sell the personal property described below to enforce a lien imposed on said property pursuant to Sections 21700-21716 of the Business & Professions Code, Section 2328 of the UCC, Section 535 of the Penal Code and provisions of the Civil Code.
The undersigned will sell at public sale by competitive bidding on or after December 21, 2018, at _10:00__a.m. on the premises where said property has been stored and which are located at _42925 Madison Street, Indio, CA, On

Public Notices

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Desert Sun Publication
December 13, 2018 Public Notice

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Monday-Friday 9:30 a.m. to 3:30 p.m.

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Stuff Auctions, pets and stuff

Transportation Your next vehicle is here

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Wanted to Buy

Wanted to Buy

Wanted to Buy

Cleaning out Your Closets?
Emptying out a Storage Unit? Downsizing? Moving? Death in the Family?
Going into Assisted Living? Need Money? Call Mark!
I Pay Cash For: Furniture, Lamps, Cloisonne, Lladro's, Art, Jade, China, Books, Silver Plate, Quilts, Hummels, Sports Cards, Military, Antiques & Collectibles, Cameras, Clocks, Radios, Collector Plates, Golf Clubs, Trains, Beaded Purses, Fur Coats, Asian Antiques, Designer Handbags, Ivory, Rugs, American & Foreign Coins, Tools, Dolls, Waterford, Jade & Coral Jewelry, Silver & Turquoise Jewelry, Men's Cuff Links & Tie Tacks, Wrist Watches & Pocket Watches (working or not), Rhinestone Jewelry, Grandma's & Grandpa's Jewelry, Costume Jewelry, Class Rings, Squash Blossoms, Etc. **And the Kitchen Sink...**
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Mark 760-774-0459

General

General

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Please use caution when offering a Reward for your lost items to be returned. We recommend that you have the caller ID the lost items. If sending a Reward we recommend you use a physical address rather than a money wire system.

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Careers
Jobs
new beginnings...

General

NOW HIRING
CLASS A DRIVERS
FOR OUR 2018
CITRUS HAUL
NEW HIRE BONUS
800-289-1639
WWW.YCTINC.COM

Assorted
Stuff
all kinds of things...

Firewood and Fuel

Pronto Firewood Delivery.
Citrus, Eucalyptus & Pine.
760-250-9696 or 760-343-2425

Need Help
Finance
trusted choices...

Money to Lend

DO YOU NEED A LOAN?
PLEASE read this before you respond to the ads in this section.
BE CAUTIOUS IF:
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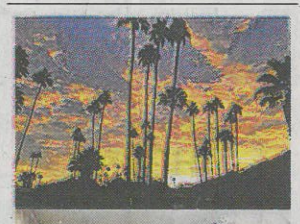
- They won't accept a personal check when the loan you are offered requires no collateral.
- You are discouraged from

Condo Townhouse - Furnished

3BR 3 BA Furnish Condo.
Downtown Palm Springs. 2 Car garage
$2500/mo 760-275-5812



Amazing View! $1900 weekly 3Br 3Ba+ den. 2 car garage. Pool, BBQ area, 2 patios, 4 flat screen TV's, close to I.W. golf & tennis venue. Kathy: 760-559-5394

Condo Townhouse - Unfurnished

2 BR 2 BA Condo, Los Pueblos, Palm Springs across from Tahquitz Golf Course. $1500/mo 1 year lease. No short term rentals. 916-591-9922

Bermuda Dunes: 2bd, 2ba, 1250sq ft, long term, $1550/mo, w/appliances, water, garden incl, garage, private yard, remodeled, 760-219-5677

Mobile Homes

RANCHO MIRAGE **Super** 1&2 BR
$895 & Up. Like New ★ Best Location!
POOL ★ Laundry ★ Quiet Park ★ 328-1177

Office Space

OLDER OFFICE SPACE AVAILABLE
Approx. 3,000 sq ft. 16 mi. west of Indio, on Hwy 111, in Mecca. $1200 /mo. Michael Johnson, 858-756-8688

RV Spaces

RV's & Travel Trailers ★ #1 Location
Rancho Mirage ★ Older Rigs OK
POOL ★ LAUNDRY ★ 760-328-1177

Rooms For Rent

Cathedral City. BR Waiting for you. Private BA & Back patio. Furnished lg rm, din. area, brkfast bar, full kitchen. Gar. W/D $610 +1/3 utililities 760-770-7645

Indio: Behind Iron Gates, private, beautifully furnished room, patio, bath, $650/mo. Utilities paid. Bill Maguire 760-992-1028

Real Estate
Homes
starting fresh...

Lots and Building Sites

10 Acre Parcel - Indio, Ave 39 across from new school
750K , (760)275-2948

Mobile Home

Palm Springs Motors
USED CAR Mega Store
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JUAN DE LA FUENTE
760.834.1044
DS-0000459081

SUV

Jeep 1996 Grand Cherokee: 4WD, 63k mi, A1 shape! $3,300. (760) 861-8029

Public Notices

PUBLIC NOTICE

The Coachella Valley Mosquito and Vector Control District is accepting proposals for:

Cleaning Services at the District's Headquarters in Indio, CA.

For detailed information and to obtain a proposal package, please contact the District by phone at: 760-342-8287, or visit us at: www.cvmvcd.org. Sealed proposals must be received by **2:00 p.m. on Wednesday, January 2, 2019** at which time they will be publicly opened.
Published: 12/5/18-12/16/18

Public Notices

Notice of Public Sale
Pursuant to the California Self Service Storage Facility Act (B&P Code 21700 ET seq.) the undersigned will sell at public auction on **Thursday December 20, 2018** Personal property including but not limited to furniture, clothing, tools and/or other household items located at:
StorAmerica - Palm Springs
4550 E Mesquite Ave
Palm Springs, Ca 92264 3:30 pm
Oropeza, Jose L
All sales are subject to prior cancellation. All terms, rules and regulations are available at time of sale. Dated this 6th, of December and 13th of December 2018 by StorAmerica-Palm Springs, 4550 E Mesquite Ave. Palm Springs, CA 92264 (760) 323-7553 Fax (760) 323-0818 **Pub: 12/6, 12/13/18**

Public Notices

Notice of Public Sale
Pursuant to the California Self Service Storage Facility Act (B&P Code 21700 ET seq.) the undersigned will sell at public auction on **Thursday December 20, 2018** Personal property including but not limited to furniture, clothing, tools and/or other household items located at:
StorAmerica - Palm Desert
74876 42nd Ave
Palm Desert, CA 92260 2:00 pm
Lumsden, Brandy
Lee, Samantha E
Schneider, Christian F
Hensley, Albert III
Hoose, Amber N
Braun, Diana L
Braun, Diana L
All sales are subject to prior cancellation. All terms, rules and regulations are available at time of sale. Dated this 6th, of December and 13th of December 2018 by StorAmerica-Palm Desert, 74876 42nd Ave Palm Desert, CA 92260 (760) 346-9119 Fax (760) 340-4586 **Pub: 12/6, 12/13/18**

Public Notices

Notice of Public Sale
Pursuant to the California Self Service Storage Facility Act (B&P Code 21700 ET seq.) the undersigned will sell at public auction on **Thursday December 20, 2018** Personal property including but not limited to furniture, clothing, tools and/or other household items located at:
StorAmerica – Indio Monroe
43421 Monroe St. Indio Ca 92201 12:30 pm
Alvarez, Karen
Amavizca, Silvia Gabriela
Castro, John
All sales are subject to prior cancellation. All terms, rules and regulations are available at time of sale. Dated this 6th, of December and 13th of December 2018 by StorAmerica –Indio Monroe, 43421 Monroe St. Indio, CA 92201 Phone (760) 775-3999 Fax (760) 396-5872
Pub: 12/6, 12/13/18

Public Notices

Public Notices

Notice of Public Sale
Pursuant to the California Self Service Storage Facility Act (B&P Code 21700 ET seq.) the undersigned will sell at public auction on **Thursday December 20, 2018** Personal property including but not limited to furniture, clothing, tools and/or other household items located at:
Coachella Self Storage & RV
49901 Oates Lane Coachella, CA 92236 9:30 am
Calvillo, Nancy L
Montejano, Cristina M
All sales are subject to prior cancellation. All terms, rules and regulations are available at time of sale. Dated this 6th, of December and 13th, of December 2018 by Coachella Self Storage & RV, 49901 Oates Lane, Coachella, CA 92236 (760) 398-8000
Pub: 12/6, 12/13/18

SELL IT
BUY IT
FIND IT
cars
garage sales
tickets
jobs
antiques
motorcycles
computers
boats

Public Notices

Notice of Public Sale
Pursuant to the California Self Service Storage Facility Act (B&P Code 21700 ET seq.) the undersigned will sell at public auction on **Thursday December 20, 2018** personal property including but not limited to furniture, clothing, tools and/or other household items located at:
StorAmerica-Indio HWY 111
45800 Flower St
Indio, CA 92201 11:00 am
Arriaga, Felix
Rodriguez, Lorena
Flores, Yvette M
All sales are subject to prior cancellation. All terms, rules and regulations are available at time of sale. Dated this 6th, of December and 13th, of December 2018, by StorAmerica-Indio HWY 111 45800 Flower St Indio, CA 92201 Phone: (760) 347-7312
Pub: 12/6, 12/13/18

Wanted:
A desk plate, not a nametag.
DESERTSUN.COM/CLASSIFIED

FIESTA Ford USED CAR STORE
WE BUY CARS, TRUCKS & RV'S
Call Greg Brown
760-250-7586
DS-0000459084

Trustees

Trustees

T.S. No. 067926-CA APN: 501-572-043-9 NOTICE OF TRUSTEE'S SALE IMPORTANT NOTICE TO PROPERTY OWNER: YOU ARE IN DEFAULT UNDER A DEED OF TRUST, DATED 11/14/2005. UNLESS YOU TAKE ACTION TO PROTECT YOUR PROPERTY, IT MAY BE SOLD AT A PUBLIC SALE. IF YOU NEED AN EXPLANATION OF THE NATURE OF THE PROCEEDING AGAINST YOU, YOU SHOULD CONTACT A LAWYER On 1/15/2019 at 3:00 PM, CLEAR RECON CORP, as duly appointed trustee under and pursuant to Deed of Trust recorded 11/22/2005, as Instrument No. 2005-0969232, , of Official Records in the office of the County Recorder of Riverside County, State of CALIFORNIA executed by: DONALD L MEYER, A SINGLE MAN WILL SELL AT PUBLIC AUCTION TO HIGHEST BIDDER FOR CASH, CASHIER'S CHECK DRAWN ON A STATE OR NATIONAL BANK, A CHECK DRAWN BY A STATE OR FEDERAL CREDIT UNION, OR A CHECK DRAWN BY A STATE OR FEDERAL SAVINGS AND LOAN ASSOCIATION, SAVINGS ASSOCIATION, OR SAVINGS BANK SPECIFIED IN SECTION 5102 OF THE FINANCIAL CODE AND AUTHORIZED TO DO BUSINESS IN THIS STATE: AT THE FRONT STEPS TO THE ENTRANCE OF THE FORMER CORONA POLICE DEPARTMENT, 849 W. SIXTH STREET, CORONA, CA 92882 all right, title and interest conveyed to and now held by it under said Deed of Trust in the property situated in said County and State described as: MORE FULLY DESCRIBED ON SAID DEED OF TRUST The street address and other common designation, if any, of the real property described above is purported to be: 1440 EAST RACQUET CLUB ROAD (AKA 1440 RACQUET CLUB ROAD) PALM SPRINGS, CA 92262 The undersigned Trustee disclaims any liability for any incorrectness of the street address and other common designation, if any, shown herein. Said sale will be held, but without covenant or warranty, express or implied, regarding title, possession, condition, or encumbrances, including fees, charges and expenses of the Trustee and of the trusts created by said Deed of Trust, to pay the remaining principal sums of the note(s) secured by said Deed of Trust. The total amount of the unpaid balance of the obligation secured by the property to be sold and reasonable estimated costs, expenses and advances at the time of the initial publication of the Notice of Sale is: $200,337.11 If the Trustee is unable to convey title for any reason, the successful bidder's sole and exclusive remedy shall be the return of monies paid to the Trustee, and the successful bidder shall have no further recourse. The beneficiary under said Deed of Trust heretofore executed and delivered to the undersigned a written Declaration of Default and Demand for Sale, and a written Notice of Default and Election to Sell. The undersigned or its predecessor caused said Notice of Default and Election to Sell to be recorded in the county where the real property is located. NOTICE TO POTENTIAL BIDDERS: If you are considering bidding on this property lien, you should understand that there are risks involved in bidding at a trustee auction. You will be bidding on a lien, not on the property itself. Placing the highest bid at a trustee auction does not automatically entitle you to free and clear ownership of the property. You should also be aware that the lien being auctioned off may be a junior lien. If you are the highest bidder at the auction, you are or may be responsible for paying off all liens senior to the lien being auctioned off, before you can receive clear title to the property. You are encouraged to investigate the existence, priority, and size of outstanding liens that may exist on this property by contacting the county recorder's office or a title insurance company, either of which may charge you a fee for this information. If you consult either of these resources, you should be aware that the same lender may hold more than one mortgage or deed of trust on the property. NOTICE TO PROPERTY OWNER: The sale date shown on this notice of sale may be postponed one or more times by the mortgagee, beneficiary, trustee, or a court, pursuant to Section 2924g of the California Civil Code. The law requires that information about trustee sale postponements be m[illegible]u and to the public, as a courtesy to those not present at [illegible]n to learn whether your sale date has been postponed, and [illegible]escheduled time and date for the sale of this property, you [illegible]869 or visit this Internet Web site WWW.STOXPOSTING.COM, using the file number assigned to this case 067926-CA. Information about postponements that are very short in duration or that occur close in time to the scheduled sale may not immediately be reflected in the telephone information or on the Internet Web site. The best way to verify postponement information is to attend the scheduled sale. FOR SALES INFORMATION: (844) 477-7869 CLEAR RECON CORP 4375 Jutland Drive San Diego, California 92117 **Published: 12/13, 12/20, 12/27/2018**

Public Notices

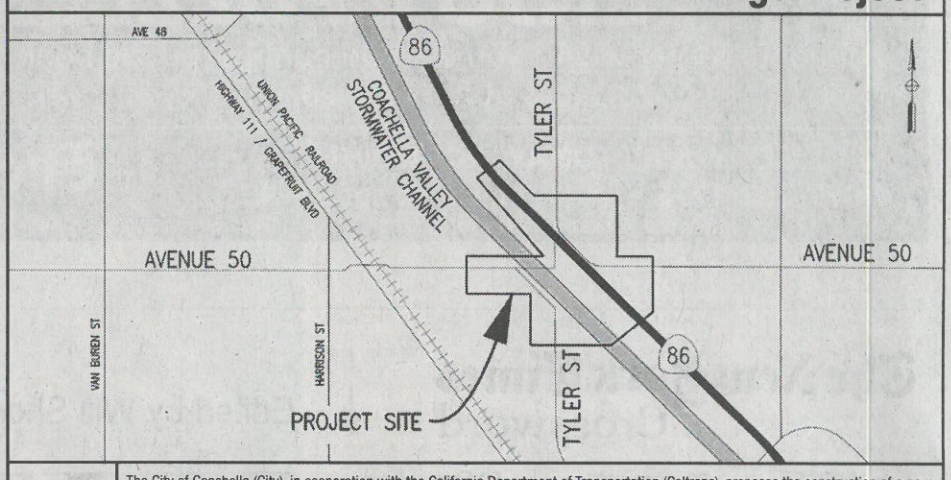
Public Notices

Public Notices

Caltrans

SECOND PUBLIC NOTICE

Notice of Intent to Adopt a Mitigated Negative Declaration
Notice of Availability of an Environmental Assessment
Announcement of Public Hearing
for
State Route 86 / Avenue 50 New Interchange Project



WHAT IS BEING PLANNED?

The City of Coachella (City), in cooperation with the California Department of Transportation (Caltrans), proposes the construction of a new interchange at State Route 86 (SR-86) (PM R19.2/R21.6) and Avenue 50, approximately 1.1 miles north of the existing SR-86/ Avenue 52 intersection and 1.95 miles south of the existing SR-86/Dillon Road interchange. The proposed project would convert a portion of SR-86 from an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing bridge and access ramps. This new overcrossing would be up to approximately 326 feet long and 122 feet wide. It would be a 2-span structure to accommodate 3 through lanes in each direction and two left-turn pockets for the eastbound and westbound directions of Avenue 50. The project would also construct a new bridge structure over the Whitewater River/Coachella Valley Stormwater Channel (CVSC). The new bridge structure over the CVSC would be approximately 605 feet long and 120 feet wide, would be a 5-span structure to accommodate 3 through lanes in each direction and a 14-foot-wide median on Avenue 50, and would replace the existing at-grade paved low water crossing. The construction of the bridge for Avenue 50 over the CVSC would also include realignment and widening of a portion of Avenue 50 from the existing two-lane roadway to a six-lane major arterial, and realignment of portions of Tyler Street on both the west and east sides of SR-86, respectively, and, the existing 1-lane in each direction road that is located within the limits of the CVSC would become a CVSC maintenance road. The project will be constructed in two phases.

Project-level conformity analysis shows that the project will conform to the State Implementation Plan, including localized impact analysis with interagency consultation for particulate matter (PM10) required by 40 CFR 93.116 and 93.123. Pursuant to the interagency consultation requirement of 40 CFR 93.105 (c)(1)(i), the project completed interagency coordination via Southern California Association of Government's Transportation Conformity Working Group (TCWG), at two separate meetings due to the phasing of the project. The first meeting was held on June 28, 2016 [Project ID RIV110825] and the second meeting was held on March 27, 2018 [Project ID RIV061159 and RIV110825]. At these meetings, the TCWG determined that the proposed project is not a Project of Air Quality Concern (POAQC). The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Comment is requested regarding the project-level conformity analysis.

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El Informador Del Valle Publication
December 6, 2018 Public Notice

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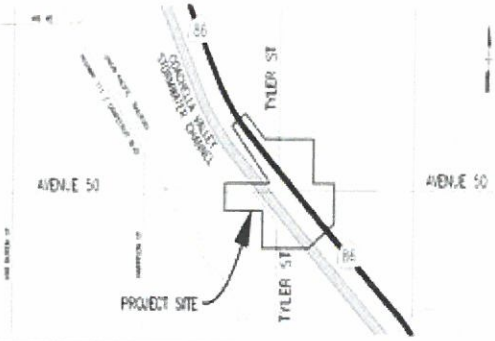
NOTIFICACIÓN PÚBLICA

Notificación de intención de adoptar una declaración negativa mitigada
Notificación de disponibilidad de una evaluación ambiental
Anuncio de audiencia pública para

Proyecto de nuevo intercambio entre la Ruta Estatal 86 y Avenue 50



¿QUÉ SE ESTÁ PLANIFICANDO?

La Ciudad de Coachella (Ciudad), en cooperación con el California Department of Transportation (Caltrans), propone la construcción de un nuevo intercambio en la Ruta Estatal 86 (SR-86) (PM R19.2/R21.6) y Avenue 50, aproximadamente 1.1 millas al norte de la intersección existente de SR-86/Avenue 52 y a 1.95 millas al sur del intercambio existente de SR-86/Dillon Road. El proyecto propuesto convertiría parte de la SR-86 de una intersección señalizada a nivel a un intercambio completo de niveles separados con un nuevo puente de cruce sobre nivel y rampas de acceso. Este nuevo cruce sobre nivel tendría aproximadamente 326 pies de largo y 122 pies de ancho. Sería una estructura de 2 tramos para albergar 3 carriles de paso en cada dirección y dos áreas para doblar a la izquierda, hacia el este y el oeste de Avenue 50. El proyecto también incluiría una estructura de puente nueva sobre el canal Whitewater River/Coachella Valley Stormwater Channel (CVSC). La estructura del puente nuevo sobre el CVSC tendría aproximadamente 605 pies de largo y 120 pies de ancho, sería una estructura de 5 tramos para albergar 3 carriles de paso en cada dirección y un divisor central de 14 pies de ancho en Avenue 50, y reemplazaría el cruce pavimentado de agua existente. La construcción del puente de Avenue 50 sobre el CVSC también incluiría la realineación y el ensanche de una parte de Avenue 50 de la carretera existente, cual consiste de dos carriles, a una arteria principal de seis carriles, además de la realineación de partes de Tyler Street hacia el este y oeste de SR-86, respectivamente, y, la carretera existente de 1 carril en cada dirección cual se encuentra dentro de los límites del CVSC se convertiría en una carretera de mantenimiento del CVSC. El proyecto se construirá en dos fases.

El análisis de conformidad a nivel de proyecto muestra que el proyecto cumpliría con el State Implementation Plan, incluyendo análisis de impacto local con consulta interinstitucional para partículas menores a 10 y 2.5 micrómetros (PM10 y PM2.5) requerida bajo ley federal 40 CFR 93.116 y 93.123. De acuerdo con el requisito de consulta entre agencias por ley 40 CFR 93.105 (c)(1)(i), el proyecto completó la coordinación entre agencias a través del Southern California Association of Government's Transportation Conformity Working Group (TCWG), en dos reuniones separadas debido a las fases del proyecto. La primera reunión se realizó el 28 de junio de 2016 [ID de proyecto RIV110825], y la segunda reunión se realizó el 27 de marzo de 2018 [ID de proyecto RIV061159 y RIV110825]. En estas reuniones, TCWG determinó que el proyecto propuesto no es un proyecto de preocupación a la calidad de aire (no es un POAQC, por sus siglas en inglés). El proyecto proviene del Plan regional de transporte (RTP, por sus siglas en inglés) y el Programa de mejoras del transporte (TIP, por sus siglas en inglés). Se solicitan comentarios acerca del análisis de conformidad a nivel de proyecto.

El trabajo propuesto invadirá terrenos humedales y áreas propensas a inundación. El proyecto se está evaluando para determinar si existen alternativas prácticas que evitarían esta invasión o, si no existen, para asegurar que se tomen todas las medidas prácticas para minimizar el daño a terrenos humedales y áreas de inundación.

¿POR QUÉ ESTE AVISO?

Caltrans ha estudiado los efectos que este proyecto puede tener en el medioambiente. Los estudios muestran que el proyecto no afectaría de manera significativa la calidad del medioambiente. El informe que explica el motivo se denomina *Evaluación Ambiental/Estudio Inicial*. Este aviso tiene el fin de informarle acerca de la preparación del *Estudio Inicial con Evaluación Ambiental/Declaración Negativa Mitigada Propuesta* y de su disponibilidad para su lectura.

Se realizará una audiencia pública para ofrecer una oportunidad de hacer preguntas a los miembros del Equipo de Proyecto acerca de las características del diseño, el cronograma tentativo del proyecto propuesto, incluyendo las posibles fechas para adquisición de propiedad para la vía pública e inicio de construcción, antes de que se seleccione el diseño final.

Copias del *Estudio Inicial con Evaluación Ambiental/Declaración Negativa Mitigada Propuesta*, incluyendo los mapas asociados, como también los estudios técnicos usados en conjunto con su preparación, están disponibles para revisión en los siguientes lugares, durante horas hábiles:

Ciudad de Coachella
Alcaldía
1515 Sixth Street
Coachella, CA 92236

Biblioteca de Coachella
1500 Sixth Street
Coachella, CA 92236

¿QUÉ ESTÁ DISPONIBLE?

Además, el *Estudio Inicial con Evaluación Ambiental/Declaración Negativa Mitigada Propuesta* puede consultarse en el sitio web de la Ciudad de Coachella, en http://www.coachella.org/residents/avenue-50/.

¿EN QUÉ PUEDE PARTICIPAR?

¿Tiene comentarios acerca del tratamiento del proyecto con un Estudio Inicial con Evaluación Ambiental/Declaración Negativa Mitigada Propuesta? ¿No está de acuerdo con los resultados del estudio como está estipulado en la Declaración Negativa Mitigada Propuesta? ¿Le gustaría hacer otros comentarios acerca del proyecto? Si no puede asistir a la audiencia pública, puede escribir los comentarios acerca del proyecto.

Envíe sus comentarios por escrito antes del lunes **7 de enero de 2019** a:

Shawn Oriaz, Senior Environmental Planner
California Department of Transportation
464 West Fourth Street, 6th Floor, Mail Station 827
San Bernardino, CA 92401-1400
o por correo electrónico a: sr86-ave50interchange@dot.ca.gov
Incluya "State Route 86-Avenue 50 New Interchange Project" en el asunto.

Comenzaremos a aceptar comentarios a partir del jueves 6 de diciembre de 2018. Los comentarios acerca del *Estudio Inicial con Evaluación Ambiental/Declaración Negativa Mitigada Propuesta* también pueden entregarse en persona durante la audiencia pública el 20 de diciembre de 2018. Si no hay comentarios significativos, la Ciudad, en conjunto con Caltrans, procederá con el diseño del proyecto.

¿CUÁNDO Y DÓNDE?

La audiencia pública será el **jueves 20 de diciembre de 2018 de 6:00 p. m. a 8:00 p. m. en la Biblioteca de Coachella, 1500 Sixth Street, Coachella, CA 92236**. Las personas que requieran adaptaciones especiales (intérprete de lengua de signos americana, asientos accesibles, documentación en formatos alternativos, etc.) deben comunicarse con el Sr. Jonathan Hoy, Ingeniero de la Ciudad, Ciudad de Coachella, Departamento de Ingeniería, al (760) 398-5744 (voz), al menos tres días antes de la fecha planificada de la audiencia pública. Los usuarios de TDD pueden comunicarse con California Relay Service al 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (voz) o pueden llamar al 711.

CONTACTO

Para obtener más información acerca de este estudio o de este proyecto, comuníquese con el Sr. Jonathan Hoy, Ingeniero de la Ciudad, Ciudad de Coachella al (760) 398-5744. Gracias por su interés en este importante proyecto.

EA 08-0C9700 (PN 0814000144)

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El Informador Del Valle Publication
December 13, 2018 Public Notice

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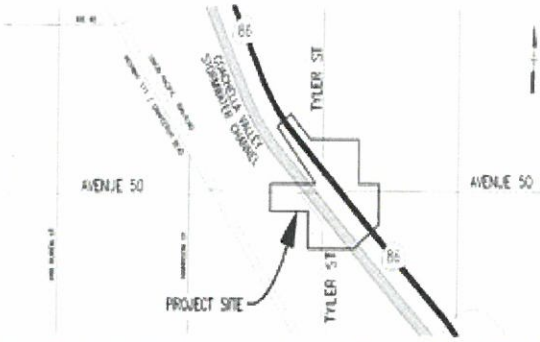
SEGUNDA NOTIFICACIÓN PÚBLICA

Notificación de intención de adoptar una declaración negativa mitigada
Notificación de disponibilidad de una evaluación ambiental
Anuncio de audiencia pública para

Proyecto de nuevo intercambio entre la Ruta Estatal 86 y Avenue 50



¿QUÉ SE ESTÁ PLANIFICANDO?

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Incluya "State Route 86-Avenue 50 New Interchange Project" en el asunto.

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CONTACTO

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EA 08-0C9700 (PN 0814000144)

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Chapter 5 List of Preparers

The following persons were principally responsible for preparation of this Initial Study/ Environmental Assessment.

5.1 California Department of Transportation

Malisa Lieng, Environmental Planner

Ronn Knox, Associate Environmental Planner

Gary Jones, Principal Investigator Prehistoric Archaeology (PQS)

Andrew Walters, Branch Chief-Environmental Support/Cultural Studies

Tracey D'Aoust Roberts, Associate Environmental Planner, Natural Sciences

Craig Wentworth, Senior Environmental Planner

Bahram Karimi, Associate Environmental Planner/Paleontology Coordinator

Kurt Heidelberg, Supervising Environmental Planner

Farhana Islam, Transportation Engineer

Christopher Gonzalez, Transportation Engineer

Donald Cheng, Transportation Engineer

Olufemi Odufalu, Senior Transportation Engineer

Rose Bishop, Caltrans District Landscape Architect

Shawn Oriaz, Senior Environmental Planner

James Shankel, Senior Environmental Planner

5.2 City of Coachella

Jonathan Hoy, City Engineer

5.3 TranSystems

Andy Cheah, Engineering Manager

Andy Kwan, Senior Engineer

5.4 Michael Baker International, Inc.

Alan Ashimine, Environmental Manager

Renee Gleason, Senior Environmental Analyst

Kristen Bogue, Senior Environmental Analyst

Jessica Ditto, Environmental Analyst

Alicia Gonzalez, Environmental Analyst

Linda Bo, Technical Editor

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Chapter 6 Distribution List

A compact disc copy of the Initial Study with Proposed Mitigated Negative Declaration/ Environmental Assessment (Draft IS/EA) and/or a Notice of Availability was distributed to the federal, state, regional, local agencies and elected officials, as well as interested groups, organizations and individuals, and utilities and service providers. In addition, all property owners and resident/occupants within a quarter-mile radius of the project limits were provided the Notice of Availability for the Draft IS/EA. None of the listed agencies or interested groups, organizations, or individual members of the public have requested a copy of the Final IS/EA.

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Lijin Sun, Program Supervisor CEQA IGR South Coast AQMD 21865 Copley Drive Diamond Bar, CA 91765		
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Steve Brown, Council Member City of Coachella 1515 Sixth St. Coachella, CA 92236	Emmanuel Martinez, Council Member City of Coachella 1515 Sixth St. Coachella, CA 92236	
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Jose Ochoa 50680 Tyler Street Coachella, CA 92236	Ernesto Calderon 50661 Calle Mendoza Coachella, CA 92236	Francisca Escalera 736 Palm Avenue Coachella, CA 92236
Nubia Velarde 50781 Calle Mendoza Coachella, CA 92236	Antonio Delara 50811 Calle Mendoza Coachella, CA 92236	Georgina Espinoza 14055 Santa Barbara Street La Mirada, CA 90638

Juan Herrera 50750 Tyler Street Coachella, CA 92236	Oscar Perez 86131 Calle Pizano Coachella, CA 92236	Salvardar Casillas 50700 Calle Mendoza Coachella, CA 92236
Luis Delara 50851 Calle Mendoza Coachella, CA 92236	Gabriela Gaytan 47800 Madison #3 Indio, CA 92201	Crown Hill Ranches 85810 Peter Rabbit Lane Coachella, CA 92236
Sandra Morales 50620 Calle Mendoza Coachella, CA 92236	Margarita Saenz 46400 Dune Pulms Road #74 La Quinta, CA 92253	Susana Ramos Garcia 86061 Calle Pizano Coachella, CA 92236
John Ureste P.O. Box 873 Coachella, CA 92236	Rafael Lopez 86200 Las Flores Avenue Coachella, CA 92236	Elizabeth Aceves 50780 Tyler Street Coachella, CA 92236
Cuauhtemoc Baza 84160 Magnolia Street Coachella, CA 92236	Pablo Ayon 86101 Calle Pizano Coachella, CA 92236	Alvaro Bautista 86130 Calle Pizano Coachella, CA 92236
Carmen Espinoza P.O. Box 1656 Fontana, CA 92334	Ofelia Haro 81398 Avenida Coyote Indio, CA 92201	Maricela Reyes 86051 Corte Olivia Coachella, CA 92236
Russell Tessandore 50850 Tyler Street Coachella, CA 92236	Maria Torres 86081 Calle Pizano Coachella, CA 92236	Victor Lara 86100 Corte Olivia Coachella, CA 92236
Guadalupe Ponce 50550 Calle Mendoza Coachella, CA 92236	Veronica Palomino 50630 Tyler Street Coachella, CA 92236	Roberto Llamas 50681 Calle Mendoza Coachella, CA 92236
Miguel Herrera 50690 Calle Mendoza Coachella, CA 92236	Ruben Lazos 86051 Calle Pizano Coachella, CA 92236	Maria Garza 50880 Calle Mendoza Coachella, CA 92236
Ricardo Arebas 50680 Calle Mendoza Coachella, CA 92236	Ruben Martinez 54684 Harrison Street Thermal, CA 92274	Silvestre Herrera 86060 Corte Olivia Coachella, CA 92236
Sergio Llamas 50671 Calle Mendoza Coachella, CA 92236	Guadalupe Loera 86080 Corte Olivia Coachella, CA 92236	Jaime Avendano 50730 Tyler Street Coachella, CA 92236
Eduardo Montano 52910 Avenida Ramirez La Quinta, CA 92253	Teresa Villarreal 86110 Courte Stella Coachella, CA 92236	Rosalva Meza 86050 Calle Pizano Coachella, CA 92236
Manuel Armendariz 38675 Rancho Las Cerritos Bermuda Dunes, CA 92203	Guadalupe Soqui 83777 Avenida La Luna Coachella, CA 92236	Maribel Barnes 1801 Cloverdale Street Paragould, AR 72450
Mauro Navarrette 86041 Calle Pizano Coachella, CA 92236	Alondro White 83601 San Mateo Avenue Coachella, CA 92236	Jesus Bolanos 50800 Tyler Street Coachella, CA 92236
Janie Cantu 37597 Waveney Street Indio, CA 92203	Bernal Soto 86121 Calle Pizano Coachella, CA 92236	Sergio Lerma C/O Ramona Marina Martinez 50660 Calle Mendoza Coachella, CA 92236
Salvador Santoyo 50600 Tyler Street Coachella, CA 92236	Margarito Martinez 86090 Corte Olivia Coachella, CA 92236	Ramon Meza 50580 Calle Mendoza Coachella, CA 92236

Saturnino Garcia 50640 Calle Mendoza Coachella, CA 92236	Maria Corrales Ayon 50560 Calle Mendoza Coachella, CA 92236	Ismenia Zepeda 50630 Calle Mendoza Coachella, CA 92236
Ramon Castillo 50570 Calle Mendoza Coachella, CA 92236	Oscar Navarro 50325 Mazatlan Drive Coachella, CA 92236	Ed Haddad, Partner AHD 422 Wier Road San Bernardino, CA 92408
George Villanueva 5610 Calle Mendoza Coachella, CA 92236	Bianca Herrera 86070 Corte Olivia Coachella, CA 92236	Francisco Doria P.O. Box 59 Indio, CA 92201
Mario Rodriguez 11770 Malagon Drive Fontana, CA 92337	Rory Sanchez 86040 Calle Pizano Coachella, CA 92236	Jesus Campos 86090 Courte Stella Coachella, CA 92236
Jose Garza 50550 Calle Quito La Quinta, CA 92253	Salvador Chavarria 50691 Calle Mendoza Coachella, CA 92236	Martin Quintero 86081 Corte Olivia Coachella, CA 92236
Raul Garcia 50580 Tyler Street Coachella, CA 92236	Magdaleno Lopez P.O. Box 517 Thermal, CA 92274	Norma Amador 86061 Corte Olivia Coachella, CA 92236
Alberto Rodriguez 50700 Tyler Street Coachella, CA 92236	MPSN Properties II 4900 Santa Anita #2C El Monte, CA 91731	Billermino Balbuena 86140 Calle Pizano Coachella, CA 92236
Hermenejildo Torres 50720 Calle Mendoza Coachella, CA 92236	Mary Verdusco 50555 Calle Mendoza Coachella, CA 92236	Jose Barajas 50565 Calle Mendoza Coachella, CA 92236
Mario Banuelos 50575 Calle Mendoza Coachella, CA 92236	Magdalena Zavala 86050 Corte Olivia Coachella, CA 92236	Jack Prince 11011 Muirfield Drive Rancho Mirage, CA 92270
David and/or Cesar Rodriguez 81352 Avenida Esmeralda Indio, CA 92201	Charlotte Cline 1221 West Williams Street Banning, CA 92220	Rene Flores 86030 Calle Pizano Coachella, CA 92236
Rene Campos 85721 Avenue 50 Coachella, CA 92236	Jorge Vaca 85731 Avenue 50 Coachella, CA 92236	Peter Rabbit Farms Inc. 85810 Grapefruit Boulevard Coachella, CA 92236
Angelo Cabanyog 85711 Avenue 50 Coachella, CA 92236	Faustino Morales 86142 Calle Bouganvilia Coachella, CA 92236	Zosimo Ruiz 86102 Calle Bouganvilia Coachella, CA 92236
Gonzalo Quiroz 86122 Calle Bouganvilia Coachella, CA 92236	Francisco Aguilera 86052 Calle Bouganvilia Coachella, CA 92236	Joey Perez 86009 Calle Bouganvilia Coachella, CA 92236
Jorge Gomez 86012 Calle Bouganvilia Coachella, CA 92236	Jose Luna 86152 Calle Bouganvilia Coachella, CA 92236	Jesus Esqueda 86140 Las Flores Avenue Coachella, CA 92236
Frank Acuna 86160 Las Flores Avenue Coachella, CA 92236	Armando Garcia 86050 Las Flores Avenue Coachella, CA 92236	Juan Alvarez 86040 Las Flores Avenue Coachella, CA 92236
Frances Castro 86161 Las Flores Avenue Coachella, CA 92236	Jesus Alvarado 86151 Las Flores Avenue Coachella, CA 92236	Eva Mijarez 86171 Las Flores Avenue Coachella, CA 92236

Jose Espinoza 86181 Las Flores Avenue Coachella, CA 92236	Daniel Acosta 86032 Calle Bouganvilia Coachella, CA 92236	Claudia Ortiz 86110 Las Flores Avenue Coachella, CA 92236
Maria Delgado 86162 Calle Bouganvilia Coachella, CA 92236	Francisco Perez 86100 Las Flores Avenue Coachella, CA 92236	Jose Rodriguez 86141 Las Flores Avenue Coachella, CA 92236
Francisco Cardenas 86191 Las Flores Avenue Coachella, CA 92236	Luis Rodriquez 86120 Las Flores Avenue Coachella, CA 92236	Carlos Rubio 86130 Las Flores Avenue Coachella, CA 92236
Abel Calderon 86071 Las Flores Avenue Coachella, CA 92236	Juan Mendiola 86091 Las Flores Avenue Coachella, CA 92236	Armando Prieto 86131 Las Flores Avenue Coachella, CA 92236
Daniel Munoz P.O. Box 665 Coachella, CA 92236	Simon Reyes 86031 Las Flores Avenue Coachella, CA 92236	Luis Hernandez 86041 Las Flores Avenue Coachella, CA 92236
Gullermo Ramirez Perez 86030 Las Flores Avenue Coachella, CA 92236	Jesus Rodriguez 86070 Las Flores Avenue Coachella, CA 92236	Jesus Garcia 86051 Las Flores Avenue Coachella, CA 92236
Daniel Munoz 86090 Las Flores Avenue Coachella, CA 92236	Jorge Ceja 52371 Morgan Avenue Coachella, CA 92236	Guadalupe Ibarra 86139 Calle Bouganvilia Coachella, CA 92236
Amelia Sandejas P.O. Box 237 Coachella, CA 92236	Isabel Avena 86021 Las Flores Avenue Coachella, CA 92236	Miguel Ramos 86082 Calle Bouganvilia Coachella, CA 92236
Alexander Camacho 86089 Calle Bouganvilia Coachella, CA 92236	Rancho Coachella Prop 1570 Linda Vista Drive San Marcos, CA 92069	Gilbert Esquivel 46618 Madison Street SPC 91 Indio, CA 92201
Luz Mancilla 86099 Calle Bouganvilia Coachella, CA 92236	Martin Soto 86072 Calle Bouganvilia Coachella, CA 92236	Gustavo Gallegos 86029 Calle Bouganvilia Coachella, CA 92236
Ramon Rodriguez 86120 Calle Violeta Coachella, CA 92236	Juan Gonzalez 86092 Calle Bouganvilia Coachella, CA 92236	Roberto Alvarado 86049 Calle Bouganvilia Coachella, CA 92236
Rafael Chaidez 86069 Calle Bouganvilia Coachella, CA 92236	Ninfa Zamora 86111 Calle Violeta Coachella, CA 92236	Gustavo Lopez 86062 Calle Bouganvilia Coachella, CA 92236
DND Management C/O Richard Rehfeld 80811 Can Santa Juliana Indio, CA 92203	Victor Barajas 86059 Calle Bouganvilia Coachella, CA 92236	Jesus Urias 86090 Calle Violeta Coachella, CA 92236
Elathan Inc. 78115 Calle Estado #203 La Quinta, CA 92253	Tlaquepaque Apartments C/O Lorena Lopez 1649 Capalina Road San Marcos, CA 92069	Yolanda Vasquez 86042 Calle Bouganvilia Coachella, CA 92236
Dina Galindo 86022 Calle Bouganvilia Coachella, CA 92236	Jesus Perez Lopez 82043 Sundown Indio, CA 92201	Ramon Rabago 86112 Calle Bouganvilia Coachella, CA 92236
Ciria Ramirez P.O. Box 182 Coachella, CA 92236	Lauro Aguiar 86081 Los Flores Avenue Coachella, CA 92236	Diana Monroy 86109 Calle Bouganvilia Cathedral City, CA 92234

Tony Sanchez 86011 Las Flores Avenue Coachella, CA 92236	Felipe Castaneda 86201 Las Flores Avenue Coachella, CA 92236	Bernardita Miranda P.O. Box 1235 Coachella, CA 92236
Luis Corral 86019 Calle Bouganvilia Coachella, CA 92236	Gloria Salinas 86101 Las Flores Avenue Coachella, CA 92236	Camilo Murillo 86121 Las Flores Avenue Coachella, CA 92236
Rogelio Torres 86081 Calle Violeta Coachella, CA 92236	Luis Garcia 86080 Calle Violeta Coachella, CA 92236	Ramon Aguirre 86132 Calle Bouganvilia Coachella, CA 92236
Rafael Borbolla 86129 Calle Bouganvilia Coachella, CA 92236	Consuelo Preciado 86080 Las Flores Avenue Coachella, CA 92236	Tomas Arellano 86060 Las Flores Avenue Coachella, CA 92236
Jose Gonzalez 86130 Calle Violeta Coachella, CA 92236	Daniel Torres 86110 Calle Violeta Coachella, CA 92236	Black Diamond Pools & Design Inc. C/O Francisco J Celedon 880351 Avenue 58th Ste 6 Thermal, CA 92274
Juan Espinoza 52165 Allende Drive Coachella, CA 92236	Jaime Zepeda P.O. Box 229 Thermal, CA 92274	Raymond Verdusco P.O. Box 278 Coachella, CA 92236
Yolanda Zuniga 50600 Calle Mendoza Coachella, CA 92236	Danny Rodriguez 49065 Marimba Ct La Quinta, CA 92253	Maria Zamorez 73135 19th Avenue Desert Hot Springs, CA 92241
Juan Lopez 50760 Calle Mendoza Coachella, CA 92236	Ernesto Ibarra 2280 Sycamore Avenue Rialto, CA 92377	Jose Ochoa 84169 Magnolia Street Coachella, CA 92236
Iglesia Cresto Tabernaculo De Oracio Miel 48751 Calle Cantara Coachella, CA 92236	Maximo Leschnik 85835 Middleton Street Thermal, CA 92274	Eutimio Guerrero 50782 Avenida Adobe Coachella, CA 92236
Resident 86300 Avenue 50 Coachella, CA 92236	Resident 86080 Courte Stella Coachella, CA 92236	Resident 86141 Calle Pizano Coachella, CA 92236
Resident 50585 Calle Mendoza Coachella, CA 92236	Resident 86071 Calle Pizano Coachella, CA 92236	Resident 86031 Calle Pizano Coachella, CA 92236
Resident 86070 Calle Pizano Coachella, CA 92236	Resident 50850 Calle Mendoza Coachella, CA 92236	Resident 50800 Calle Mendoza Coachella, CA 92236
Resident 86190 Las Flores Avenue Coachella, CA 92236	Resident 50780 Calle Mendoza Coachella, CA 92236	Resident 86120 Courte Stella Coachella, CA 92236
Resident 86111 Calle Pizano Coachella, CA 92236	Resident 86021 Calle Pizano Coachella, CA 92236	Resident 86091 Calle Pizano Coachella, CA 92236
Resident 86170 Las Flores Avenue Coachella, CA 92236	Resident 86275 Avenue 50 Coachella, CA 92236	Resident 50610 Calle Mendoza Coachella, CA 92236
Resident 86095 Corte Olivia Coachella, CA 92236	Resident 50640 Calle Mendoza Coachella, CA 92236	Resident 86071 Corte Olivia Coachella, CA 92236

Resident 86060 Calle Pizano Coachella, CA 92236	Resident 86100 Courte Stella Coachella, CA 92236	Resident 50670 Calle Mendoza Coachella, CA 92236
Resident 50650 Tyler Street Coachella, CA 92236	Resident 86101 Corte Olivia Coachella, CA 92236	Resident 85505 5th Street Coachella, CA 92236
Resident 86122 Calle Bouganvilia Coachella, CA 92236	Resident 86090 Las Flores Avenue Coachella, CA 92236	Resident 86061 Las Flores Avenue Coachella, CA 92236
Resident 86119 Calle Bouganvilia Coachella, CA 92236	Resident 86139 Calle Bouganvilia Coachella, CA 92236	Resident 86020 Las Flores Avenue Coachella, CA 92236
Resident 86082 Calle Bouganvilia Coachella, CA 92236	Resident 86079 Calle Bouganvilia Coachella, CA 92236	Resident 86072 Calle Bouganvilia Coachella, CA 92236
Resident 86062 Calle Bouganvilia Coachella, CA 92236	Resident 86091 Calle Violeta Coachella, CA 92236	Resident 86100 Calle Violeta Coachella, CA 92236
Resident 51354 Tyler Street Coachella, CA 92236	Resident 86039 Calle Bouganvilia Coachella, CA 92236	Resident 86112 Calle Bouganvilia Coachella, CA 92236
Resident 86010 Las Flores Avenue Coachella, CA 92236	Resident 86109 Calle Bouganvilia Coachella, CA 92236	Resident 86150 Las Flores Avenue Coachella, CA 92236
Resident 85490 Avenue 50 Coachella, CA 92236	Irma Vaquez 85701 Avenue 50 Coachella, CA 92236	Resident 85751 Avenue 50 Coachella, CA 92236
Resident 50820 Calle Mendoza Coachella, CA 92236	Resident 50590 Calle Mendoza Coachella, CA 92236	Resident 50530 Calle Mendoza Coachella, CA 92236
Resident 50740 Calle Mendoza Coachella, CA 92236	Resident 85501 Avenue 50 Coachella, CA 92236	Resident 85451 Avenue 50 Coachella, CA 92236
Resident 85601 Avenue 50 Coachella, CA 92236	Michael H. Leifer Palmieri Tyler, Attorneys at Law PO Box 19712 Irvine, CA 92623-9712	Anthony Madrigal, Dr. Tribal Historic Preservation Officer 29 Palms Band of Mission Indians 46-200 Harrison Place Coachella, CA 92236
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Dr. Darryl S. Adams, Superintendent Coachella Valley Unified School District 87225 Church St Thermal, CA 92274	Donald Vargas, Compliance Administrator Imperial Irrigation District 333 East Barioni Boulevard Imperial, CA 92251	

Appendix A

Section 4(f)

Appendix A Section 4(f)

A.1 Introduction

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 United States Code (USC) 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area that do not trigger Section 4(f) protection because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, or 4) the project does not permanently use the property and does not hinder the preservation of the property. Refer to Figure A-1, Section 4(f).

A.2 Resources Subject to the Provisions of Section 4(f) - No Use

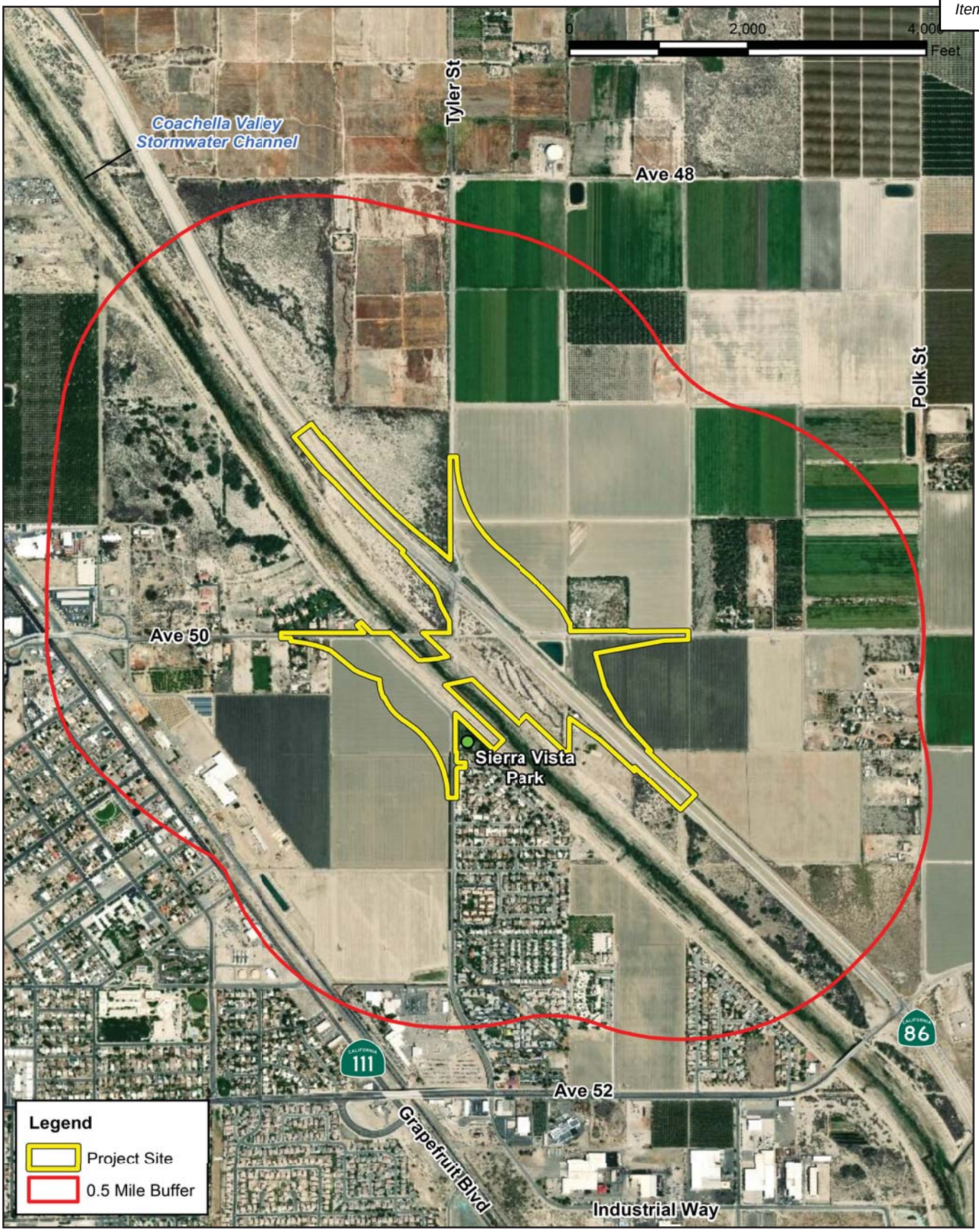
Sierra Vista Park

Sierra Vista Park is a park that adjoins the southwest quadrant of the project site at 50-570 Calle Mendoza, in the City of Coachella. This 2.6-acre park includes one basketball court, a playground and picnic tables, and open areas available for recreational use. The facility is owned and operated by the City and is open to the public. Thus, it is considered a Section 4(f) property under the provisions of Section 4(f).

There are four existing electrical power poles located within Sierra Vista Park that would be removed as part of Phase 1 of the proposed project, in conjunction with construction of either Build Alternative (pole numbers T-17671; T-17672; T-17673; and T-17674). Figure A-2, Project Improvements Relative to Sierra Vista Park, shows the location of the affected power poles. Construction activities associated with the power pole relocation would be of short duration (approximately one week). During this brief period, the park may require closure for safety purposes. Measure PR-1 would ensure that closure information is received by the City 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.

Upon completion of the power pole removal, full use of Sierra Vista Park would be restored, and users of the park would continue to utilize the park facilities as they currently do. The removal of the power poles would represent a beneficial impact during long-term operations, since these existing obstructions would be removed.

Construction of the re-alignment of Tyler Street is expected to be completed within one to three months. Throughout the duration of construction of the re-alignment of Tyler Street, pedestrian access to Sierra Vista Park will be maintained (aside from the maximum of one week when power pole relocation in Sierra Vista Park occurs). Park users would be able to park along the streets located in the neighborhood immediately south of the park during the re-alignment of Tyler Street and construction of the cul-de-sac. Roadside parking within walking distance of the park would be available specifically on Calle Mendoza, Calle Pizano, Corte Olivia, and Las Flores Avenue, all of which are located less than 0.25-mile from the park. Additionally, a sidewalk is currently provided along the eastern side of Tyler Street. The sidewalk along Tyler Street would remain open throughout project construction.



Resources Evaluated Relative to the Requirements of Section 4(f)

Figure A-1

	Number of Parking Stalls	
	Existing	Proposed
Parallel	11	6
Diagonal	0	9 + 2 ADA Accessible
Total	11	15 + 2 ADA Accessible

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT
STATE ROUTE 86/AVENUE 50 NEW INTERCHANGE PROJECT

Project Improvements Relative to Sierra Vista Park

11/18 | JN 159814

Figure A-2

A temporary loss of parking for users of the park would also occur during Phase 1 of project construction. There are currently 11 parallel parking stalls located on the east side of Tyler Street along the park's western border; no parking is permitted along the west side of Tyler Street. Following project completion, access to Sierra Vista Park would be provided via a new cul-de-sac extending immediately north of Calle Mendoza. The new cul-de-sac will be designed to provide angled parking for nine vehicles, plus angled parking for two dedicated (signed) handicap-access parking spaces, plus three parallel parking spaces on the west side of the street, and three parallel parking spaces on the east side of the street (see Figure A-2 above).

As summarized above, based on review of preliminary engineering efforts to-date for the project, Caltrans anticipates concluding that the proposed project will result in no use of Sierra Vista Park, and that regarding Sierra Vista Park, the project satisfies the criteria for a Temporary Occupancy exception as set forth in 23 CFR 774.13(d). An analysis of the project in the context of these conditions under 23 CFR 774.13(d) is provided below.

a) Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land

As noted above, the removal of power poles from Sierra Vista Park would take a maximum of one week, and the realignment of Tyler Street would last from one to three months. This duration would be shorter than construction of Phase 1 of the project (12 months). Additionally, there would be no change in ownership of any land associated with Sierra Vista Park.

b) Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal

The scope of work for the proposed project in relation to Sierra Vista Park would be minor. As noted above, removal of four power poles from the park is expected to be accomplished in one week and would result in beneficial impacts for park users after the poles are removed. Additionally, access to the park would be maintained continuously during the realignment of Tyler Street (one to three months), and an increased amount of parking would be provided adjacent to Sierra Vista Park, as compared to existing conditions.

c) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis

The project would not result in permanent adverse physical impacts to Sierra Vista Park, after completion of construction; as noted above, the project would result in beneficial impacts by removing existing obstructions within the park (four power poles) and by providing increased parking adjacent to the park as compared to existing conditions. Access to the park would be continuously maintained throughout the construction process. While the park may require closure to ensure public safety during removal of the power poles, this closure would be extremely brief (a maximum of one week). Moreover, Measure PR-1 would require that the City of Coachella 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. Accordingly, the project would not interfere with the protected activities, features, or attributes of the property.

d) The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project

The project would not result in permanent adverse physical impacts to Sierra Vista Park, after completion of construction; as noted above, the project would result in beneficial impacts by removing existing obstructions within the park (four power poles) and by providing increased parking adjacent to the park as compared to existing conditions.

e) There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions

Written correspondence took place with Ms. Maritza Martinez, Public Works Director at the City of Coachella, in this regard and the City provided their agreement with the temporary occupancy exception determination.

To minimize impacts to Sierra Vista Park, the following measure will be implemented:

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.

If the scope of work for the portion of the project directly associated with the Sierra Vista Park changes during the Final Design phase of the project, and if Caltrans determines during reviews of the associated Final Design documents that the project could potentially result in further impacts on Sierra Vista Park (temporarily or permanently), Caltrans will pursue follow-up coordination with the City of Coachella Public Works and Parks and Recreation Departments, in accordance with all applicable requirements pursuant to 23 CFR 774.

Section 4(f) *De Minimis* Determination(s)

This section of the document discusses *de minimis* impact determinations under Section 4(f). Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 United States Code (USC) 138 and 49 USC 303 to simplify the processing and approval of projects that have only *de minimis* impacts on lands protected by Section 4(f). This amendment provides that once the U.S. Department of Transportation (USDOT) determines that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to the Department pursuant to 23 USC 326 and 327, including *de minimis* impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

For the proposed project, only a cultural resource required consideration in the context of a Section 4(f) *de minimis* determination. A summary follows.

Caltrans has analyzed all archaeological and historic sites within the Section 106 Area of Potential Effects (APE) to determine whether they are protected Section 4(f) properties. As the project is partially located on the Cabazon Band of Mission Indians land, the Caltrans First

Amended Section 106 Programmatic Agreement (January 2014) does not apply and consultation will occur under NHPA implementing regulations at 36 CFR § 800.

Consultation and identification efforts for the proposed undertaking resulted in the identification of one Historic Property within the APE; Coachella Valley Water District (CVWD) Irrigation Lateral 105.7-1.9 (33-028174), Map Reference No. 4 is part of the larger Coachella Valley irrigation distribution system, which previously was determined eligible for the listing on the National Register of Historic Places (NRHP) and California Register of Historic Resources. The resource is eligible as a contributing element of the larger National Register of Historic Places (NRHP) eligible site; however, the project related effects on it will not be adverse. The project would result in a *Finding of No Adverse Effects to Historic Properties*. No avoidance, minimization, or mitigation measures were required in conjunction with the completion of the Section 106 analysis, and no measures will be implemented. Caltrans has notified the California State Historic Preservation Officer (SHPO) of its determination that one property within the area of potential effect (APE) is eligible for inclusion in the NRHP, and requested concurrence in its determination of *Finding of No Adverse Effects to Historic Properties.*

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

In a letter dated November 6, 2018 to SHPO, Caltrans notified SHPO of its intent for the project to make a *de minimis* finding for Section 4(f) use of a historic property based on the concurrence in the Section 106 effect finding. On November 8, 2018, SHPO provided concurrence.

Caltrans fulfilled its responsibilities regarding compliance with Section 4(f) for this project consistent with 23 CFR 774.5 in conjunction with the finding of ‘‘*No Historic Properties Affected*’’ in accordance with 36 CFR part 800 and the related informing of SHPO of Caltrans’ intent to make a *de minimis* impact determination based on SHPO’s concurrence with the finding of ‘‘*No Historic Properties Affected.*’’ It should be noted that although Caltrans has requested concurrence from the SHPO on this finding, under Caltrans’ Programmatic Agreement for Section 106, a non-response from SHPO, for the purposes of a “no adverse effect” or a “no historic properties affected” 4(f) determination, will be treated as written concurrence for the *de minimis* finding. Caltrans (as assigned by the FHWA) makes the final determination on the *de minimis* finding.

Attachment A. Letters and Correspondence

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
DIVISION OF ENVIRONMENTAL PLANNING
ENVIRONMENTAL STUDIES "C"
464 WEST FOURTH STREET, MS 827
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FAX (909) 383-6494
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www.dot.ca.gov

Make Conservation
A California Way of Life.

October 1, 2018

Ms. Maritza Martinez
Public Works Director
City of Coachella
53462 Enterprise Way
Coachella, CA 92236

Dear Ms. Martinez,

The City of Coachella (City), in cooperation with the California Department of Transportation (Caltrans), proposes the construction of a new interchange at State Route 86 (SR-86) and Avenue 50, approximately 1.1 miles north of the existing SR-86 / Avenue 52 intersection and approximately 1.95 miles south of the existing SR-86 / Dillon Road interchange. The proposed project would convert a portion of SR-86 from an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing bridge and access ramps. This new overcrossing would be up to approximately 326 feet long and 122 feet wide. It would be a 2-span structure to accommodate 3 through lanes in each direction and two left-turn pockets for the eastbound and westbound directions of Avenue 50.

The project would also construct a new bridge structure over the Whitewater River/Coachella Valley Stormwater Channel (CVSC). The new bridge structure over the CVSC would be approximately 605 feet long and 120 feet wide, would be a 5-span structure to accommodate 3 through lanes in each direction and a 14-foot-wide median on Avenue 50, and would replace the existing at-grade paved low water crossing. The construction of the bridge for Avenue 50 over the CVSC would also include realignment and widening of a portion of Avenue 50 from the existing two-lane roadway to a six-lane major arterial, and realignment of portions of Tyler Street on both the west and east sides of SR-86, respectively, and, the existing 1-lane in each direction road that is located within the limits of the CVSC would become a CVSC maintenance road.

The proposed project will be constructed in two separate phases. The first phase will focus on construction of the new bridge structure over the CVSC and will include the associated realignment of Avenue 50 and Tyler Street west of SR-86.

The purpose of the proposed project is to improve mobility to and from eastern parts of the City of Coachella by providing direct and dependable access over the CVSC, improve operational efficiency by replacing the existing SR-86 / Avenue 50 intersection with a new interchange, improve freeway access for the City and the Coachella Valley Region, implement improvements consistent with the City's circulation plan, and improve traffic operations and accommodate planned growth by enhancing levels of service at local street intersections and adjacent interchanges.

Caltrans is the lead agency under the California Environmental Quality Act (CEQA), and Caltrans is also the lead agency under the National Environmental Policy Act (NEPA). Regarding NEPA, the Federal Highway Administration (FHWA) assigned, and Caltrans assumed effective July 1, 2007 under the NEPA

Pilot Program, all of the Secretary of the United States Department of Transportation responsibilities under NEPA for environmental coordination and consultation under federal environmental laws pertaining to the review or approval of projects, and since October 1, 2012 Caltrans has continued to assume these responsibilities under NEPA Assignment. This assignment includes projects on the State Highway System. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

Sierra Vista Park, designated in the City of Coachella's General Plan Update which was adopted on April 22, 2015 as a Neighborhood Park, is owned and operated by the City of Coachella. It is located just north of the corner of Calle Mendoza and Tyler Street at 50-570 Calle Mendoza. Pursuant to Section 4(f) of the Department of Transportation Act of 1966 (Title 49 USC Section 303) and 23 CFR 774.17, Sierra Vista Park is recognized as an existing Section 4(f) resource. Preliminary engineering efforts to-date for the proposed project have been reviewed and evaluated by Caltrans, to determine if and/or to what extent, the proposed SR-86 / Avenue 50 New Interchange Project might impact Sierra Vista Park.

The proposed SR-86/Avenue 50 New Interchange Project will not result in any part of Sierra Vista Park needing to be permanently acquired; however, in conjunction with addressing the required relocation of existing power poles approaching Sierra Vista Park from the southwest, the existing power poles located within the park will be removed during construction of the Phase 1 portion of this project. Based on preliminary engineering efforts to-date, it is expected that it will be necessary to close Sierra Vista Park for approximately one week while the power poles located within the park are removed. Upon completion of the removal of power poles within the park, all of existing Sierra Vista Park will again be possible to be fully utilized, however, as a result of the removal of the power poles, visitors to Sierra Vista Park will no longer need to be alert to the poles themselves or the associated guidewires, while utilizing the park.

Construction of the Phase 1 portion of the proposed SR-86/Avenue 50 New Interchange Project will also include re-alignment of the portion of existing Tyler Street from just south of the Calle Mendoza / Tyler Street intersection, north, to where existing Tyler Street turns toward Avenue 50. The re-alignment of this part of Tyler Street will result in the existing on-street parking available on Tyler Street, immediately adjacent to Sierra Vista Park, being replaced with a new cul-de-sac that will be accessed from Calle Mendoza (see Exhibit 3 and Exhibit 4, below). The new cul-de-sac will be designed to provide angled parking for nine vehicles, plus angled parking for two dedicated (signed) handicap-access parking spaces, plus parallel parking spaces for six more vehicles. The existing sidewalk adjacent to Sierra Vista Park will be maintained, however, from the top of the cul-de-sac a paved pedestrian/bicycle access ramp will be constructed to where a portion of the future CV Link will be constructed (on top of the embankment adjacent to the Coachella Valley Stormwater Channel, see Exhibit 7 and Exhibit 11, below).

Construction of the re-alignment of Tyler Street is expected to be completed within one to three months. Throughout the duration of construction of the re-alignment of Tyler Street, pedestrian access to Sierra Vista Park will be maintained. On-street parking will be possible on the local streets of the residential community just south of Sierra Vista Park throughout the duration of construction of the re-alignment of Tyler Street and construction of the cul-de-sac.

To avoid or minimize potential impacts to Sierra Vista Park during removal of the power poles and

construction of the re-alignment of Tyler Street and construction of the cul-de-sac that will be immediately adjacent to the park, the following will be incorporated into the construction contract:

- Throughout project construction, including removal of the power poles within Sierra Vista Park and construction of the new cul-de-sac adjacent to Sierra Vista Park, staging and storage of materials for the project will be at least 500 feet from the limits of Sierra Vista Park.
- Sierra Vista Park hours of operation will not be impacted by the project except during the anticipated 1-week period when the park will be completely closed, when the power poles are being removed from the park.

The City of Coachella Public Works Director would 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. Upon completion of the power pole removal, any incidental or unanticipated damage or disrepair to Sierra Vista Park that resulted during power pole removal activities would be restored to preconstruction conditions.

Caltrans anticipates concluding that the proposed project will result in no use of Sierra Vista Park, and that regarding Sierra Vista Park, the project satisfies the criteria for a Temporary Occupancy exception as set forth in 23 CFR 774.13(d). As detailed in the regulation, five conditions need to be satisfied in order to meet the temporary occupancy exception. Those conditions, and the basis for Caltrans' determination as to how each are satisfied with respect to Sierra Vista Park, are summarized as follows:

1. Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land.

- Duration of the time needed to remove power poles from Sierra Vista Park is estimated to be approximately one week.

- Duration of the time needed to complete construction of the re-alignment of Tyler Street from just south of the Calle Mendoza / Tyler Street intersection, north, to where existing Tyler Street turns toward Avenue 50 is estimated to be completed within approximately one to three months.

- Duration of the construction phase of the entire SR-86/Avenue 50 New Interchange Project, both Phase 1 and Phase 2, is estimated to be 27 months, with the duration of the respective phases being:

  12 months for Phase 1 of the project (the Avenue 50 bridge over the CVSC);

  15 months for Phase 2 of the project (the SR-86/Avenue 50 interchange)

- Duration of construction of the part of the project associated with the power pole removal from Sierra Vista Park and the re-alignment of Tyler Street from just south of the Calle Mendoza / Tyler Street intersection, north, to where existing Tyler Street turns toward Avenue 50 is expected to only be approximately three months), which will be less than the time needed for construction of the project overall (27 months), and also less time than needed for construction of Phase 1 of the project (12 months), when the power pole removal from

Sierra Vista Park and the re-alignment of Tyler Street from just south of the Calle Mendoza / Tyler Street intersection, north, to where existing Tyler Street turns toward Avenue 50, will occur.

- There will be no change in ownership of the land related to the Sierra Vista Park, the City of Coachella will still be the owner of the park following construction of the project.

2. Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal.

- Impacts to Sierra Vista Park would be limited to temporary impacts associated with the removal of power poles located inside the park, and some limitations to accessing the park during construction of the re-alignment of Tyler Street from just south of the Calle Mendoza / Tyler Street intersection, north, to where existing Tyler Street turns toward Avenue 50. 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 to the neighborhood from Calle Mendoza south to Avenue 52.

3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.

- There will be no permanent adverse physical impacts to Sierra Vista Park. The proposed project would require construction of a new bridge and interchange, and conversion of the existing Tyler Street adjacent to Sierra Vista Park into a cul-de-sac street, however no portion of Sierra Vista Park would be incorporated into the project. All construction would be outside the limits of Sierra Vista Park, with the exception of the power pole removal.

4. The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project.

- Upon completion of the SR-86/Avenue 50 New Interchange Project, any incidental or unanticipated damage or disrepair to Sierra Vista Park that may have resulted during construction activities will be restored to preconstruction conditions.

5. There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

- Review of this letter by the City of Coachella Public Works Department, and return with your signature (or authorized designee) in the signature block provided will satisfy this requirement.

If the scope of work for the proposed project changes during the Final Design phase of this Project, and if Caltrans determines during review(s) of the associated Final Design documents that the associated proposed change(s) could potentially impact Sierra Vista Park (temporarily or permanently), Caltrans will pursue follow-up coordination with the City of Coachella Public Works Department, in accordance with all applicable requirements pursuant to 23 CFR 774.

With this letter Caltrans is respectfully requesting your agreement with Caltrans' determination that the proposed project will result in no use of Sierra Vista Park, and that regarding Sierra Vista Park, the project satisfies the criteria for a Temporary Occupancy exception as set forth in 23 CFR 774.13(d), as detailed above. A reference summary and your signature block are provided following this letter for your convenience to provide your agreement.

The enclosed exhibits provide an overview of the proposed project footprint and a closer perspective of the portion of the proposed project that is located in the vicinity of Sierra Vista Park.

If there are any questions or concerns, I may be contacted directly by phone at (909) 383-6379 or via email: james.shankel@dot.ca.gov.

Sincerely,

JAMES SHANKEL
Senior Environmental Planner
Environmental Planning

Enclosures:
Exhibit 1: SR-86/Avenue 50 New Interchange Project Location Map
Exhibit 2a: SR-86/Avenue 50 New Interchange Project—Sierra Vista Park (Aerial View)
Exhibit 2b: SR-86/Avenue 50 New Interchange Project—Sierra Vista Park (Aerial View)
Exhibit 3: SR-86/Avenue 50 New Interchange Project—Tyler Street Realignment and new Cul-de-sac next to Sierra Vista Park (Plan Sheet—based on preliminary engineering)
Exhibit 4: SR-86/Avenue 50 New Interchange Project—Tyler Street Realignment and new Cul-de-sac next to Sierra Vista Park (Visual Simulation)
Exhibit 5: SR-86/Avenue 50 New Interchange Project—Alternative 7 (Key Map)
Exhibit 6: SR-86/Avenue 50 New Interchange Project—Alternative 7 (Sheet 1 of 3)
Exhibit 7: SR-86/Avenue 50 New Interchange Project—Alternative 7 (Sheet 2 of 3)
Exhibit 8: SR-86/Avenue 50 New Interchange Project—Alternative 7 (Sheet 3 of 3)
Exhibit 9: SR-86/Avenue 50 New Interchange Project—Alternative 8 (Key Map)
Exhibit 10: SR-86/Avenue 50 New Interchange Project—Alternative 8 (Sheet 1 of 3)
Exhibit 11: SR-86/Avenue 50 New Interchange Project—Alternative 8 (Sheet 2 of 3)
Exhibit 12: SR-86/Avenue 50 New Interchange Project—Alternative 8 (Sheet 3 of 3)
Exhibit 13: SR-86/Avenue 50 New Interchange Project—Phase 1 Detour Map (Based on Preliminary Engineering, Subject to Change

The City of Coachella Public Works Department acknowledges Caltrans' coordination and consultation regarding Section 4(f) considerations pertinent to the City's Sierra Vista Park. As summarized in Caltrans' letter to the City in this regard, it is understood that the construction of the City's proposed SR-86/Avenue 50 New Interchange Project would require removal of the existing power poles that are located within Sierra Vista Park. It is the City's understanding and expectation that construction of the proposed SR-86/Avenue 50 New Interchange Project would only impact the associated portion of Sierra Vista Park on a temporary basis as detailed, specific to the removal of existing power poles located within Sierra Vista Park, and would otherwise only potentially limit the proximity of parking, and the availability of pedestrian access, to the minimum extent possible and only during construction of the re-alignment of Tyler Street from just south of the Calle Mendoza / Tyler Street intersection, north, to where existing Tyler Street turns toward Avenue 50.

The City of Coachella Public Works Department expects that use of Sierra Vista Park will be disrupted to the least extent possible during construction, and expects the measures to avoid or minimize potential impacts will be implemented as detailed.

The signature below represents written agreement by the City of Coachella Public Works Department with Caltrans' determination that the Section 4(f) temporary occupancy exception applies to the construction of the proposed SR-86/Avenue 50 New Interchange Project improvements to Sierra Vista Park, which would require a temporary closure of a limited portion of Sierra Vista Park, as the following five conditions set forth in 23 CFR 774.13(d) are satisfied:

1. Duration of occupancy must be temporary (i.e., less than the time needed for construction of the project) and there should be no change in ownership of the land;
2. Scope of the work must be minor, i.e., both the nature and magnitude of the changes to the 4(f) resource must be minimal;
3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purposes of the resource, on either a temporary or permanent basis;
4. The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project, and
5. There must be documented agreement of the appropriate Federal, State, or local officials having jurisdiction over the resource regarding the above conditions.

Maritza Martinez
Public Works Director
City of Coachella

11/15/18
Date

NOT TO SCALE

SR-86/Avenue 50 New Interchange Project Location Map

09/18 | JN 159814

Exhibit 1

	Number of Parking Stalls	
	Existing	Proposed
Parallel	11	6
Diagonal	0	9 + 2 ADA Accessible
Total	11	15 + 2 ADA Accessible

SR-86/Avenue 50 New Interchange Project—Sierra Vista Park (Aerial View)

09/18 | JN 159814

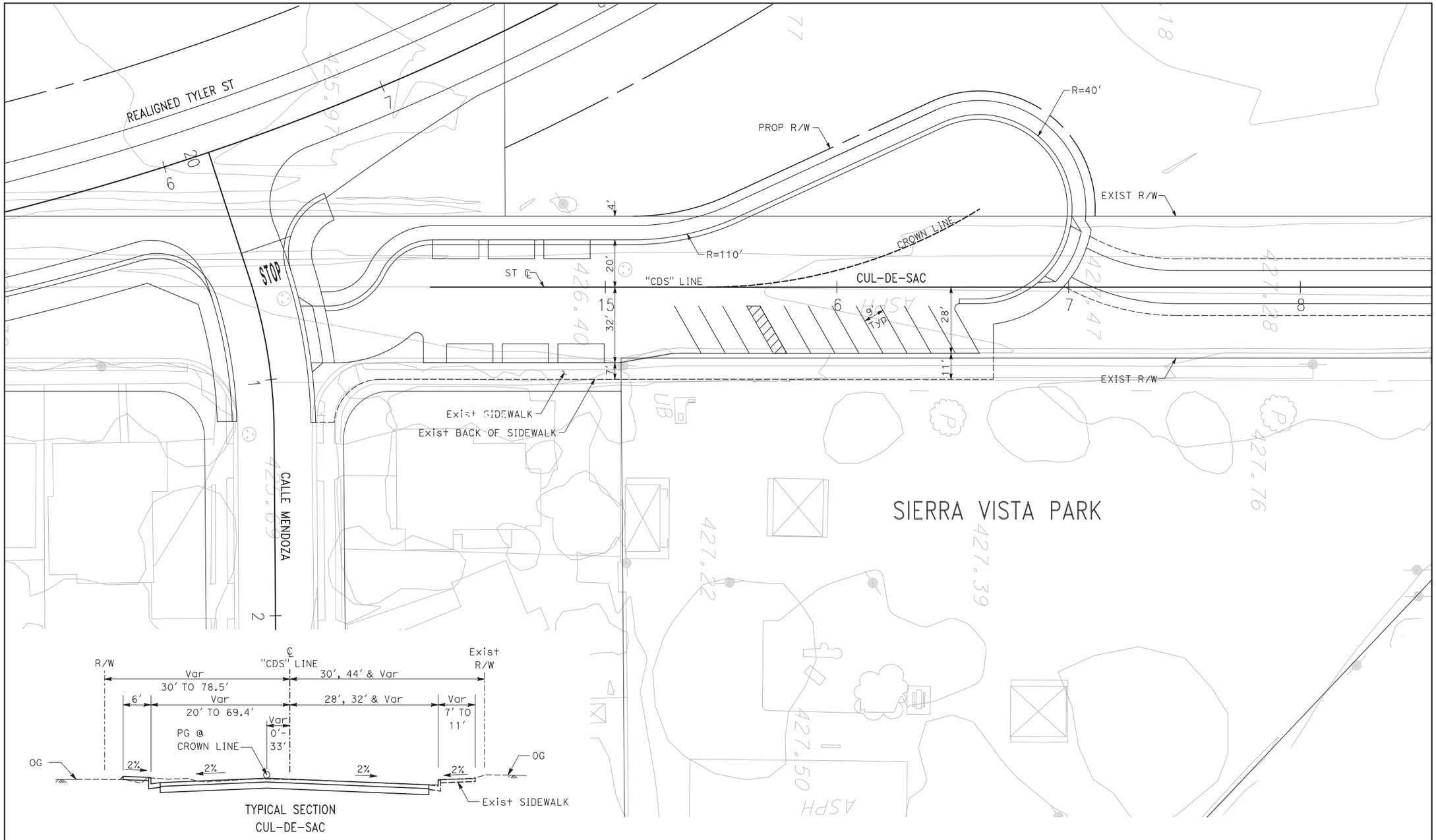
Exhibit 2a

NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—Sierra Vista Park (Aerial View)

Exhibit 2b



NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—Tyler Street Realignment and new Cul-de-sac next to Sierra Vista Park

Exhibit 3

NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—
Tyler Street Realignment and new Cul-de-sac next to Sierra Vista Park

Exhibit 4

NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—Alternative 7 (Key Map)

Exhibit 5

NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—Alternative 7 (Sheet 1 of 3)

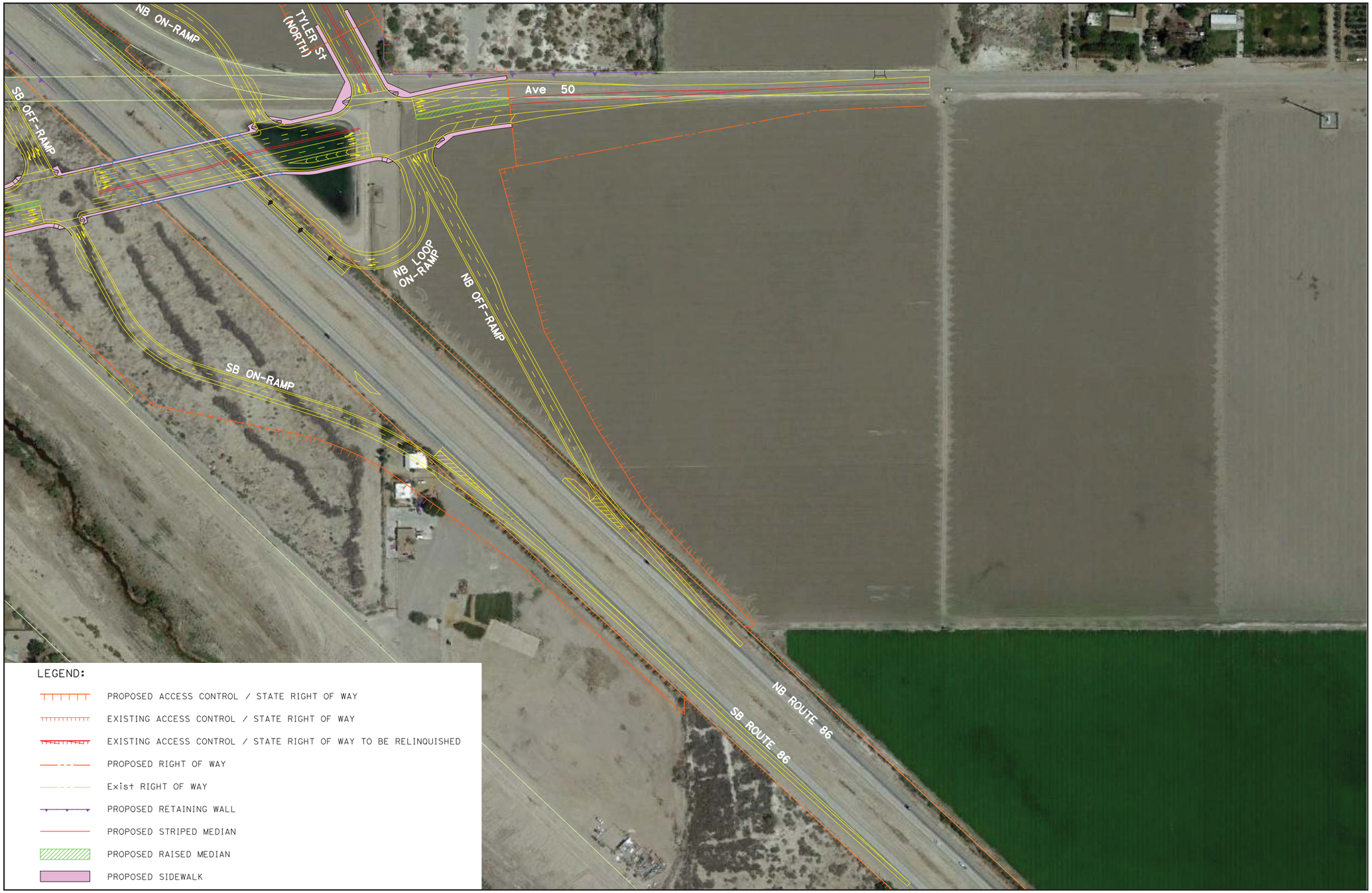
Exhibit 6

NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—Alternative 7 (Sheet 2 of 3)

Exhibit 7



NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—Alternative 7 (Sheet 3 of 3)

Exhibit 8

NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—Alternative 8 (Key Map)

Exhibit 9

NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—Alternative 8 (Sheet 1 of 3)

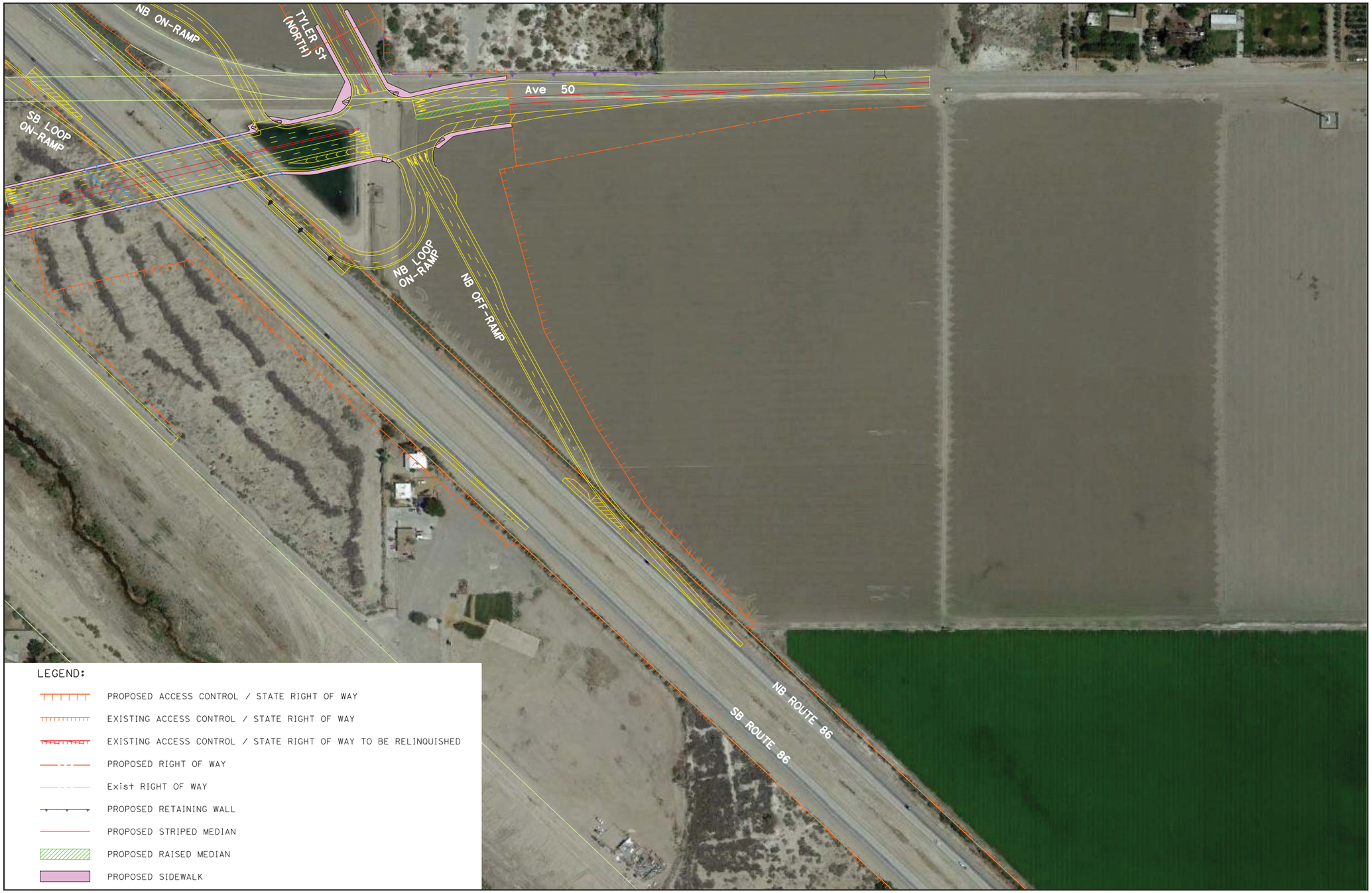
Exhibit 10

NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—Alternative 8 (Sheet 2 of 3)

Exhibit 11



NOT TO SCALE

09/18 | JN 159814

SR-86/Avenue 50 New Interchange Project—Alternative 8 (Sheet 3 of 3)

Exhibit 12

Note: Based on Preliminary Engineering and subject to change.

NOT TO SCALE

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

09/18 | JN 159814

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
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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.

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	*Construction Lighting*. 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	*Landscaping*. 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	*Existing Vegetation*. 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	*Architectural Treatments and Review*. 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	*Roadway Abandonment and Hydroseeding/Revegetation*. 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	*Operational Lighting*. 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	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: 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. b) If a paleontological resource is discovered, the paleontological monitor and the Resident Engineer may divert the construction equipment around the find temporarily. c) The paleontological find will be assessed for scientific significance and collected, if significant. The PMP will also include, but not be limited to, the following avoidance measures: 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. 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. f) Monitoring shall entail the visual inspection of excavated or graded areas and trench sidewalls. g) In areas of high sensitivity, monitoring efforts can be reduced or eliminated at the discretion of the Project Paleontologist.	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: • 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
	• 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_2eq	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_2S	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_2O	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/In	passenger cars per mile per lane
PCBs	polychlorinated biphenyls
PCE	Passenger Car Equivalents
PDT	Project Development Team
perc	perchloroethylne
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
TTLC	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:							PTC	32,160			Agency	COACHELLA	

AT SR86/AVENUE 50: (PHASE 2) WIDEN & CONSTRUCT NEW 6THROUGH LANE IC FROM E/O COACHELLA STORMWATER CHANNEL BRIDGE TO E/O TYLER ST. IMPRVMNTS 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)

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

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment
RIV180142	Riverside	SSAB		2016A319	CART3	86	21	22.9			S	NON-EXEMPT	0
Description:							PTC	26,500			Agency	COACHELLA	

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)

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

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment
RIV070308	Riverside	SCAB		RIV070308	CAX66	91	.6	2.6			S	NON-EXEMPT	0
Description:							PTC	126,663			Agency	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	

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.)

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

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment
RIV131202	Riverside	SCAB		3M01WT022	CARH3	91	15.29	16.14			S	NON-EXEMPT	0
Description:							PTC	100,600			Agency	RIVERSIDE, CITY OF	

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.

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

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment
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

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment
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 INTRSCTN. 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

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	Signage Begin	Signage End	System	Conformity Category	Amendment
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	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: 0C970) --- 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. IMPRVMNTS 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)	EXISTING: 2019 --- REVISED: 2030	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) .	EXISTING: 2019 --- REVISED: 2020	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

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

Item 35.

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 ☑ NO ☐	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 ☑ NO ☐

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

(See Instructions on reverse side)

Form AD-1006 (03-02)

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NOTICE OF DETERMINATION

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Jose Oseguera
1120 N Street, MS 52
Sacramento, CA 95814
(916) 653-2094

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: State Route 86/Avenue 50 New Interchange Project

2018121012	Shawn Oriaz	(909) 388-7034
State Clearinghouse Number	**Lead Agency Contact Person**	**Area Code/Telephone**

Project Location (include county): State Route 86 (SR 86) in Riverside County.

Project Description: Construct new interchange on SR 86 at Avenue 50 in the city of Coachella.

This is to advise that the California Transportation Commission has approved the above described project on

(_ Lead Agency/ **X** Responsible Agency)

June 26-27, 2019, and has made the following determinations regarding the above described project:

1. The project (___will/ _X__will not) have a significant effect on the environment.
2. ____An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   _X__A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (_X_were/__were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (_X__was / ___was not) adopted for this project.
5. A Statement of Overriding Considerations (__was / _X_was not) adopted for this project.
6. Findings (___were/ __X__were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans Dist. 8, 464 W Fourth St., Sixth Floor, San Bernardino, CA 92401

Susan Bransen 6/27/19

SUSAN BRANSEN — Executive Director, California Transportation Commission

Signature (Public Agency) *Date* *Title*

Date received for filing at OPR:

Governor's Office of Planning & Research

JUN 28 2019

STATE CLEARINGHOUSE

7

Notice of Determination

Appendix D

To:

☒ Office of Planning and Research

U.S. Mail: P.O. Box 3044, Sacramento, CA 95812-3044

Street Address: 1400 Tenth St., Rm 113, Sacramento, CA 95814

☒ County Clerk
County of: Riverside
Address: 2724 Gateway Dr.
Riverside, CA 92507

From:

Public Agency: Caltrans District 8
Address: 464 W. 4th Street, 6th Floor (MS 827)
San Bernardino, CA 92401-1400
Contact: Shawn Oriaz
Phone: (909)388-7034

Lead Agency (if different from above):

Address:

Contact:
Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2018121012

Project Title: State Route 86/Avenue 50 New Interchange Project

Project Applicant: City of Coachella

Project Location (include county): Intersection of SR-86 and Ave. 50, City of Coachella, Riverside County

Project Description:
The project would convert a portion of SR-86 from an at-grade signalized intersection into a grade-separated full interchange with a new OC bridge and access ramps. The project would also construct a new bridge structure over the CVSC that would replace the existing at-grade low water crossing. The construction of the bridge for Ave 50 over the CVSC would also include realignment and widening of a portion of Ave. 50, and realignment of portions of Tyler Street on both the west and east sides of SR-86. The existing 1-lane in each direction road that is located within the limits of the CVSC would become a CVSC maintenance road. The project will be constructed in 2 phases.

This is to advise that the Caltrans District 8 (☒ Lead Agency or ☐ Responsible Agency) has approved the above described project on May 17, 2019 (date) and has made the following determinations regarding the above described project.

1. The project [☐ will ☒ will not] have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations [☐ was ☒ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

Signature (Public Agency): Shawn Oriaz Title: Senior Environmental Planner

Date: 5/17/2019 Date Received for filing at OPR:

Governor's Office of Planning & Research
MAY 22 2019
STATE CLEARINGHOUSE

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2011

State of California - Department of Fish and Wildlife

2019 ENVIRONMENTAL FILING FEE CASH RECEIPT

DFW 753.5a (REV. 12/01/18) Previously DFG 753.5a

Chk # 340

Print | StartOver | Finalize&Email

RECEIPT NUMBER:
59 — 5/22/19 — 068

STATE CLEARINGHOUSE NUMBER *(If applicable)*
2018121012

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY	LEAD AGENCY EMAIL	DATE
Caltrans District 8		5/22/19

COUNTY/STATE AGENCY OF FILING	DOCUMENT NUMBER
OPR/SCH	

PROJECT TITLE

State Route 86/Avenue 50 New Interchange Project

PROJECT APPLICANT NAME	PROJECT APPLICANT EMAIL	PHONE NUMBER
Shawn Oriaz		(909) 388-7034

PROJECT APPLICANT ADDRESS	CITY	STATE	ZIP CODE
464 W. 4th Street, 6th Floor (MS 827)	San Bernardino	CA	92401-1400

PROJECT APPLICANT *(Check appropriate box)*

☐ Local Public Agency ☐ School District ☐ Other Special District ☑ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR)	$3,271.00	$	0.00
☑ Mitigated/Negative Declaration (MND)(ND)	$2,354.75	$	2,354.75
☐ Certified Regulatory Program (CRP) document - payment due directly to CDFW	$1,112.00	$	0.00

☐ Exempt from fee
- ☐ Notice of Exemption (attach)
- ☐ CDFW No Effect Determination (attach)

☐ Fee previously paid (attach previously issued cash receipt copy)

☐ Water Right Application or Petition Fee (State Water Resources Control Board only)	$850.00	$	0.00
☐ County documentary handling fee		$	
☐ Other		$	

PAYMENT METHOD:

☐ Cash ☐ Credit ☑ Check ☐ Other **TOTAL RECEIVED** $ 2,354.75

SIGNATURE	AGENCY OF FILING PRINTED NAME AND TITLE
X Charissa Martinez Digitally signed by Charissa Martinez Date: 2019.05.22 14:13:48 -07'00'	Charissa Martinez, CEQA Tech

ORIGINAL - PROJECT APPLICANT COPY - CDFW/ASB CC COPY - COUNTY CLERK DFW 753.5a (Rev. 12012018)

State of California - Department of Fish and Wildlife

2019 ENVIRONMENTAL FILING FEE CASH RECEIPT

DFW 753.5a (REV. 12/01/18) Previously DFG 753.5a

NOTICE

Each project applicant shall remit to the county clerk the environmental filing fee before or at the time of filing a Notice of Determination (Pub. Resources Code, § 21152; Fish & G. Code, § 711.4, subdivision (d); Cal. Code Regs., tit. 14, § 753.5). Without the appropriate fee, statutory or categorical exemption, or a valid No Effect Determination issued by the California Department of Fish and Wildlife (CDFW), the Notice of Determination is not operative, vested, or final, and shall not be accepted by the county clerk.

COUNTY DOCUMENTARY HANDLING FEE

The county clerk may charge a documentary handling fee of fifty dollars ($50) per filing in addition to the environmental filing fee (Fish & G. Code, § 711.4, subd. (e); Cal. Code Regs., tit. 14, § 753.5, subd. (g)(1)). A county board of supervisors shall have the authority to increase or decrease the fee or charge, that is otherwise authorized to be levied by another provision of law, in the amount reasonably necessary to recover the cost of providing any product or service or the cost of enforcing any regulation for which the fee or charge is levied (Gov. Code, § 54985, subd. (a)).

COLLECTION PROCEDURES FOR COUNTY GOVERNMENTS

Filing Notice of Determination (NOD):

- ☐ Collect environmental filing fee or copy of previously issued cash receipt. *(Do not collect fee if project applicant presents a No Effect Determination signed by CDFW. An additional fee is required for each separate environmental document. An addendum is not considered a separate environmental document. Checks should be made payable to the county.)*
- ☐ Issue cash receipt to project applicant.
- ☐ Attach copy of cash receipt and, if applicable, previously issued cash receipt, to NOD.
- ☐ Mail filing fees for **CRP** document to CDFW prior to filing the NOD or equivalent final approval (Cal. Code Regs. Tit. 14, § 753.5 (b)(5)). The CRP should request receipt from CDFW to show proof of payment for filing the NOD or equivalent approval. Please mail payment to address below made attention to the Cash Receipts Unit of the Accounting Services Branch.

If the project applicant presents a **No Effect Determination** signed by CDFW, also:

- ☐ Attach No Effect Determination to NOD *(no environmental filing fee is due).*

Filing Notice of Exemption (NOE) *(Statutorily or categorically exempt project (Cal. Code Regs., tit. 14, §§ 15260-15285, 15300-15333))*

- ☐ Issue cash receipt to project applicant.
- ☐ Attach copy of cash receipt to NOE *(no environmental filing fee is due).*

Within 30 days after the end of each month in which the environmental filing fees are collected, each county shall summarize and record the amount collected on the monthly State of California Form No. CA25 (TC31) and remit the amount collected to the State Treasurer. Identify the remittance on Form No. CA25 as "Environmental Document Filing Fees" per Fish and Game Code section 711.4.

The county clerk shall mail the following documents to CDFW on a monthly basis:

- ✓ A photocopy of the monthly State of California Form No. CA25 (TC31)
- ✓ CDFW/ASB copies of all cash receipts (including all voided receipts)
- ✓ A copy of all CDFW No Effect Determinations filed in lieu of fee payment
- ✓ A copy of all NODs filed with the county during the preceding month
- ✓ A list of the name, address and telephone number of all project applicants for which an NOD has been filed. If this information is contained on the cash receipt filed with CDFW under California Code of Regulations, title 14, section 753.5, subdivision (e)(6), no additional information is required.

DOCUMENT RETENTION

The county shall retain two copies of the cash receipt (for lead agency and county clerk) and a copy of all documents described above for at least 12 months.

RECEIPT NUMBER

- # The first two digits automatically populate by making the appropriate selection in the County/State Agency of Filing drop down menu.
- # The next eight digits automatically populate when a date is entered.
- # The last three digits correspond with the sequential order of issuance for each calendar year. For example, the first receipt number issued on January 1 should end in 001. If a county issued 252 receipts for the year ending on December 31, the last receipt number should end in 252. CDFW recommends that counties and state agencies 1) save a local copy of this form, and 2) track receipt numbers on a spreadsheet tabbed by month to ensure accuracy.

DO NOT COMBINE THE ENVIRONMENTAL FEES WITH THE STATE SHARE OF FISH AND WILDLIFE FEES.

Mail to:
California Department of Fish and Wildlife
Accounting Services Branch
P.O. Box 944209
Sacramento, California 94244-2090

Michael Baker
INTERNATIONAL

We Make a Difference

LETTER OF TRANSMITTAL

To:	State Clearinghouse 1400 Tenth Street Sacramento, CA 95814
Attn:	Mr. Scott Morgan, 916-445-9874

Date:	May 21, 2019
MBI Job No:	159814
Reference:	Notice of Determination
Description:	SR-86/Avenue 50 New Interchange Project

Sent To You Via: ☐ Mail ☐ Blueprinter ☒ Overnight Delivery (Carrier) Federal Express
☐ E-Mail ☐ Your Pick-Up ☐ MBI Messenger ☐ Messenger (Other Courier) _____

No. of Copies	No. of Originals	Description
1		Notice of Determination – SCH #2018121012
1		Notice of Completion
1		Payment of CDFW Filing Fee - $2,354.75
1		FONSI

Sent For Your: ☐ Approval ☐ Review ☐ Comments ☐ Per Your Request
☐ Files ☐ Signature ☒ Use ☐ Information ☐ _____

Remarks: Please find enclosed the NOD, NOC, and CDFW filing check for SCH #2018121012 (SR-86/Avenue 50 New Interchange Project). **Please log in the NOD for May 22, 2019.** Should you have any questions/concerns, please contact me at (949) 855-5710. Thank you.

Governor's Office of Planning & Research
MAY 22 2019
STATE CLEARINGHOUSE
emailed
Jessica.ditto@mbakerintl.com

Michael Baker International, Inc.

BY: _____
Alan Ashimine
Project Manager
Environmental Services

COPIES TO:

5 Hutton Centre Drive, Suite 500 | Santa Ana, CA 92707
Office: 949.472.3505 | Fax: 949.472.8373

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #2018121012

Project Title: State Route 86/Avenue 50 New Interchange Project

Lead Agency: California Department of Transportation District 8 Contact Person: Shawn Oriaz

Mailing Address: 464 West 4th Street Phone: (909) 388-7034

City: San Bernardino Zip: 92401-1400 County: Riverside

Project Location: County: Riverside City/Nearest Community: Coachella

Cross Streets: SR-86 and Avenue 50 Zip Code: 92236

Longitude/Latitude (degrees, minutes and seconds): 33 ° 41 ′ 06 ″ N / 116 ° 09 ′ 42.03″ W Total Acres: 125

Assessor's Parcel No.: See attachment. Section: 32,33,5 Twp.: T5S, T6S Range: 8E Base: SB

Within 2 Miles: State Hwy #: I-10, SR-86 Waterways: Coachella Valley Stormwater Channel

Airports: N/A Railways: Southern Pacific RR Schools: Numerous

Document Type:

CEQA: ☐ NOP ☐ Draft EIR NEPA: ☐ NOI Other: ☒ Joint Document

☐ Early Cons ☐ Supplement/Subsequent EIR ☒ EA ☒ Final Document

☐ Neg Dec (Prior SCH No.) ☐ Draft EIS ☐ Other:

☒ Mit Neg Dec Other: ☒ FONSI

Governor's Office of Planning & Research

MAY 22 2019

STATE CLEARINGHOUSE

Local Action Type:

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation

☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment

☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit

☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☒ Other: Interchange

Development Type:

☐ Residential: Units _____ Acres _____

☐ Office: Sq.ft. _____ Acres _____ Employees _____ ☒ Transportation: Type New Interchange

☐ Commercial: Sq.ft. _____ Acres _____ Employees _____ ☐ Mining: Mineral _____

☐ Industrial: Sq.ft. _____ Acres _____ Employees _____ ☐ Power: Type _____ MW _____

☐ Educational: _____ ☐ Waste Treatment: Type _____ MGD _____

☐ Recreational: _____ ☐ Hazardous Waste: Type _____

☐ Water Facilities: Type _____ MGD _____ ☐ Other: _____

Project Issues Discussed in Document:

☒ Aesthetic/Visual	☒ Fiscal	☒ Recreation/Parks	☒ Vegetation
☒ Agricultural Land	☒ Flood Plain/Flooding	☒ Schools/Universities	☒ Water Quality
☒ Air Quality	☐ Forest Land/Fire Hazard	☒ Septic Systems	☒ Water Supply/Groundwater
☒ Archeological/Historical	☒ Geologic/Seismic	☒ Sewer Capacity	☒ Wetland/Riparian
☒ Biological Resources	☒ Minerals	☒ Soil Erosion/Compaction/Grading	☒ Growth Inducement
☐ Coastal Zone	☒ Noise	☒ Solid Waste	☒ Land Use
☒ Drainage/Absorption	☒ Population/Housing Balance	☒ Toxic/Hazardous	☒ Cumulative Effects
☒ Economic/Jobs	☒ Public Services/Facilities	☒ Traffic/Circulation	☐ Other:

Present Land Use/Zoning/General Plan Designation:

See attachment.

Project Description: *(please use a separate page if necessary)*
See attachment.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

X	Air Resources Board	____	Office of Historic Preservation
____	Boating & Waterways, Department of	____	Office of Public School Construction
____	California Emergency Management Agency	____	Parks & Recreation, Department of
S	California Highway Patrol	____	Pesticide Regulation, Department of
____	Caltrans District # 8	____	Public Utilities Commission
____	Caltrans Division of Aeronautics	S	Regional WQCB # 7
____	Caltrans Planning	____	Resources Agency
____	Central Valley Flood Protection Board	____	Resources Recycling and Recovery, Department of
____	Coachella Valley Mtns. Conservancy	____	S.F. Bay Conservation & Development Comm.
____	Coastal Commission	____	San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
____	Colorado River Board	____	San Joaquin River Conservancy
____	Conservation, Department of	____	Santa Monica Mtns. Conservancy
____	Corrections, Department of	____	State Lands Commission
____	Delta Protection Commission	____	SWRCB: Clean Water Grants
____	Education, Department of	____	SWRCB: Water Quality
____	Energy Commission	____	SWRCB: Water Rights
S	Fish & Game Region # 6	____	Tahoe Regional Planning Agency
____	Food & Agriculture, Department of	X	Toxic Substances Control, Department of
____	Forestry and Fire Protection, Department of	____	Water Resources, Department of
____	General Services, Department of		
____	Health Services, Department of	____	Other:
____	Housing & Community Development	____	Other:
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date N/A Ending Date N/A

Lead Agency (Complete if applicable):

Consulting Firm: Michael Baker International
Address: 5 Hutton Centre Drive, Suite 500
City/State/Zip: Santa Ana, CA 92707
Contact: Alan Ashimine
Phone: (949) 472-3505

Applicant: California Department of Transportation District 8
Address: 464 West 4th Street
City/State/Zip: San Bernardino, CA 92401
Phone: (909) 388-7034

Signature of Lead Agency Representative: Jessica Tsao **Date:** 5/21/19

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Assessor's Parcel No.:

763-020-021, 778-170-005, 778-170-009, 778-170-011, 603-300-024, 603-300-027, 603-300-028, 603-330-003, 603-330-010, 763-020-023, 763-030-010 (Source: https://www.realquest.com/index.html, accessed November 2018)

Present Land Use/Zoning/General Plan Designation:

City of Coachella General Plan land use designations within and adjacent to the project site include Suburban Neighborhood, Open Space, Urban Employment Center, Suburban Retail District, Neighborhood Center, and Urban Neighborhood

City of Coachella zoning designations within and adjacent to the project site include Residential Single Family (R-S), Agricultural Reserve (A-R), Open Space (O-S), Agricultural Transition (A-T), and Commercial Tourist Planned Unit Development (C-T, PUD).

Project Description:

The City of Coachella (City), in cooperation with the California Department of Transportation (Caltrans), proposes the construction of a new interchange at State Route 86 (SR-86) (PM R19.2/R21.6) and Avenue 50, approximately 1.1 miles north of the existing SR-86/ Avenue 52 intersection and 1.95 miles south of the existing SR-86/Dillon Road interchange. The proposed project would convert a portion of SR-86 from an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing bridge and access ramps. This new overcrossing would be up to approximately 326 feet long and 122 feet wide. It would be a 2-span structure to accommodate 3 through lanes in each direction and two left-turn pockets for the eastbound and westbound directions of Avenue 50. The project would also construct a new bridge structure over the Whitewater River/Coachella Valley Stormwater Channel (CVSC). The new bridge structure over the CVSC would be approximately 605 feet long and 120 feet wide, would be a 5-span structure to accommodate 3 through lanes in each direction and a 14-foot-wide median on Avenue 50, and would replace the existing at-grade paved low water crossing. The construction of the bridge for Avenue 50 over the CVSC would also include realignment and widening of a portion of Avenue 50 from the existing two-lane roadway to a six-lane major arterial, and realignment of portions of Tyler Street on both the west and east sides of SR-86, respectively, and, the existing 1-lane in each direction road that is located within the limits of the CVSC would become a CVSC maintenance road. The project will be constructed in two phases.

CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT (FONSI)

(State Route 86/Avenue 50 New Interchange Project)

FOR

The California Department of Transportation (Caltrans) and the City of Coachella have determined that Alternative 7 (Preferred Alternative) will have no significant impact on the human environment. This FONSI is based on the attached Environmental Assessment (EA), which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA (and other documents as appropriate).

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

5/7/19
Date

David Bricker
Deputy District Director
District 8 Division of Environmental Planning
California Department of Transportation

vernor's Office of Planning & Research
22 2019
STATE CLEARINGHOUSE

Indian Wells
(760) 568-2611
Irvine
(949) 263-2600
Los Angeles
(213) 617-8100
Manhattan Beach
(310) 643-8448

BEST BEST & KRIEGER LLP
ATTORNEYS AT LAW

655 West Broadway, 15th Floor, San Diego, CA 92101
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Sacramento
(916) 325-4000
Walnut Creek
(925) 977-3300
Washington, DC
(202) 785-0600

Emily S. Chaidez
(619) 525-1376
emily.chaidez@bbklaw.com
File No. 80237.00868

July 30, 2020

VIA FIRST CLASS MAIL & EMAIL

Michael Leifer
Palmieri, Hennessey & Leifer, LLP
2 Park Plaza, Ste. 550
Irvine, California 92614-2518
mleifer@palmierilawgroup.com

Re: Offer to Purchase Real Property
APN: 763-020-021; Ave. 50, west of Highway 86
SR-86 / Ave. 50 New Interchange Project

Dear Mr. Leifer:

This firm represents the City of Coachella ("City") in connection with the State Route 86/Avenue 50 New Interchange Project ("Project"). The City is proceeding with its plans to construct the Project, which will include construction of a new interchange at State Route 86 ("SR-86") and Avenue 50, approximately 1.1 miles north of the existing SR-86/Avenue 52 intersection, and 1.95 miles south of the existing SR-86/Dillon Road interchange. The Project will also convert a portion of SR-86 from an at-grade signalized intersection into a grade-separated full interchange with a new overcrossing bridge and access ramps and construct a new bridge over the Whitewater River/Coachella Valley Stormwater Channel, including realignment and widening of a portion of Avenue 50 and realignment of portions of Tyler Street. The City is considering acquisition of affected private property in the area to accommodate the construction of the planned public improvements.

The above referenced property owned by your client, AHD Limited Partnership, is affected by the Project. Therefore, the City hereby makes a formal offer to purchase the property identified as Assessor Parcel No. 763-020-021, for the sum as follows:

One Million Eight Hundred and Forty-Five Thousand and No/100 Dollars
($1,845,000)

This offer is the full amount the City believes to be "just compensation" for the property and is not less than the approved appraisal of its fair market value. This offer is subject to the specific approval of the City Council of the City of Coachella. The amount of this offer does not include compensation for loss of goodwill or any relocation benefits your client may be entitled

BEST BEST & KRIEGER LLP
ATTORNEYS AT LAW

to receive. It is the City's hope that this price is agreeable to your client and that the acquisition can begin immediately.

This offer includes an Appraisal Summary Statement which includes a summary of the basis for the amount of just compensation and some important information about how the value was determined, and is being made pursuant to Government Code section 7267.2.

This offer is subject to and conditioned upon acceptable soils conditions and the absence from the property of toxic or hazardous substances and any other kind of soil or water contamination, and to the grant of a right-of-entry to the City for the purpose of conducting a soils, toxic and hazardous substances investigation of the subject property at the City's expense. This offer is further subject to modification depending on the results of said investigation to the extent that the results of such investigation could have an impact on the value of the subject property.

If you have any questions about this offer letter and its attachments, please reach out to the undersigned at (619) 525-1376 or to Bruce W. Beach at (619) 525-1325.

Please acknowledge receipt of the City's offer by signing a copy of this letter and returning it to Best Best & Krieger at the address indicated above. Your signature on the copy does not signify acceptance of the City's offer to settle the acquisition, it only acknowledges receipt of the City's offer. Thank you in advance for your anticipated cooperation.

Sincerely,

Emily S. Chaidez
for BEST BEST & KRIEGER LLP

OFFER RECEIVED

By: _____

Date: _____
Receipt of offer does not constitute acceptance

ESC:wjr
Enclosures
cc: Carlos L. Campos, Esq; Bruce W. Beach, Esq.

SUMMARY OF THE BASIS FOR THE AMOUNT ESTABLISHED AS JUST COMPENSATION

(Government Code §7267.2)

APPRAISAL SUMMARY STATEMENT

(Code of Civil Procedure §1255.010)

The following is a summary of the basis for the amount established as just compensation which was derived from an appraisal performed by an independent, licensed, and MAI-designated appraiser. The appraisal was made in accordance with accepted appraisal principles consistent with California valuation law.

Property Description	SR-86 at Avenue 50
Assessor's Parcel Number	763-020-021
Ownership Name and Address	AHD Limited Partnership 422 Wier Road San Bernardino, California
Property Identification	Avenue 50, west of Highway 86 Coachella, California
Legal Description	14.10 Acres M/L in por NW 1/4 of Sec 4 T6S R8E
Land Area	14.10 acres
Improvements	None
Zoning/General Plan	Zoning – A-R – Agricultural Reserve Land Use – Suburban Retail
Concluded Highest and Best Use	Pursue entitlements and development of commercial/retail use
Date of Value	July 1, 2020
Interest to be Acquired	Fee simple
Fair Market Value Conclusion	$1,845,000

BASIS FOR AMOUNT OF JUST COMPENSATION

The just compensation for the property rights to be acquired is based on an appraisal performed by an independent, licensed, and MAI-designated appraiser in accordance with accepted appraisal principles and procedures. The amount of just compensation is the appraised fair market value of the real property and property rights proposed to be acquired.

DEFINITIONS

Fair Market Value

Fair Market Value is defined by California law as the highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obligated to sell, and a buyer, being ready, willing, and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available.

Highest and Best Use

Highest and Best Use is defined as the reasonably probable use of property that results in the highest value. In order to meet the reasonably probable criterion, a use must be physically possible, legally permissible, and financially feasible. Highest and best use analysis is used in the appraisal process to identify comparable properties and, where applicable, to determine whether the existing improvements should be retained, renovated, or demolished.

METHOD FOR CALCULATION OF VALUE

There are three conventional methods that can be used to estimate the value of real property, the sales comparison approach, the cost approach, and the income capitalization approach. Not all appraisals require use of all three approaches. The most commonly used method for this property type and property interest is the sales comparison approach, which was used in this analysis. The principal market data used in this appraisal is summarized in a table that follows this discussion.

The subject property is a trapezoidal-shaped site containing a reported area of 14.1 acres. The site is located along the west side of Highway 86, at the southeast corner of where Tyler Street/Avenue 50 turns north to cross Highway 86. The property is bordered on the north by an unimproved access road, on the west by the All American Canal drainage channel (Whitewater Channel), and on the south by a privately-owned property that is accessed across the subject property. This is shown on the following exhibit (the subject is identified by the yellow boundary, which is approximate).

The property owner has filed for approvals to develop the site for commercial use. Known as the Coachella Travel Centre, the application indicates that the development would include a convenience store with a service station, a drive-thru restaurant, a sit-down restaurant, a car wash tunnel, a truck washing facility, and a four-story hotel. The project is proposed to be developed in phases.

The project would require, among other items, a zone change from A-R (Agricultural Reserve) to C-G (General Commercial), conditional use permits to allow the drive-thru restaurant and the automotive and truck washing facilities, and a variance to allow a hotel in excess of 50 feet in height. Prior to approval of the project by the city council, the planning staff recommended additional studies related to traffic/circulation and to flooding issues involving the Whitewater Channel.

Based on the configuration of the site and lack of infrastructure in the immediate area, development of the subject would require onsite and offsite improvements, including roadway improvements for Avenue 50. Based on analysis performed by a civil engineer, development of the site would most likely require onsite and offsite sewer infrastructure as well as onsite improvements to access the southern portion of the site.

The following table summarizes the market data utilized in the analysis, reflecting the subject's current condition and the likely need for offsite and onsite improvements. Based on this market

data and an analysis by sales comparison, the fair market value of the subject's fee simple interest was concluded to be $3.00 per square foot, which equates to $1,842,588, or $1,845,000 rounded.

Market Data Summary

No.	Address APN	Sale Date Doc. No.	Seller Buyer	Land Area (Ac) Shape	Price Terms
1	Monroe Street Indio 610-330-027	Jul-19 2019-288538	Lowe's Home Centers LLC I Ten Monroe, LLC	13.52 Slightly Irregular	$1,800,000 Cash to seller
2	83801 Avenue 50 Coachella 767-140-002	Jul-19 2019-279979	Flashlight LLC Chandi Enterprises, LLC	18.64 Rectangular	$2,520,000 Cash to seller
3	201 South 8th Street Banning 540-180-030	Jul-19 2019-238707	Galufredata, LLC Jinder Singh, et al.	7.10 Rectangular	$1,500,000 Cash to seller
4	86918 Avenue 52 Coachella 763-131-019, 020, 021	Jun-19 2019-224401	Kirkjan Investment Properties, L.P. Coachella Valley ID, LLC	10.86 Rectangular	$1,112,000 Cash to seller
5	Varner Road Indio 748-280-014, 015, 018, 748-420-075, 077	Oct-18 2018-393058	Champion Land LLC Paul J. Thiel, et al.	5.53 Rectangular	$1,000,000 Cash to seller
6	Dillon Road Coachella 696-550-010	Jul-18 2018-276570	Coachella Hospitality, LLC Love's Country Stores of California	3.13 Irregular	$820,500 Cash to seller

Important Information Regarding the City's Offer

1. You are entitled to receive full payment prior to the City taking possession of the area being purchased unless you waive such entitlement. You are not required to pay recording fees, transfer taxes, or the pro-rata portion of real property taxes which are allocable to any period subsequent to the passage of title or possession, as they affect the subject area only.

2. The City will offer to purchase any remnant(s) considered by the City to be an uneconomic unit(s) which is/are owned by you or, if applicable, occupied by you as a tenant and which is/are contiguous to the land being conveyed.

3. All buildings, structures, and other improvements affixed to the land described in the referenced document(s) covering this transaction and owned by the seller(s) herein or, if applicable, owned by you as a tenant, are being conveyed unless other disposition of these improvements has been made.

4. The amount of just compensation being offered to you was based on a market value appraisal prepared in accordance with accepted appraisal procedures. The valuation of your property has been based upon an analysis of the most recent market data for similar uses of the properties in the immediate area. The appraiser has given full and careful consideration to the highest and best use for development of the property and to all features inherent in your property affecting its market value. The amount of this offer:

    a. Represents the full amount of the appraisal of just compensation for the property to be purchased;

    b. Is not less than the approved appraisal of the fair market value (defined below) of the property as improved;

    c. Disregards any decrease or increase in the fair market value of the real property to be acquired prior to the date of valuation caused by the public improvement for which the property is to be acquired or by the likelihood that the property would be acquired for such public improvement, other than that due to physical deterioration within the reasonable control of the owner or occupant;

    d. Does not reflect any consideration of or allowance for any relocation assistance and payments or other benefits which you may be entitled to receive under applicable State or Federal Law or any agreement with the City;

    e. If this is a partial acquisition, it considers any diminution in value to the remainder parcel caused by the partial taking.

5. The owner of a business conducted on a property to be acquired, or conducted on the remaining property which will be affected by the purchase of the required property, may be entitled to compensation for the loss of goodwill. Entitlement is contingent upon the

business owner's ability to prove such loss in accordance with the provisions of Sections 1263.510 and 1263.520 of the Code of Civil Procedure.

6. Pursuant to Section 1263.025 of the Code of Civil Procedure, should you elect to obtain an independent appraisal, the City will pay for the actual reasonable costs up to $5,000 subject to the following conditions:

    a. You, not the City, must order the appraisal. Should you enter into a contract with the selected appraiser, the City will not be a party to the contract.

    b. The selected appraiser must be licensed with the Office of Real Estate Appraisers (OREA).

    c. Appraisal cost reimbursement requests must be made in writing, and submitted to the City within 90 days of the earliest of the following dates: (1) the date the selected appraiser requests payment from you for the appraisal; or (2) the date upon which you, or someone on your behalf, remits full payment to the selected appraiser for the appraisal. Copies of the contract (if a contract is made), appraisal report, and invoice for completed work by the appraiser must be provided to the City concurrent with submission of the appraisal cost reimbursement request. The cost must be reasonable and justifiable.

7. If you ultimately elect to reject the City's offer for your property, you are entitled to have the amount of compensation determined by a court of law in accordance with the laws of the State of California.

8. FAIR MARKET VALUE, as used in this document, and in the appraisal, is "….the highest price on the date of valuation that would be agreed by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing, and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available." (Code Civ. Proc., § 1263.320).

9. Because the City's public use for your property is scheduled to being as soon as the City acquires the necessary property interests for the proposed project, the City does not offer a leaseback agreement for the portion of your property being acquired pursuant to Section 1263.615 of the Code of Civil Procedure.

NOTICE OF HEARING ON THE INTENT OF THE CITY OF COACHELLA TO ADOPT A RESOLUTION OF NECESSITY TO ACQUIRE PROPERTY BY EMINENT DOMAIN APN 763-020-021

January 29, 2021

TO:

AHD Limited Partnership
422 Wier Road
San Bernardino, California 92408

Michael Kehoe & Michael Leifer
PALMIERI, HENNESSEY LEIFER, LLP
2 Park Plaza, Suite 550
Irvine, California 92614

The City of Coachella ("City") intends to consider the adoption of a Resolution of Necessity on February 10, 2021, that, if adopted, will authorize the City to acquire the property located at Avenue 50 west of State Route 86, in Coachella, California (designated as Assessor's Parcel No. 763-020-021) by eminent domain for the Avenue 50 Extension Project ("Project"). A legal description of the property being considered for acquisition is attached to this Notice and marked as **Exhibit "A."**

Your name appears on the last equalized assessment roll as Owner of the real property needed for the proposed project. As required by statute, this Notice of Hearing has been addressed to the name and address of the owner of the property, as it appears in the records of the Riverside County Assessor's office.

PLEASE TAKE NOTICE that the City, at a regular meeting to be held on **February 10, 2021, at 6:00 p.m.**, or as soon thereafter as the matter may be heard, in the City Council Chambers, located at 1515 Sixth Street, Coachella, California, will hold a hearing on whether a Resolution of Necessity should be adopted, as required by California Code of Civil Procedure section 1245.220, for the commencement of an eminent domain proceeding to acquire real property. Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference/electronically and there will be no in-person public access to the meeting location. The live stream of the meeting may be viewed online by accessing the city's website at www.coachella.org, and clicking on the "Watch Council Meetings" tab located on the home page, and then clicking on the "live" button. **Spanish:** Para escuchar en español, siga los pasos anteriores para ver la transmisión en vivo, haga clic en el botón "Live", apague el audio de su computadora y escuche por teléfono llamando al (667) 776-9077.

You have a right to be heard before the City Council of the City of Coachella at the above scheduled hearing on the following matters and issues, and to have the City consider your testimony on these issues prior to deciding whether or not to adopt the proposed Resolution of Necessity:

1. Whether the public interest and necessity require the proposed project;

2. Whether the proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;

3. Whether the property sought to be acquired by eminent domain and described in the Resolution of Necessity is necessary for the proposed project;

4. Whether you received the offer required by Government Code section 7267.2(a).

The statutes which authorize the City to acquire the property by eminent domain for this proposed project include Code of Civil Procedure sections 1240.110 and 1240.120.

In order to preserve your right to be heard at the hearing, you must file a written request to be heard within 15 days after this notice was mailed. The date of mailing appears at the top of this Notice.

Public comments may be received either via email, or telephonically, or via Zoom with a limit of 250 words, or three minutes: Written comments may be submitted to the City Council electronically via email to cityclerk@coachella.org. Transmittal prior to the start of the meeting is required. Or, you may leave a message at (760)-262-6240 before 5:30 p.m. on the day of the meeting to be added to the public comment queue and requesting a Zoom link to the meeting. If speaking via Zoom, you must dial in by 5:45 p.m. The live stream of the meeting may be viewed online by accessing the city's website at www.coachella.org, and clicking on the "Watch Council Meetings" tab located on the home page, and then clicking on the "live" button.

California Code of Civil Procedure section 1245.235(b)(3) provides that "[f]ailure to file a written request to appear and be heard within fifteen (15) days after the Notice was mailed will result in waiver of the right to appear and be heard" on the above matters and issues that are the subject of the hearing.

The amount of the compensation to be paid for the acquisition of the property is not a matter of issue being heard by the City at this time. Your nonappearance at this noticed hearing will not prevent you from claiming greater compensation in the eminent domain action in accordance with the laws of the State of California.

If you elect not to appear and not be heard, your failure to appear may be a waiver of your right to later challenge the right of the City to take the property by eminent domain.

If the City elects to adopt the Resolution of Necessity, then within six months of the adoption of the Resolution, the City will commence eminent domain proceedings in Superior Court. In that proceeding, the court will determine the amount of compensation to which you are entitled.

If you have any questions regarding this Notice, please call Bruce Beach at (619) 525-1335.

Bruce W. Beach

Bruce Beach
Best Best & Krieger LLP
Special Counsel
City of Coachella

EXHIBIT A

PALMIERI HENNESSEY & LEIFER, LLP

Michael H. Leifer
Direct Dial: (949) 851-7294
E-mail: mleifer@palmierilawgroup.com

File No.: 39182-002

February 10, 2021

VIA E-MAIL & U.S. MAIL

City Clerk
City of Coachella
1515 6th Street
Coachella, CA 92236
cityclerk@coachella.org

Re: AHD Limited Partnership -- Objection to Adoption of Resolution of Necessity Hearing Scheduled for February 10, 2021

Dear City Clerk:

On behalf of AHD Limited Partnership, the property owner, we object to the City's adoption of a proposed Resolution of Necessity Hearing scheduled for hearing February 10, 2021.

The property that the City seeks to condemn is approximately 14.1 acres located south of Avenue 50 and adjacent to the 86-S Expressway.

Our client acquired this property for development. Given the property's location and freeway proximity and market opportunity for a freeway-oriented center, our client commenced the development process. Absent the City's Project, our client's development is consistent with the City's own goals for the area.

Over the ensuing years, our client invested significant time and resources in moving the property toward development. Multiple discussions and meetings with the City and its staff took place. Staff supported the project. The project went through preapplication review. Our client submitted its development project to the Planning Commission. As set forth in the staff report, the owner proposed "a viable development for the property." As a result, the Planning Commission approved a zone change, variance and conditional use permit.

Subsequently, our client went forward to City Council hearing for approval. As recognized by staff, the project "would appeal to a variety of clientele." It was well-designed and well laid out. The City recognized that the property owner had development experience in other locations.

PALMIERI HENNESSEY & LEIFER, LLP

Well aware of the desirability of our client's development project, the City Council began to raise faux concerns – concerns to delay further approval. At the same time the City was seeking to delay our client's project, the City was working with its acquisition team to acquire the property for this grade separation. The City wanted to delay the property owner's project because the City planned to take the property away from the owner.

The City's conduct in delaying project development while pushing forward on full-take acquisition has prevented development. The City is using its value-depressing, project-caused delay to avoid making a valid appraisal and offer.

The City offer does not satisfy the Government Code. The appraisal on which the offer is based *includes* the negative influence of the project. The City's "appraisal" values the property as blighted and fails to eliminate the project impact. The appraisal references that the property requires a "zone change." Absent the project, the property would not be zoned agricultural and the zone would already be changed. Further, as shown by the numerous documents and studies submitted to the Planning Commission and City Council, the property was a viable development. The City Council sought to and did stall the zone change and project approvals so it could continue pursuit of this condemnation process. To include the negative impacts of the project in the offer violates the Government Code section 7267.2. The City's appraisal was required to *exclude* the negative impacts of the project sought to be taken; it did not. Such inclusion of project blight is improper and renders the appraisal and offer invalid. (See *City of San Diego v. Rancho Penasquitos Partnership* (2003) 105 Cal.App.4th 1013, 1033-1034 [inclusion of project influenced zoning by City appraiser improper].)

The City's offer is likewise improper as it is based on outdated sales that do not reflect the current and increased market value of the property. The City's offer relies on sales that are a year and a half to two and half years old. The City's appraisal fails to appraise fair *market* value. Further, contrary to the Government Code requirements, there is no evidence of an "approved" appraisal on which the offer must be based. The City thus fails to satisfy the requirements of the Government Code 7267.2 specifically and generally.

The City has not designed its project, as it relates to the subject property, to cause the least private injury and greatest public good. The City can meet the same public good without taking the entire property. The City inappropriately located/designed the offramp to take more property than necessary to meet stated project purpose – the Avenue 50 interchange. The same traffic function can be served through an offramp system that consumes less of the subject property – for example, as depicted in Alternative 8. The City cannot take more land than needed to avoid compensating for damages, which is what its proposed action would do.

PALMIERI HENNESSEY & LEIFER, LLP

The City's proposed project does not need to take the entire property. The City's project documents confirm that the entire property will not be used for the project. In reality, the City seeks to acquire excess land for future speculation and/or assemblage with other private property, contrary to the Project use ostensibly identified in the City's proposed resolution. The City cannot secretly condemn land unnecessary for the stated purpose and then put the property to a different use, whether that be conveying the land to an adjoining owner or land banking the excess remaining property for future speculation. The City cannot condemn private property, in whole or in part, for a disguised undisclosed "public use." (*City of Stockton v. Marina Towers, LLC* (2009) 171 Cal.App.4th 93, 113-114.)

The City is rubberstamping a decision already made. The City has entered into an agreement with Caltrans committing to this project well-before this hearing. The City has divested itself of discretion to do anything but condemn rendering this decision an abuse of discretion.

The City's process also violates the property owner's due process rights. The City is required to make findings *after* deliberation on the evidence and *after* providing the owner notice "an opportunity to be heard on *all* matters that are the subject of the resolution of necessity." (*City of Stockton v. Marina Towers, LLC* (2009) 171 Cal.App.3d 93, 109.) The City's notice provides a 250-word written comment or 3-minute public comment limit. That limit is arbitrary. The owner is specifically being targeted to have its property condemned. Applying the City Council's uniform general time limit for general-public comments directly conflicts and unreasonably deprives the property owner of the right to be heard. Indeed, the 250-word limit means that the City has arbitrarily cutoff and not considered most of this letter. The owner has a constitutional and statutory right to be heard. Such right requires the City to provide the owner a *meaningful* opportunity to be heard. A perfunctory, rubber stamp hearing, with an arbitrary, de minimus word/time limit, is no hearing at all. (*See Redevelopment Agency v. Norm's Slauson* (1986) 173 Cal.App.3d 1121 [rubber-stamp hearing is an arbitrary hearing entitled to no deference].) If anything, the City's arbitrary word/time restriction confirms that this hearing is nothing more than perfunctory and an abuse of discretion.

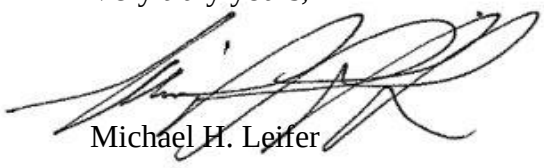
Further, the City provided less than 15-days' notice of this hearing. While working on this project for years, the City gives the property owner little to no time to object to the proposed course of action. It fails to provide the property owner a fair hearing. It fails to provide the owner a reasonable time to gather relevant documents and facts that demonstrate the proposed action is invalid. The property owner therefore objects to any assertion by the City that all

PALMIERI HENNESSEY & LEIFER, LLP

arguments/documents must be presented on the matters noticed as there has been a failure to provide fair notice.[1]

Based on the foregoing, the property owner objects to the City's proposed adoption of the purported resolution of necessity.

Very truly yours,



Michael H. Leifer

MHL:sh

cc: Michael I. Kehoe

[1] The property owner objects to any so-called administrative record. The City has provided only a one-page document giving less than 15-days' notice before this hearing. The only "record" is, thus, a single-page notice. The City's notice provides no evidence for the required findings or a meaningful hearing. To the extent the City claims the "record" is something more or different than the notice, it has not been identified or provided and, as such, is not part of any "record" presented to the Council. If, on the other hand, the City claims the "record" is a compilation of documents not presented at this hearing and of which the owner has not been provided any notice, such compilation is arbitrary, capricious and itself deprives the property owner of due process. This is particularly true as the property owner made a request for public records in advance of this hearing to which the City has failed to even respond, much less respond with responsive documents, within the legally required time. The property owner further objects on these grounds.

RESOLUTION NO. 2021-13
[APN # 763-020-021]

A RESOLUTION OF THE CITY OF COACHELLA DECLARING THAT THE ACQUISITION OF CERTAIN REAL PROPERTY BY EMINENT DOMAIN IS NECESSARY FOR THE AVENUE 50 EXTENSION PROJECT.

WHEREAS, the City of Coachella ("City") proposes to acquire a fee simple interest in certain real property for the purpose of constructing the Avenue 50 Extension Project ("Project") pursuant to the authority granted to the City; and

WHEREAS, pursuant to Code of Civil Procedure section 1245.235, the City scheduled a public hearing for February 10, 2021, at City Council Chambers, located at 1515 Sixth Street, Coachella, California, and gave to each person whose property is to be acquired and whose name and address appears on the last equalized county assessment roll, notice and a reasonable opportunity to appear at said hearing and be heard on the matters referred to in Code of Civil Procedure section 1240.030; and

WHEREAS, said hearing has been held by the City and each person whose property is to be acquired by eminent domain was afforded the opportunity to be heard on said matters; and

WHEREAS, the City may now adopt a resolution of necessity pursuant to Code of Civil Procedure section 1240.040;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COACHELLA AS FOLLOWS:

Section 1. Notice and Hearing Compliance.

The City has provided notice of this hearing as required by Code of Civil Procedure section 1245.235.

Section 2. Public Use.

The public use for which the real property is to be acquired is to construct the Avenue 50 Extension Project, which is a public improvement project planned to connect existing Avenue 50 at Fillmore Street to the proposed Avenue 50 Interchange at Interstate 10. The project design includes approximately 7,200 lineal feet of 6 lane arterial roadway with neighborhood electric vehicle and bike lanes. The roadway alignment requires crossing the Coachella Canal and the existing thirty-foot high East Side Dike. The project also includes other traffic circulation and improvement elements. The City is authorized to acquire by eminent domain property necessary for such a purpose.

Section 3. Description of Property.

Avenue 50 west of State Route 86, in Coachella, California (designated as Assessor Parcel No. 763-020-021).

Section 4. Findings.

The City hereby finds and determines the following:

a. The public interest and necessity require the proposed project; and
b. The proposed project is planned or located in the manner that will be the most compatible with the greatest public good and with the least private injury; and
c. The property is necessary for the proposed project; and
d. The offers required by Government Code section 7267.2 were made.

Section 5. Condemnation for a Compatible Use.

Some or all of the real property to be acquired is subject to easements and rights-of-way appropriated to existing public uses. The legal descriptions of these easements and rights-of-way are on file with the City and describe the general location and extent of the easements and rights-of-way with sufficient detail for reasonable identification. The proposed use is a compatible use and will not unreasonably interfere or impair the continuance of the public use now existing or may reasonably be expected to exist in the future. The City is authorized to acquire the property subject to such existing public uses pursuant to Code of Civil Procedure section 1240.510.

Section 6. Mitigation Features.

As part of the Project as proposed, the City shall work with the owners of the property to be acquired to reconstruct access and improvements currently located on the subject property which will be impacted by the Project. The City finds and determines these features are part of the Project as proposed and are to be taken into account under Code of Civil Procedure section 1263.450.

Section 7. Further Activities.

Best Best & Krieger, as special counsel to the City, is hereby authorized to acquire the described real property in the name of and on behalf of the City by eminent domain. Best Best & Krieger is further authorized to institute and prosecute such legal proceedings as may be required. Best Best & Krieger may take such steps as may be authorized and required by law, and make such deposits as may be required by order of the court, to permit the City to take possession of and use said real property at the earliest possible time. Best Best & Krieger is further authorized to correct any errors or to make or agree to non-material changes in the legal description of the real property that is deemed necessary for the conduct of the condemnation action, or any other proceedings or transactions required to acquire the subject real property.

PASSED, APPROVED and ADOPTED this 10th day of February 2021.

Steven A. Hernandez
Mayor

ATTEST:

Angela M. Zepeda, City Clerk

APPROVED AS TO FORM:

Carlos Campos
City Attorney

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF COACHELLA)

I HEREBY CERTIFY that the foregoing Resolution No. 2021-13 was duly adopted by the City Council of the City of Coachella at a regular meeting thereof, held on the 10th day of February 2021, by the following vote of Council:

AYES: Councilmember Beaman Jacinto, Councilmember Delgado, Councilmember Galarza, Mayor Pro Tem Gonzalez, and Mayor Hernandez.

NOES: None.

ABSENT: None.

ABSTAIN: None.

Andrea J. Carranza, MMC
Deputy City Clerk

NOTICE OF HEARING ON THE INTENT OF THE CITY OF COACHELLA TO ADOPT A RESOLUTION OF NECESSITY TO ACQUIRE PROPERTY BY EMINENT DOMAIN APN 763-020-021

May 11, 2021

TO:

AHD Limited Partnership
422 Wier Road
San Bernardino, California 92408

Michael Kehoe & Michael Leifer
PALMIERI, HENNESSEY LEIFER, LLP
2 Park Plaza, Suite 550
Irvine, California 92614

The City of Coachella ("City") intends to consider the adoption of a Resolution of Necessity on May 26, 2021, that, if adopted, will authorize the City to acquire the property located at Avenue 50 west of State Route 86, in Coachella, California (designated as Assessor's Parcel No. 763-020-021) by eminent domain for the State Route-86 / Avenue 50 New Interchange Project ("Project").

Your name appears on the last equalized assessment roll as Owner of the real property needed for the proposed project. As required by statute, this Notice of Hearing has been addressed to the name and address of the owner of the property, as it appears in the records of the Riverside County Assessor's office.

PLEASE TAKE NOTICE that the City, at a regular meeting to be held on **May 26, 2021, at 6:00 p.m.**, or as soon thereafter as the matter may be heard, in the City Council Chambers, located at 1515 Sixth Street, Coachella, California, will hold a hearing on whether a Resolution of Necessity should be adopted, as required by California Code of Civil Procedure section 1245.220, for the commencement of an eminent domain proceeding to acquire real property. Pursuant to Executive Order N-29-20, this meeting will be conducted by teleconference/electronically and there will be no in-person public access to the meeting location. The live stream of the meeting may be viewed online by accessing the city's website at www.coachella.org, and clicking on the "Watch Council Meetings" tab located on the home page, and then clicking on the "live" button. **Spanish:** Para escuchar en Español, siga los pasos anteriores para ver la transmisión en vivo, haga clic en el botón "Live", apague el audio de su computadora y escuche por teléfono llamando al (667) 776-9077.

You have a right to be heard before the City Council of the City of Coachella at the above scheduled hearing on the following matters and issues, and to have the City consider your testimony on these issues prior to deciding whether or not to adopt the proposed Resolution of Necessity:

1. Whether the public interest and necessity require the proposed project;

2. Whether the proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;

3. Whether the property sought to be acquired by eminent domain and described in the Resolution of Necessity is necessary for the proposed project;

4. Whether you received the offer required by Government Code section 7267.2(a).

The statutes which authorize the City to acquire the property by eminent domain for this proposed project include Code of Civil Procedure sections 1240.110 and 1240.120.

In order to preserve your right to be heard at the hearing, you must file a written request to be heard within 15 days after this notice was mailed. The date of mailing appears at the top of this Notice.

Public comments may be received either via email, or telephonically, or via Zoom with a limit of 250 words, or three minutes: Written comments may be submitted to the City Council electronically via email to cityclerk@coachella.org. Transmittal prior to the start of the meeting is required. Or, you may leave a message at (760)-262-6240 before 5:30 p.m. on the day of the meeting to be added to the public comment queue and requesting a Zoom link to the meeting. If speaking via Zoom, you must dial in by 5:45 p.m. The live stream of the meeting may be viewed online by accessing the city's website at www.coachella.org, and clicking on the "Watch Council Meetings" tab located on the home page, and then clicking on the "live" button.

California Code of Civil Procedure section 1245.235(b)(3) provides that "[f]ailure to file a written request to appear and be heard within fifteen (15) days after the Notice was mailed will result in waiver of the right to appear and be heard" on the above matters and issues that are the subject of the hearing.

The amount of the compensation to be paid for the acquisition of the property is not a matter of issue being heard by the City at this time. Your nonappearance at this noticed hearing will not prevent you from claiming greater compensation in the eminent domain action in accordance with the laws of the State of California.

If you elect not to appear and not be heard, your failure to appear may be a waiver of your right to later challenge the right of the City to take the property by eminent domain.

If the City elects to adopt the Resolution of Necessity, then within six months of the adoption of the Resolution, the City will commence eminent domain proceedings in Superior Court. In that proceeding, the court will determine the amount of compensation to which you are entitled.

If you have any questions regarding this Notice, please call Emily Chaidez at (619) 525-1376.

Emily S. Chaidez
Best Best & Krieger LLP
Special Counsel
City of Coachella

PROOF OF MAILING NOTICE

I, Wanda Roybal, acting on behalf of the City of Coachella, hereby certify that on May 11, 2021, I mailed a copy of the attached notice by first-class mail to the following owners and interested parties of real property located in the County of Riverside, State of California, more particularly described as Assessor Parcel No. 736-020-021:

AHD Limited Partnership
422 Wier Road
San Bernardino, California 92408

Michael Kehoe & Michael Leifer
Palmieri, Hennessey Leifer, LLP
2 Park Plaza, Suite 550
Irvine, California 92614

Dated: May 11, 2021

Wanda Roybal

STAFF REPORT
5/26/2021

TO: Honorable Mayor and City Council Members

FROM: Luis Lopez, Development Services Director

SUBJECT: Agreement with Flock Group, Inc. for the purchase of 65 cameras and a subscription for Automated License Plate Recognition (ALPR) software system for Coachella neighborhoods, in the amount of $162,500 annually plus a one-time 10% installation charge.

STAFF RECOMMENDATION:

Staff recommends that the City Council authorize the City Manager to execute the attached "Government Agency Customer Agreement" with Flock Group, Inc. with Supplemental Conditions and attached Order Form, and subject to final minor edits by the City Attorney.

BACKGROUND:

On January 27, 2021 and March 17, 2021 the City's Public Safety/Code Enforcement/Building Subcommittee discussed the need for an "Automated License Plate Recognition System" to deter criminal activity in the central Coachella neighborhoods. The Subcommittee invited public comments at the March 17, 2021 meeting and heard from members of the public regarding the feasibility of the ALPR system, and "privacy" issues associated with implementing this type of system.

The consultant, Flock Group, Inc. is a uniquely-qualified vendor that has a proprietary software, and hardware systems that can bundle their services to assist a local Police Department with deterring criminal activity within neighborhoods. Therefore, staff is unable to use competitive bidding for this particular vending contract. Additionally, staff and the Subcommittee reasonably believe that the proposed system is a necessary tool for improving public safety within the City of Coachella given our limited resources for adding more police personnel.

DISCUSSION/ANALYSIS:

The ALPR system takes random still photographs of vehicular license plates as they enter or exit a particular neighborhood. The system then compares plate numbers to the Police Department database of wanted criminals, persons having arrest warrants or probable cause for arrest (i.e., vehicles containing a fleeing suspect, etc.). The ALPR system is a lesser invasion of privacy than other security surveillance systems that may use facial recognition, and the use of this technology is narrowly tailored to reduce crime by identifying particular vehicles only, and not identifying

actual suspects or random activity. Local agencies have shown that this tool leads to increased criminal suspect arrests and prosecutions. Over time, criminal activity in neighborhoods is substantially reduced due to public knowledge of the system's ability to track vehicular movements within a confined area.

Attached to this staff report is a standard "Government Agency Customer Agreement" with attachments for "Supplemental Conditions" and "Insurance Requirements" prepared by Flock Group, Inc. (dba "Flock Safety") for the City of Coachella to purchase a subscription to the service. There is an attached Order Form for the initial purchase of 65 cameras and the annual subscription rate. The cost of the subscription is $162,500 annually, and the cost of installation of the cameras is $16,250. The agreement is for 12 months and is renewable automatically for an additional 12-month term, provided a 60-day written notice is provided to the vendor. In case of a voluntary termination of the agreement, the City would return the camera units to the vendor without penalty.

ALTERNATIVES:

1. Authorize the City Manager to execute the attached Government Agency Customer Agreement for a contract price of $162,500 plus a $16,250 installation charge, and subject to final minor edits by the City Attorney.
2. Authorize the City Manager to execute the attached Government Agency Customer Agreement for a contract price of $162,500 plus a $16,250 installation charge.
3. Take no Action.
4. Continue this matter and provide staff direction.

FISCAL IMPACT:

This Agreement would cost the City of Coachella $162,500 plus a one-time $16,250 to be paid out of the City's Police Department line item professional services budget, and would be budgeted in the upcoming 2021-2022 Fiscal Year Operating Budget.

RECOMMENDED ALTERNATIVE(S):

Staff recommends Alternative #1 as noted above.

Attachments: Government Agency Customer Agreement
Addendum - Supplemental Conditions
Exhibit B - Insurance Requirements
Flock Safety - Order Form

GOVERNMENT AGENCY CUSTOMER AGREEMENT

This Government Agency Agreement (this "**Agreement**") is entered into by and between Flock Group, Inc. with a place of business at 1170 Howell Mill Rd NW #210, Atlanta, GA 30318 ("**Flock**") and the City of Coachella, a California Municipal Corporation having its principal place of business at 53-990 Enterprise Way, Coachella, CA 92236 ("**Agency**") (each identified as a "**Party**," and mutually referred to as the "**Parties**").

RECITALS

WHEREAS, Flock offers a solution for automatic license plate detection through Flock's technology platform (the "**Flock Service**"), and upon detection, the Flock Service creates images and recordings of suspect vehicles ("**Footage"**) and can provide notifications to Agency upon the authorization from Non-Agency End User ("**Notifications"**);

WHEREAS, Agency desires to purchase, use and/or have installed access to the Flock Service in order to create, view, search and archive Footage and receive Notifications, including those from non-Agency users of the Flock System (where there is an investigative purpose) such as schools, neighborhood home owners associations, businesses, and individual users; and,

WHEREAS, unless legally required, because Footage is stored for no longer than 30 days in compliance with Flock's records retention policy, Agency is responsible for extracting, downloading and archiving Footage from the Flock System on its own storage devices; and,

WHEREAS, Flock desires to provide Agency the Flock Service and any access thereto, subject to the terms and conditions of this Agreement, solely for the purpose of crime awareness and prevention by police departments and archiving for evidence gathering ("Purpose").

AGREEMENT

NOW, THEREFORE, Flock and Agency agree as follows and further agree to incorporate the Recitals into this Agreement.

1. DEFINITIONS

Certain capitalized terms, not otherwise defined herein, have the meanings set forth or cross-referenced in this Section 1.

1.1 "***Authorized End User***" shall mean any individual employees, agents, or contractors of Agency accessing or using the Services through the Web Interface, under the rights granted to Agency pursuant to this Agreement.

1.2 "***Agency Data***" will mean the data, media and content provided by Agency through the Services. For the avoidance of doubt, the Agency Content will include the Footage and geolocation information and environmental data collected by sensors built into the Units.

1.3 "***Documentation***" will mean text and/or graphical documentation, whether in electronic or printed format, that describe the features, functions and operation of the Services which are provided by Flock to Agency in accordance with the terms of this Agreement.

1.4 "***Embedded Software***" will mean the software and/or firmware embedded or preinstalled on the Hardware.

1.5 "***Flock IP***" will mean the Flock Services, the Documentation, the Hardware, the Embedded Software, the Installation Services, and any and all intellectual property therein or otherwise provided to Agency and/or its Authorized End Users in connection with the foregoing.

1.6 "***Footage***" means still images and/or video captured by the Hardware in the course of and provided via the Services.

1.7 "***Hardware***" shall mean the Flock Gate Cameras and any other physical elements that interact with the Embedded Software and the Web Interface to provide the Services. The term "***Hardware***" excludes the Embedded Software.

1.8 "***Installation Services***" means the services provided by Flock regarding the installation, placements and configuration of the Hardware, pursuant to the Statement of Work attached hereto.

1.9 "***Flock Services***" means the provision, via the Web Interface, of Flock's software application for automatic license plate detection, searching image records, and sharing Footage.

1.10 "***Non-Agency End User"*** means a Flock's non-Agency customer that has elected to give Agency access to its data in the Flock System for investigative purposes.

1.11 "***Non-Agency End User Data"*** means the Footage, geolocation data, environmental data and/or Notifications of a Non-Agency End User for investigative purposes only.

1.12 "***Unit(s)***" shall mean the Hardware together with the Embedded Software.

1.13 "***Web Interface***" means the website(s) or application(s) through which Agency and its Authorized End Users can access the Services in accordance with the terms of this Agreement.

1.14 "***Aggregated data"*** means information that relates to a group or category of customers, from which individual customers' identities have been removed, that is not linked or reasonably linkable to any customer, including via a device.

2. FLOCK SERVICES AND SUPPORT

2.1 **Provision of Access.** Subject to the terms of this Agreement, Flock hereby grants to Agency a non-exclusive, non-transferable right to access the features and functions of the Flock Services via the Web Interface during the Service Term and No-Fee Term, solely for the Authorized End Users. The Footage will be available for Agency to access via the Web Interface for 30 days. Authorized End Users will be required to sign up for an account, and select a password and username ("***User ID***"). Flock will also provide Agency the Documentation to be used in accessing and using the Flock Services. Agency shall be responsible for all acts and omissions of Authorized End Users, and any act or omission by an Authorized End User which, if undertaken by Agency, would constitute a breach of this Agreement, shall be deemed a breach of this Agreement by Agency. Agency shall undertake reasonable efforts to make all Authorized End Users aware of the provisions of this Agreement as applicable to such Authorized End User's use of the Flock Services and shall cause Authorized End Users to comply with such provisions. Flock may use the services of one or more third parties to deliver any part of the Flock Services, including without limitation using a third party to host the Web Interface which make the Flock Services available to Agency and Authorized End Users. Flock will pass-through any warranties that Flock receives from its then current third-party service provider to the extent that such warranties can be provided to Agency. SUCH WARRANTIES, AS PROVIDED AS HONORED BY SUCH THIRD PARTIES, ARE THE CUSTOMER'S SOLE AND EXCLUSIVE REMEDY AND FLOCK'S SOLE AND EXCLUSIVE LIABILITY WITH REGARD TO SUCH THIRD-PARTY SERVICES, INCLUDING WITHOUT LIMITATION HOSTING THE WEB INTERFACE. Agency agrees to comply with any acceptable use policies and other terms of any third-party service provider that are provided or otherwise made available to Agency from time to time.

2.2 **Embedded Software License.** Subject to all terms of this Agreement, Flock grants Agency a limited, non-exclusive, nontransferable, non-sublicensable (except to the Authorized End Users), revocable right to use the Embedded Software as installed on the Hardware by Flock; in each case, solely as necessary for Agency to use the Flock Services.

2.3 **Documentation License.** Subject to the terms of this Agreement, Flock hereby grants to Agency a non-exclusive, nontransferable right and license to use the Documentation during the Service Term for Agency's internal purposes in connection with its use of the Flock Services as contemplated herein.

2.4 **Usage Restrictions.** Agency will not, and will not permit any Authorized End Users to, (i) copy or duplicate any of the Flock IP; (ii) decompile, disassemble, reverse engineer or otherwise attempt to obtain or perceive the source code from which any software component of any of the Flock IP is compiled or interpreted, or apply any other process or procedure to derive the source code of any software included in the Flock IP, or attempt to do any of the foregoing, and Agency acknowledges that nothing in this Agreement will be construed to grant Agency any right to obtain or use such source code; (iii) modify, alter, tamper with or repair any of the Flock IP, or create any derivative product from any of the foregoing, or attempt to do any of the foregoing, except with the prior written consent of Flock; (vi) interfere or attempt to interfere in any manner with the functionality or proper working of any of the Flock IP; (v) remove, obscure, or alter any notice of any intellectual property or proprietary right appearing on or contained within any of the Application IP; (vii) use the Flock Services for timesharing or service bureau purposes or otherwise for the benefit of a third party or any purpose other than the Purpose; or (viii) assign, sublicense, sell, resell, lease, rent or otherwise transfer or convey, or pledge as security or otherwise encumber, Agency's rights under Sections 2.1, 2.2, or 2.3. Non-agency data may only be accessed for investigative purposes.

2.5 **Retained Rights; Ownership.** As between the Parties, subject to the rights granted in this Agreement, Flock and its licensors retain all right, title and interest in and to the Flock IP and its components, and Agency acknowledges that it neither owns nor acquires any additional rights in and to the foregoing not expressly granted by this Agreement. Agency further acknowledges that Flock retains the right to use the foregoing for any purpose in Flock's sole discretion. There are no implied rights.

2.6 **Suspension.** Notwithstanding anything to the contrary in this Agreement, Flock may temporarily suspend Agency's and any Authorized End User's access to any portion or all of the Flock IP if (i) Flock reasonably determines that (a) there is a threat or attack on any of the Flock IP; (b) Agency's or any Authorized End User's use of the Flock Service disrupts or poses a security risk to the Flock Service or any other customer or vendor of Flock; (c) Agency or any Authorized End User is/are using the Flock IP for fraudulent or illegal activities; (d) Flock's provision of the Flock Services to Agency or any Authorized End User is prohibited by applicable law; or (e) any vendor of Flock has suspended or terminated Flock's access to or use of any third party services or products required to enable Agency to access the Flock (each such suspension, in accordance with this Section 2.6, a "***Service Suspension***"). Flock will make commercially reasonable efforts, circumstances permitting, to provide written notice of any Service Suspension to Agency (including notices sent to Flock's registered email address) and to provide updates regarding resumption of access to the Flock IP following any Service

Suspension. Flock will use commercially reasonable efforts to resume providing access to the Application Service as soon as reasonably possible after the event giving rise to the Service Suspension is cured. Flock will have no liability for any damage, liabilities, losses (including any loss of data or profits) or any other consequences that Agency or any Authorized End User may incur as a result of a Service Suspension.

2.7 Installation Services.

2.7.1 *Designated Locations.* Prior to performing the physical installation of the Units, Flock shall advise Agency on the location and positioning of the Units for optimal license plate image capture, as conditions and location allow. While Flock will provide advice regarding the location of positioning of such Units, Agency will have the ultimate decision regarding the location, position and angle of the Units (each Unit location so designated by Agency, a "***Designated Location***"). Due to the fact that Agency selects the Designated Location, Flock shall have no liability to Agency resulting from any poor performance, functionality or Footage resulting from or otherwise relating to the Designated Locations. After an installation plan with Designated Locations and equipment has been agreed upon by both Flock and the Agency, any subsequent changes to the installation plan driven by Agency's request will incur a $250 charge in addition to any equipment charges. These changes include but are not limited to camera re-positioning, adjusting of camera mounting, re-angling, changes to heights of poles, and removing foliage.

2.7.2 *Agency's Installation Obligations.* Agency agrees to allow Flock and its agents reasonable access to the designated installation locations at all reasonable times upon reasonable notice for the purpose of performing the installation work (together with the preceding sentence, the "***Agency Installation Obligations***"). It is understood that the Installation Fees do not include any permits or associated costs, any federal, state or local taxes including property, license, privilege, sales, use, excise, gross receipts or other similar taxes which may now or hereafter become applicable to, measured by or imposed upon or with respect to the installation of the Hardware, its use, or any other services performed in connection therewith and that Agency shall be solely responsible for the foregoing. Agency represents and warrants that it has all necessary right title and authority and hereby authorizes Flock to install the Hardware at the Designated Locations and to make any necessary inspections or tests in connection with such installation.

2.7.3 *Flock's Installation Obligations.* The Hardware shall be installed in a workmanlike manner in accordance with Flock's standard installation procedures, and the installation will be completed within a reasonable time from the time the Designated Locations are selected by Agency. Following the initial installation of the Hardware, Flock's obligation to perform installation work shall cease; however, Flock will continue to monitor the performance of the Units. Agency understands and agrees that the Flock Services will not function without the Hardware.

2.7.4 *Security Interest.* The Hardware shall remain the personal property of Flock and will be removed upon the termination or expiration of this Agreement. Agency agrees to perform all acts

which may be necessary to assure the retention of title of the Hardware by Flock. Should Agency default in any payment for the Flock Services or any part thereof or offer to sell or auction the Hardware, then Agency authorizes and empowers Flock to remove the Hardware or any part thereof. Such removal, if made by Flock, shall not be deemed a waiver of Flock's rights to any damages Flock may sustain as a result of Agency's default and Flock shall have the right to enforce any other legal remedy or right.

2.8 **Hazardous Conditions.** Unless otherwise stated in the Agreement, Flock's price for its services under this Agreement does not contemplate work in any areas that contain hazardous materials, or other hazardous conditions, including, without limit, asbestos. In the event any such hazardous materials are discovered in the designated locations in which Flock is to perform services under this Agreement, Flock shall have the right to cease work immediately in the area affected until such materials are removed or rendered harmless. Any additional expenses incurred by Flock as a result of the discovery or presence of hazardous material or hazardous conditions shall be the responsibility of Agency and shall be paid promptly upon billing.

2.9 **Support Services.** Subject to the payment of fees, Flock shall monitor the performance and functionality of Flock Services and may, from time to time, advise Agency on changes to the Flock Services, Installation Services, or the Designated Locations which may improve the performance or functionality of the Services or may improve the quality of the Footage. The work, its timing, and the fees payable relating to such work shall be agreed by the Parties prior to any alterations to or changes of the Services or the Designated Locations ("***Monitoring Services***"). Subject to the terms hereof, Flock will provide Agency with reasonable technical and on-site support and maintenance services ("***On-Site Services***") in-person or by email at hello@flocksafety.com. Flock will use commercially reasonable efforts to respond to requests for support.

3. AGENCY RESTRICTIONS AND RESPONSIBILITIES

3.1 **Agency Obligations.** Agency agrees to provide Flock with accurate, complete, and updated registration information. Agency may not select as its User ID a name that Agency does not have the right to use, or another person's name with the intent to impersonate that person. Agency may not transfer its account to anyone else without prior written permission of Flock. Agency will not share its account or password with anyone and must protect the security of its account and password. Agency is responsible for any activity associated with its account. Agency shall be responsible for obtaining and maintaining any equipment and ancillary services

needed to connect to, access or otherwise use the Services. Agency will, at its own expense, provide assistance to Flock, including, but not limited to, by means of access to, and use of, Agency facilities and Agency equipment, as well as by means of assistance from Agency personnel, to the limited extent any of the foregoing may be reasonably necessary to enable Flock to perform its obligations hereunder, including, without limitation, any obligations with respect to Support Services or any Installation Services.

3.2 **Agency Representations and Warranties.** Agency represents, covenants, and warrants that Agency will use the Services only in compliance with this Agreement and all applicable laws and regulations, including but not limited to any laws relating to the recording or sharing of video, photo, or audio content and retention thereof.

4. CONFIDENTIALITY; AGENCY DATA; NON-AGENCY DATA

4.1 **Confidentiality.** Each Party (the "***Receiving Party***") understands that the other Party (the "***Disclosing Party***") has disclosed or may disclose business, technical or financial information relating to the Disclosing Party's business (hereinafter referred to as "***Proprietary Information***" of the Disclosing Party). Proprietary Information of Flock is non-public information including but not limited to features, functionality, designs, user interfaces, trade secrets, intellectual property, business plans, marketing plans, works of authorship, hardware, customer lists and requirements, and performance of the Flock Services. Proprietary Information of Agency includes non-public Agency Data, Non-Agency End User Data, and data provided by Agency or a Non-Agency End User to Flock or collected by Flock via the Unit, including the Footage, to enable the provision of the Services. The Receiving Party shall not disclose, use, transmit, inform or make available to any entity, person or body any of the Proprietary Information, except as a necessary part of performing its obligations hereunder, and shall take all such actions as are reasonably necessary and appropriate to preserve and protect the Proprietary Information and the parties 'respective rights therein, at all times exercising at least a reasonable level of care. Each party agrees to restrict access to the Proprietary Information of the other party to those employees or agents who require access in order to perform hereunder. The Receiving Party agrees: (i) to take the same security precautions to protect against disclosure or unauthorized use of such Proprietary Information that the party takes with its own proprietary information, but in no event will a party apply less than reasonable precautions to protect such Proprietary Information, and (ii) not to use (except in performance of the Services or as otherwise permitted herein) or divulge to any third person any such Proprietary Information. Flock's use of the Proprietary Information may include processing the Proprietary Information to send Agency Notifications or alerts, such as when a car exits Agency's neighborhood, or to analyze the data collected to identify motion or other events.

The Disclosing Party agrees that the foregoing shall not apply with respect to any information that the Receiving Party can document (a) is or becomes generally available to the public, or (b) was in its possession or known by Receiving Party prior to receipt from the Disclosing Party, or (c) was rightfully disclosed to Receiving Party without restriction by a third party, or (d) was independently developed without use of any Proprietary Information of the Disclosing Party.

Nothing in this Agreement will prevent the Receiving Party from disclosing the Proprietary Information pursuant to any subpoena, summons, judicial order or other judicial or governmental process, provided that the Receiving Party gives the Disclosing Party reasonable prior notice of such disclosure to obtain a protective order or otherwise oppose the disclosure. For clarity, Flock may access, use, preserve and/or disclose the Footage to law enforcement authorities, government officials, and/or third parties, if legally required to do so or if Flock has a good faith belief that such access, use, preservation or disclosure is reasonably necessary to: (a) comply with a legal process or request; (b) enforce this Agreement, including investigation of any potential violation thereof; (c) detect, prevent or otherwise address security, fraud or technical issues; or (d) protect the rights, property or safety of Flock, its users, a third party, or the public as required or permitted by law, including respond to an emergency situation. Flock may store deleted Footage in order to comply with certain legal obligations but such retained Footage will not be retrievable without a valid court order.

4.2 **Agency and Non-Agency End User Data.** As between Flock and Agency, all right, title and interest in the Agency Data and Non-Agency End User Data, belong to and are retained solely by Agency. Agency hereby grants to Flock a limited, nonexclusive, royalty-free, worldwide license to use the Agency Data and Non-Agency End User Data and perform all acts with respect to the Agency Data and Non-Agency End User Data as may be necessary for Flock to provide the Flock Services to Agency, including without limitation the Support Services set forth in Section 2.9 above . As between Flock and Agency, Agency is solely responsible for the accuracy, quality, integrity, legality, reliability, and appropriateness of all Agency Data and Non-Agency End User Data. As between Agency and Non-Agency End Users that have prescribed access of Footage to Agency, each of Agency and Non-Agency End Users will share all right, title and interest in the Non-Agency End User Data. This Agreement does not by itself make any Non-Agency End User Data the sole property or the Proprietary Information of Agency.

4.3 **Feedback.** If Agency provides any suggestions, ideas, enhancement requests, feedback, recommendations or other information relating to the subject matter hereunder, Agency hereby assigns (and will cause its agents and representatives to assign) to Flock all right, title and interest (including intellectual property rights) with respect to or resulting from any of the foregoing.

4.4 **Aggregated Data.** Notwithstanding anything in this Agreement to the contrary, Flock shall have the right to collect and analyze data and other information relating to the provision, use and performance of various aspects of the Services and related systems and technologies (including, without limitation, information concerning Agency Data and data derived therefrom). Agency acknowledges that Flock will be compiling anonymized and/or aggregated data based on Agency Data and Non-Agency End User Data input into the Services (the "***Aggregated Data***"). Agency hereby grants Flock a non-exclusive, worldwide, perpetual, royalty-free right and license (during and after the Service Term hereof) to (i) use such Aggregated Data to improve and enhance the Services and for other development, diagnostic and corrective purposes in connection with the Services and other Flock offerings, and (ii) disclose the Agency Data and Non-Agency End User Data (both inclusive of any Footage) to enable law enforcement monitoring against law enforcement hotlists as well as provide Footage search access to law enforcement for investigative purposes only. No rights or licenses are granted except as expressly set forth herein.

5. PAYMENT OF FEES

5.1 **Fees.** Agency will pay Flock the first Usage Fee and the Installation Fee (the "Initial Fees") as set forth on the Order Form on or before the 7th day following the Effective Date of this Agreement. Flock is not obligated to commence the Installation Services unless and until the Initial Fees have been made and shall have no liability resulting from any delay related thereto. Agency shall pay the ongoing Usage Fees set forth on the Order Form with such Usage Fees due and payable thirty (30) days in advance of each Payment Period. All payments will be made by either ACH, check, or credit card.

5.2 **Changes to Fees.** Flock reserves the right to change the Fees or applicable charges and to institute new charges and Fees at the end of the Initial Term or any Renewal Term, upon sixty (60) days 'notice prior to the end of such Initial Term or Renewal Term (as applicable) to Agency (which may be sent by email). If Agency believes that Flock has billed Agency incorrectly, Agency must contact Flock no later than sixty (60) days after the closing date on the first billing statement in which the error or problem appeared, in order to receive an adjustment or credit. Inquiries should be directed to Flock's customer support department. Agency acknowledges and agrees that a failure to contact Flock within this sixty (60) day period will serve as a waiver of any claim Agency may have had as a result of such billing error.

5.3 **Invoicing, Late Fees; Taxes.** Flock may choose to bill through an invoice, in which case, full payment for invoices issued in any given month must be received by Flock thirty (30) days after the mailing date of the invoice. Unpaid amounts are subject to a finance charge of 1.5% per month on any outstanding balance, or the maximum permitted by law, whichever is lower,

plus all expenses of collection, and may result in immediate termination of Service. Agency shall be responsible for all taxes associated with Services other than U.S. taxes based on Flock's net income.

5.4 **No-Fee Term Access.** Subject to Flock's record retention policy, Flock offers complimentary access to the Flock System for 30 days ("**No Fee Term"**) to Agency when Non-Agency End Users intentionally prescribe access or judicial orders mandate access to Non-Agency End User Data. No hardware or installation services will be provided to Agency. No financial commitment by Agency is required to access the Flock Services or Footage. Should such access cause Flock to incur internal or out-of-pocket costs that are solely the result of the access, Flock reserves the right to invoice these costs to Agency under Section 5.3 and Agency agrees to pay them. For clarity, No-Fee Terms and Service Terms can occur simultaneously, and when a No-Fee Term overlaps with a Service Term, Agency agrees to pay the Initial Fees and Usage Fees payments according to Section 5.1.

6. TERM AND TERMINATION

6.1 **Term.** Subject to earlier termination as provided below, the initial term of this Agreement shall be for the period of time set forth on the Order Form (the "***Initial Term***"). ***Following the Initial Term, this Agreement will automatically renew for successive renewal terms of the length set forth on the Order Form*** (each, a "***Renewal Term***", and together with the Initial Term, the "***Service Term***") ***unless either party gives the other party notice of non-renewal at least thirty (30) days prior to the end of the then-current term.***

6.2 **Agency Satisfaction Guarantee**. At any time during the agreed upon term, a customer not fully satisfied with the service or solution may self-elect to terminate their contract. Self-elected termination will result in a one-time fee of up to $500 per camera to cover equipment removal costs. Upon self-elected termination, a refund will be provided, pro-rated for any fees paid for the remaining Term length set forth previously. Self-termination of the contract by the customer will be effective immediately. Flock will remove all equipment at own convenience upon termination. Advance notice will be provided.

6.3 **Termination.** In the event of any material breach of this Agreement, the non-breaching party may terminate this Agreement prior to the end of the Service Term by giving thirty (30) days prior written notice to the breaching party; provided, however, that this Agreement will not terminate if the breaching party has cured the breach prior to the expiration of such thirty-day period.

Either party may terminate this Agreement, without notice, (i) upon the institution by or against the other party of insolvency, receivership or bankruptcy proceedings, (ii) upon the other party's making an assignment for the benefit of creditors, or (iii) upon the other party's dissolution or

ceasing to do business. Upon termination for Flock's breach, Flock will refund to Agency a pro-rata portion of the pre-paid Fees for Services not received due to such termination.

6.4 **Effect of Termination.** Upon any termination of the Service Term, Flock will collect all Units, delete all Agency Data, terminate Agency's right to access or use any Services, and all licenses granted by Flock hereunder will immediately cease. Agency shall ensure that Flock is granted access to collect all Units and shall ensure that Flock personnel does not encounter Hazardous Conditions in the collection of such units. Upon termination of this Agreement, Agency will immediately cease all use of Flock Services.

6.5 **No-Fee Term.** The initial No-Fee Term will extend, after entering into this Agreement, for 30 days from the date a Non-Agency End User grants access to their Footage and/or Notifications. In expectation of repeated non-continuous No-Fee Terms, Flock may in its sole discretion leave access open for Agency's Authorized End Users despite there not being any current Non-Agency End User authorizations. Such access and successive No-Fee Terms are deemed to be part of the No-Fee Term. Flock, in its sole discretion, can determine not to provide additional No-Fee Terms or can impose a price per No-Fee Term upon 30 days 'notice. Agency may terminate any No-Fee Term or access to future No-Fee Terms upon 30 days 'notice.

6.6 **Survival.** The following Sections will survive termination: 2.4, 2.5, 3, 4, 5 (with respect to any accrued rights to payment), 6.5, 7.4, 8.1, 8.2, 8.3, 8.4, 9.1 and 10.5.

7. REMEDY; WARRANTY AND DISCLAIMER

7.1 **Remedy.** Upon a malfunction or failure of Hardware or Embedded Software (a "Defect"), Agency must first make commercially reasonable efforts to address the problem by contacting Flock's technical support as described in Section 2.9 above. If such efforts do not correct the Defect, Flock shall, or shall instruct one of its contractors to, in its sole discretion, repair or replace the Hardware or Embedded Software suffering from the Defect. Flock reserves the right to refuse or delay replacement or its choice of remedy for a Defect until after it has inspected and tested the affected Unit; provided that such inspection and test shall occur within 72 hours after Agency notifies the Flock of defect. Flock agrees to replace cameras at a fee according to the then-current Reinstall Policy (https://www.flocksafety.com/reinstall-fee-schedule). Customer shall not be required to replace subsequently damaged or stolen units; however, Customer understands and agrees that functionality, including Footage, will be materially affected due to such subsequently damaged or stolen units and that Flock will have no liability to Customer regarding such affected functionality nor shall the Fees owed be impacted.

7.2 **Exclusions.** Flock will not provide the remedy described in Section 7.1 above if any of the following exclusions apply: (a) misuse of the Hardware or Embedded Software in any manner,

including operation of the Hardware or Embedded Software in any way that does not strictly comply with any applicable specifications, documentation, or other restrictions on use provided by Flock; (b) damage, alteration, or modification of the Hardware or Embedded Software in any way; or (c) combination of the Hardware or Embedded Software with software, hardware or other technology that was not expressly authorized by Flock.

7.3 **Warranty.** Flock shall use reasonable efforts consistent with prevailing industry standards to maintain the Services in a manner which minimizes errors and interruptions in the Services and shall perform the Installation Services in a professional and workmanlike manner. Services may be temporarily unavailable for scheduled maintenance or for unscheduled emergency maintenance, either by Flock or by third-party providers, or because of other causes beyond Flock's reasonable control, but Flock shall use reasonable efforts to provide advance notice in writing or by e-mail of any scheduled service disruption.

7.4 **Disclaimer.** THE REMEDY DESCRIBED IN SECTION 7.1 ABOVE IS AGENCY'S SOLE REMEDY, AND FLOCK'S SOLE LIABILITY, WITH RESPECT TO DEFECTIVE HARDWARE AND/OR EMBEDDED SOFTWARE. THE FLOCK DOES NOT WARRANT THAT THE SERVICES WILL BE UNINTERRUPTED OR ERROR FREE; NOR DOES IT MAKE ANY WARRANTY AS TO THE RESULTS THAT MAY BE OBTAINED FROM USE OF THE SERVICES. EXCEPT AS EXPRESSLY SET FORTH IN THIS SECTION AND THE SUPPLEMENTAL CONDITIONS ADDENDUM, EXCEPT AS SET FORTH IN THE SUPPLEMENTAL CONDITIONS ADDENDUM, THE SERVICES AND INSTALLATION SERVICES ARE PROVIDED "AS IS" AND FLOCK DISCLAIMS ALL WARRANTIES, EXPRESS OR IMPLIED, INCLUDING, BUT NOT LIMITED TO, IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE .

8. LIMITATION OF LIABILITY AND INDEMNITY

8.1 **Limitation of Liability.** NOTWITHSTANDING ANYTHING TO THE CONTRARY, FLOCK AND ITS SUPPLIERS (INCLUDING BUT NOT LIMITED TO ALL HARDWARE AND TECHNOLOGY SUPPLIERS), OFFICERS, AFFILIATES, REPRESENTATIVES, CONTRACTORS AND EMPLOYEES SHALL NOT BE RESPONSIBLE OR LIABLE WITH RESPECT TO ANY SUBJECT MATTER OF THIS AGREEMENT OR TERMS AND CONDITIONS RELATED THERETO UNDER ANY CONTRACT, NEGLIGENCE, STRICT LIABILITY, PRODUCT LIABILITY, OR OTHER THEORY: (A) FOR ERROR OR INTERRUPTION OF USE OR FOR LOSS OR INACCURACY, INCOMPLETENESS OR CORRUPTION OF DATA OR FOOTAGE OR COST OF PROCUREMENT OF SUBSTITUTE GOODS, SERVICES OR TECHNOLOGY OR LOSS OF BUSINESS; (B) FOR ANY INDIRECT, EXEMPLARY, INCIDENTAL, SPECIAL OR CONSEQUENTIAL DAMAGES; (C) FOR ANY MATTER BEYOND FLOCK'S ACTUAL KNOWLEDGE OR REASONABLE

CONTROL INCLUDING REPEAT CRIMINAL ACTIVITY OR INABILITY TO CAPTURE FOOTAGE OR IDENTIFY AND/OR CORRELATE A LICENSE PLATE WITH THE FBI DATABASE; (D) FOR ANY PUBLIC DISCLOSURE OF PROPRIETARY INFORMATION MADE IN GOOD FAITH; OR (E) FOR ANY AMOUNTS THAT, TOGETHER WITH AMOUNTS ASSOCIATED WITH ALL OTHER CLAIMS, EXCEED TWO TIMES THE AMOUNT OF FEES PAID AND/OR PAYABLE BY AGENCY TO FLOCK FOR THE SERVICES UNDER THIS AGREEMENT IN THE 12 MONTHS PRIOR TO THE ACT THAT GAVE RISE TO THE LIABILITY, IN EACH CASE, WHETHER OR NOT FLOCK HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. THE FOREGOING LIMITATION OF LIABILITY SHALL NOT APPLY TO MATTERS STATED IN THE SUPPLEMENTAL CONDITIONS ADDENDUM. IN THE EVENT OF AN EMERGENCY, AGENCY SHOULD CONTACT 911 AND SHOULD NOT RELY ON THE SERVICES.

8.2 **Additional No-Fee Term Requirements.** IN NO EVENT SHALL FLOCK'S AGGREGATE LIABILITY, IF ANY, ARISING OUT OF OR IN ANY WAY RELATED TO THE NO-FEE TERM EXCEED $100, WITHOUT REGARD TO WHETHER SUCH CLAIM IS BASED IN CONTRACT, TORT (INCLUDING NEGLIGENCE), PRODUCT LIABILITY OR OTHERWISE. Except for Flock's willful acts, Agency agrees to pay for Flock's attorneys 'fees to defend Flock for any alleged or actual claims arising out of or in any way related to the No-Fee Term.

8.3 **Responsibility.** Each Party to this Agreement shall assume the responsibility and liability for the acts and omissions of its own employees, deputies, officers, or agents, in connection with the performance of their official duties under this Agreement. Each Party to this Agreement shall be liable (if at all) only for the torts of its own officers, agents, or employees that occur within the scope of their official duties. Agency will not pursue any claims or actions against Flock's suppliers.

8.4 **Indemnity.** Agency hereby agrees to indemnify and hold harmless Flock against any damages, losses, liabilities, settlements and expenses (including without limitation costs and attorneys 'fees) in connection with any claim or action that arises from an alleged violation of Section 3.2, a breach of this Agreement, Agency's Installation Obligations, Agency's sharing of any data in connection with the Flock system, Flock employees or agent or Non-Agency End Users, or otherwise from Agency's use of the Services, Hardware and any Software, including any claim that such actions violate any applicable law or third party right. Although Flock has no obligation to monitor Agency's use of the Services, Flock may do so and may prohibit any use of the Services it believes may be (or alleged to be) in violation of the Section 3.2 or this Agreement.

9. RECORD RETENTION

9.1 **Data Preservation.** The Agency agrees to store Agency Data and Non-Agency End User Data in compliance with all applicable local, state and federal laws, regulations, policies and ordinances and their associated record retention schedules. As part of Agency's consideration for paid access and no-fee access to the Flock System, to the extent that Flock is required by local, state or federal law to store the Agency Data or the Non-Agency End User Data, Agency agrees to preserve and securely store this data on Flock's behalf so that Flock can delete the data from its servers and, should Flock be legally compelled by judicial or government order, Flock may retrieve the data from Agency upon demand.

10. MISCELLANEOUS

10.1 **Severability.** If any provision of this Agreement is found to be unenforceable or invalid, that provision will be limited or eliminated to the minimum extent necessary so that this Agreement will otherwise remain in full force and effect and enforceable.

10.2 **Assignment.** This Agreement is not assignable, transferable or sublicensable by Agency except with Flock's prior written consent. Flock may transfer and assign any of its rights and obligations, in whole or in part, under this Agreement without consent.

10.3 **Entire Agreement.** This Agreement and the Order Form(s) are the complete and exclusive statement of the mutual understanding of the parties and supersedes and cancels all previous written and oral agreements, communications and other understandings relating to the subject matter of this Agreement, and that all waivers and modifications must be in a writing signed by both parties, except as otherwise provided herein. None of Agency's purchase orders, authorizations or similar documents will alter the terms of this Agreement, and any such conflicting terms are expressly rejected.

10.4 **Relationship.** No agency, partnership, joint venture, or employment is created as a result of this Agreement and Agency does not have any authority of any kind to bind Flock in any respect whatsoever.

10.5 **Costs and Attorneys** ’**Fees.** In any action or proceeding to enforce rights under this Agreement, the prevailing party will be entitled to recover costs and attorneys ’fees.

10.6 **Governing Law; Venue.** This Agreement shall be governed by the laws of the State of California without regard to its conflict of laws provisions. The federal and state courts sitting in California will have proper and exclusive jurisdiction and venue with respect to any disputes arising from or related to the subject matter of this Agreement. The parties agree that the United

Nations Convention for the International Sale of Goods is excluded in its entirety from this Agreement.

10.7 **Publicity.** Flock has the right to reference and use Agency' name and trademarks and disclose the nature of the Services provided hereunder in each case in business and development and marketing efforts, including without limitation on Flock's website.

10.8 **Export.** Agency may not remove or export from the United States or allow the export or re-export of the Flock IP or anything related thereto, or any direct product thereof in violation of any restrictions, laws or regulations of the United States Department of Commerce, the United States Department of Treasury Office of Foreign Assets Control, or any other United States or foreign agency or authority. As defined in FAR section 2.101, the Services, the Hardware, the Embedded Software and Documentation are "commercial items" and according to DFAR section 252.2277014(a)(1) and (5) are deemed to be "commercial computer software" and "commercial computer software documentation." Consistent with DFAR section 227.7202 and FAR section 12.212, any use, modification, reproduction, release, performance, display, or disclosure of such commercial software or commercial software documentation by the U.S. Government will be governed solely by the terms of this Agreement and will be prohibited except to the extent expressly permitted by the terms of this Agreement.

10.9 **Headings.** The headings are merely for organization and should not be construed as adding meaning to the Agreement or interpreting the associated Sections.

10.10 **Counterparts.** This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

10.11 **Authority.** Each of the below signers of this Agreement represent that they understand this Agreement and have the authority to sign on behalf of and bind the organizations and individuals they are representing.

10.12 **Notices.** All notices under this Agreement will be in writing and will be deemed to have been duly given when received, if personally delivered; when receipt is electronically confirmed, if transmitted by facsimile or e-mail; the day after it is sent, if sent for next day delivery by recognized overnight delivery service; and upon receipt, if sent by certified or registered mail, return receipt requested.

AGENCY

By: _____
William B. Pattison, City Manager

Attest:

_____
City Clerk

APPROVED AS TO FORM:

_____
Carlos Campos, City Attorney

FLOCK

By: _____
Name: _____
Title: _____

Flock Group Inc. **Order Form**
Coachella , CA
0001

ADDENDUM

CITY OF COACHELLA - SUPPLEMENTAL CONDITIONS

For purposes of this Addendum to the Agreement between Flock Group, Inc. and the City of Coachella, the term "Contractor" shall refer to Flock Group, Inc., and the term "City" shall be used to refer to the Customer, which is the City of Coachella.

1. California Civil Code Compliance. Contractor is advised of, and agrees it will comply with the requirements of the California Civil Code, Division 3, Part 4, Title 1.81.23 COLLECTION OF LICENSE PLATE INFORMATION [§§1798.90.5 - 1798.90.55] as applicable to an automated license plate recognition (ALPR) operator (also referred to as an "ALPR operator"). Contractor shall maintain reasonable security procedures and practices to protect ALPR information from unauthorized access, destruction, use, modification or disclosure that are at least as protective as the "Flock Safety End to End Data Security Overview," "Flock Safety CJIS Compliance Overview," and "Flock Safety Internet Security Policy," (collectively, referred to as the "Flock Security Policies") as each such policy was in effect as of January 29, 2020. Any amendment to the Flock Security Policies shall be transmitted to the City within 10 days. In the event the City determines in its sole discretion that any amendment to the Flock Security Policies either substantially reduces the privacy or security of Customer Content (including ALPR Footage) or the amendments would violate any State or Federal law, then the City shall have the right to terminate the Agreement and Flock will refund to City a pro-rata portion of the pre-paid Fees for Services not received due to such termination.

2. Disclosure of Security Breach. Contractor is advised of the requirements of the California Civil Code, section 1798.29, requiring notification to any resident of California in the event of breach of the security of the system. Contractor agrees it will notify the City immediately (and in no event more than 24 hours) upon the occurrence of any breach in the security of data that may potentially trigger the need for security breach notifications pursuant to Civil Code section 1798.29 or similar State or Federal law. The parties agree that the City will control the timing and content of any required security breach notification, and agree that Contractor shall fully pay or reimburse the City for the costs of providing any security breach notification required by Civil Code, section 1798.29,or similar State or Federal law, resulting from any security breach of the Flock Safety platform. Contractor's responsibility for the costs of providing such security breach notifications shall not be limited by any disclaimer or limitation of liability in the Agreement, including but not limited to Sections 2.1, 7.4 and 8 of the SaaS Terms of this Agreement.

3. Indemnification. To the fullest extent permitted by law, Contractor shall indemnify, defend with counsel reasonably acceptable to the City, and hold harmless the City and its officials, officers, employees, agents, contractors, consultants, and volunteers from and against any and all losses, liability, claims, suits, actions, damages, and causes of action arising out of or relating to any personal injury, bodily injury, loss of life, or damage to property, or any violation of any federal, state, or municipal law or ordinance, to the extent caused, in whole or in part, by the willful misconduct

or negligent acts or omissions of Contractor or its employees, subcontractors, or agents. The foregoing obligation of Contractor shall not apply when (1) the injury, loss of life, damage to property, or violation of law arises wholly from the negligence or willful misconduct of the City or its officers, employees, agents, contractors, consultants, or volunteers and (2) the actions of Contractor or its employees, subcontractor, or agents have contributed in no part to the injury, loss of life, damage to property, or violation of law. It is understood that the duty of Contractor to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by City of insurance certificates and endorsements required under the contract does not relieve Contractor from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause is a material element of the Agreement and shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply. This Section 3 shall survive termination or expiration of this Agreement. Contractor's indemnification obligation pursuant to this Section shall not be limited by any disclaimer or limitation of liability in the Agreement, including but not limited to, Sections 2.1, 7.4 and 8 of the Government Agency Service Agreement.

4. Infringement. Without limiting the generality or applicability of Section 3, above, if a third party makes a claim against the City that any use of the Services in accordance with the terms of this Agreement infringes such third party's intellectual property rights, Contractor, at its sole cost and expense, will defend City against the claim and indemnify City from the damages, losses, liabilities, costs and expenses awarded by the court to the third party claiming infringement or the settlement agreed to by Contractor, provided that City: (i) notifies Contractor promptly in writing of the claim; (ii) gives Contractor sole control of the defense and any settlement negotiations; and (iii) gives Contractor reasonable assistance in the defense of such claim. If Contractor believes or it is determined that the Services violated a third party's intellectual property rights, Contractor may choose to either modify the Services to be non-infringing or obtain a license to allow for continued use, or if these alternatives are not commercially reasonable, Contractor may terminate City's use rights and refund any unused, prepaid fees City may have paid to Contractor.

5. California Public Records Act Compliance. Notwithstanding Section 4 of the Government Agency Service Agreement, Contractor expressly understands that City is a public agency subject to the California Public Records Act (Cal. Government Code § 6250 et seq.). In the event that City receives a public records request seeking the disclosure of information that Contractor has designated as its "Proprietary Information," City shall notify Contractor, and Contractor shall be allowed to take any reasonable action to preserve the confidentiality of such information. City's obligation shall only extend to notifying Contractor of the request, and City shall have no obligation to preserve the confidentiality unless doing so is in full compliance with the law.

6. Independent Contractor. It is expressly agreed that Contractor is to perform the services described herein as an independent contractor pursuant to California Labor Code Section 3353. Nothing contained herein shall in any way be construed to make Contractor or any of its agents or employees, an agent, employee or representative of the City. Contractor shall be entirely responsible for the compensation of any employees used by Contractor in providing said services.

7. Subcontractors. Notwithstanding Section 2.1 of the Government Agency Service Agreement, if Contractor utilizes a third-party subcontractor or other vendor to provide the Services under this Agreement, Contractor shall ensure that such subcontractor(s) or vendor(s) complies with the terms of this Agreement, and shall be jointly and severally liable with the subcontractor/vendor for any breach by the subcontractor/vendor.

8. Insurance. During the entire term of this Agreement and any extension or modification thereof, the Contractor shall keep in effect insurance policies meeting the following insurance requirements: See Exhibit B – Insurance Requirements General.

9. Appropriation. City's funding of this Agreement shall be on a fiscal year basis (July 1 to June 30) and is subject to annual appropriations. Contractor acknowledges that the City is a municipal corporation and is precluded by the California Constitution and other laws from entering into obligations that financially bind future governing bodies. Nothing in this Agreement shall constitute an obligation of future governing bodies to appropriate funds for the purposes of this Agreement. The parties agree that the Initial Term and any renewal term(s) is contingent upon the appropriation of funds by the City. This Agreement will terminate immediately if funds necessary to continue the Agreement are not appropriated. City shall pay Contractor for any services performed in accordance with this Agreement up to the date of termination.

10. Assignment. Contractor shall not assign this Agreement, or any part thereof, or any right of the Contractor hereunder without the prior written consent of the City. Notwithstanding, for purposes of this Contract, a merger, acquisition, reorganization, spin-off or other transaction involving a transfer of substantially all of the assets or common stock of either party hereto shall not be deemed an assignment.

EXHIBIT B

INSURANCE REQUIREMENTS

1) Insurance.

(1) Time for Compliance. Consultant shall not commence work under this Agreement until it has provided evidence satisfactory to the City that it has secured all insurance required under this section. In addition, Consultant shall not allow any subconsultant to commence work on any subcontract until it has provided evidence satisfactory to the City that the subconsultant has secured all insurance required under this section.

(2) Types of Insurance Required. As a condition precedent to the effectiveness of this Agreement for work to be performed hereunder, and without limiting the indemnity provisions of the Agreement, the Consultant, in partial performance of its obligations under such Agreement, shall procure and maintain in full force and effect during the term of the Agreement the following policies of insurance. If the existing policies do not meet the insurance requirements set forth herein, Consultant agrees to amend, supplement or endorse the policies to do so.

(a) Commercial General Liability: Commercial General Liability Insurance which affords coverage at least as broad as Insurance Services Office "occurrence" form CG 0001, or the exact equivalent, with limits of not less than $1,000,000 per occurrence and no less than $2,000,000 in the general aggregate. Defense costs shall be paid in addition to the limits. The policy shall contain no endorsements or provisions (1) limiting coverage for contractual liability; (2) excluding coverage for claims or suits by one insured against another (cross-liability); or (3) containing any other exclusion(s) contrary to the terms or purposes of this Agreement.

(b) Automobile Liability Insurance: Automobile Liability Insurance with coverage at least as broad as Insurance Services Office Form CA 0001 covering "Any Auto" (Symbol 1), or the exact equivalent, covering bodily injury and property damage for all activities with limits of not less than $1,000,000 combined limit for each occurrence.

(c) Workers' Compensation: Workers' Compensation Insurance, as required by the State of California and Employer's Liability Insurance with a limit of not less than $1,000,000 per accident for bodily injury and disease.

(d) Professional Liability (Errors & Omissions): Professional Liability insurance or Errors & Omissions insurance appropriate to Consultant’s profession with limits of not less than $1,000,000. Covered professional services shall specifically include all work to be performed under the Agreement and delete any exclusions that may potentially affect the work to be performed (for example, any exclusions relating to lead, asbestos, pollution, testing, underground storage tanks, laboratory analysis, soil work, etc.). If coverage is written on a claims-made basis, the retroactive date shall precede the effective date of the initial Agreement and continuous coverage will be maintained or an extended reporting period will be exercised for a period of at least three (3) years from termination or expiration of this Agreement.

(3) Insurance Endorsements. Required insurance policies shall contain the following provisions, or Consultant shall provide endorsements on forms approved by the City to add the following provisions to the insurance policies:

(a) Commercial General Liability

(i) Additional Insured: The City, its officials, officers, employees, agents, and volunteers shall be additional insureds with regard to liability and defense of suits or claims arising out of the performance of the Agreement.

i. Additional Insured Endorsements shall not (1) be restricted to "ongoing operations"; (2) exclude "contractual liability"; (3) restrict coverage to "sole" liability of Consultant; or (4) contain any other exclusions contrary to the terms or purposes of this Agreement. For all policies of Commercial General Liability insurance, Consultant shall provide endorsements in the form of ISO CG 20 10 10 01 and 20 37 10 01 (or endorsements providing the exact same coverage) to effectuate this requirement.

(ii) Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City except ten (10) days shall be allowed for non-payment of premium.

(b) Automobile Liability:

(c) Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City except ten (10) days shall be allowed for non-payment of premium.

(4) Professional Liability (Errors & Omissions):

(a) Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City except ten (10) days shall be allowed for non-payment of premium.

(b) Contractual Liability Exclusion Deleted: This insurance shall include contractual liability applicable to this Agreement. The policy must “pay on behalf of” the insured and include a provision establishing the insurer’s duty to defend.

(5) Workers' Compensation:

(a) Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City except ten (10) days shall be allowed for non-payment of premium.

(b) Waiver of Subrogation: A waiver of subrogation stating that the insurer waives all rights of subrogation against the City, its officials, officers, employees, agents, and volunteers.

(6) Primary and Non-Contributing Insurance. All policies of Commercial General Liability and Automobile Liability insurance shall be primary and any other insurance, deductible, or self-insurance maintained by the City, its officials, officers, employees, agents, or volunteers shall not

contribute with this primary insurance. Policies shall contain or be endorsed to contain such provisions.

(7) Waiver of Subrogation. All policies of Commercial General Liability and Automobile Liability insurance shall contain or be endorsed to waive subrogation against the City, its officials, officers, employees, agents, and volunteers or shall specifically allow Consultant or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Consultant hereby waives its own right of recovery against the City, its officials, officers, employees, agents, and volunteers, and shall require similar written express waivers and insurance clauses from each of its subconsultants.

(8) Deductibles and Self-Insured Retentions. Any deductible or self-insured retention must be approved in writing by the City and shall protect the City, its officials, officers, employees, agents, and volunteers in the same manner and to the same extent as they would have been protected had the policy or policies not contained a deductible or self-insured retention.

(9) Evidence of Insurance. The Consultant, concurrently with the execution of the Agreement, and as a condition precedent to the effectiveness thereof, shall deliver either certified copies of the required policies, or original certificates on forms approved by the City, together with all endorsements affecting each policy. Required insurance policies shall not be in compliance if they include any limiting provision or endorsement that has not been submitted to the City for approval. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. At least fifteen (15 days) prior to the expiration of any such policy, evidence of insurance showing that such insurance coverage has been renewed or extended shall be filed with the City. If such coverage is cancelled or reduced and not replaced immediately so as to avoid a lapse in the required coverage, Consultant shall, within ten (10) days after receipt of written notice of such cancellation or reduction of coverage, file with the City evidence of insurance showing that the required insurance has been reinstated or has been provided through another insurance company or companies.

(10) Failure to Maintain Coverage. In the event any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced immediately so as to avoid a lapse in the required coverage, City has the right but not the duty to obtain the insurance it deems necessary and any premium paid by City will be promptly reimbursed by Consultant or City will withhold amounts sufficient to pay premium from Consultant payments. In the alternative, City may cancel this Agreement effective upon notice.

(11) Acceptability of Insurers. Each such policy shall be from a company or companies with a current A.M. Best's rating of no less than A:VII and authorized to transact business of insurance in the State of California, or otherwise allowed to place insurance through surplus line brokers under applicable provisions of the California Insurance Code or any federal law.

(12) Enforcement of Agreement Provisions (non estoppel). Consultant acknowledges and agrees that actual or alleged failure on the part of the City to inform Consultant of non-compliance with any requirement imposes no additional obligation on the City nor does it waive any rights hereunder.

(13) Requirements Not Limiting. Requirement of specific coverage or minimum limits contained in this Appendix are not intended as a limitation on coverage, limits, or other requirement, or a waiver of any coverage normally provided by any insurance.

(14) Insurance for Subconsultants. Consultant shall include all subconsultants engaged in any work for Consultant relating to this Agreement as additional insureds under the Consultant's policies, or the Consultant shall be responsible for causing subconsultants to purchase the appropriate insurance in compliance with the terms of these Insurance Requirements, including adding the City, its officials, officers, employees, agents, and volunteers as additional insureds to the subconsultant's policies. All policies of Commercial General Liability insurance provided by Consultant's subconsultants performing work relating to this Agreement shall be endorsed to name the City, its officials, officers, employees, agents and volunteers as additional insureds using endorsement form ISO CG 20 38 04 13 or an endorsement providing equivalent coverage. Consultant shall not allow any subconsultant to commence work on any subcontract relating to this Agreement until it has received satisfactory evidence of subconsultant's compliance with all insurance requirements under this Agreement, to the extent applicable. The Consultant shall provide satisfactory evidence of compliance with this section upon request of the City.

FLOCK GROUP INC.
SERVICES AGREEMENT
ORDER FORM

This Order Form together with the Terms (as defined herein) describe the relationship between Flock Group Inc. ("**Flock**") and the customer identified below ("**Customer**") (each of Flock and Customer, a "**Party**"). This order form ("**Order Form**") hereby incorporates and includes the "GOVERNMENT AGENCY CUSTOMER AGREEMENT" attached (the "**Terms**"), any schedules attached thereto, and the Customer's **Supplemental Conditions Addendum** attached hereto and incorporated herein by reference, which describe and set forth the general legal terms governing the relationship (collectively, the "**Agreement"**). The Terms contain, among other things, warranty disclaimers, liability limitations and use limitations.

The Agreement will become effective when this Order Form is executed by both Parties (the "**Effective Date**").

Customer: City of Coachella	Contact: Gabriel Martin
Address: 53-990 Enterprise Way	Phone: (760) 398-3502
Coachella CA 92236	E-Mail: GMartin@coachella.org
Usage Fees: $162,500 per Year (the "Payment Period") **Number of Cameras**: 65	**Initial Term**: 12 Months **Renewal Term**: 12 Months
Installation Fee (one-time) $16,250	Billing Contact: Nathan Statham Finance Director

By executing this Order Form, Customer represents and warrants that it has read and agrees all of the terms and conditions contained in the Terms attached. The Parties have executed this Agreement as of the dates set forth below.

Flock Group Inc	**Customer:**
By: Name: Title: Date:	By: _____ Name: William B. Pattison, Jr. Title: City Manager Date: July 1, 2021