

Chapter 3 CEQA Evaluation

3.1 Determining Significance Under CEQA

The proposed project is a joint project by the California Department of Transportation (Department) 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. The Department 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 the Department 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.

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 Department 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.

I Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:

Question	CEQA Determination
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less Than Significant Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

CEQA Significance Determination for Aesthetics

a), b), d) No Impact.

Build Alternatives 2 (Locally Preferred Alternative) and 4: A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. In addition, some scenic vistas are officially designated by public agencies, or informally designated by tourists and tourist guides. A substantial adverse effect to such a scenic vista is one that degraded the view from such a designated view spot. The Interstate 10 (I-10)/Jackson Street Interchange Project is not located within a scenic corridor or have views which would be considered a scenic vista. Therefore, the project would not have an adverse impact on a scenic vista.

The project would not adversely affect any "Designated Scenic Resource" as defined by CEQA statutes or guidelines, or by the Department's policy. There are no designated scenic highways or eligible-for-designation scenic highways within the immediate project area.

There is existing street lighting along Jackson Street. The project would not include any additional lighting; nor would any of the materials include anything that would be a new source of glare. There would be no impact related to light or glare that would adversely affect views in the area.

c) Less Than Significant Impact.

Build Alternatives 2 (Locally Preferred Alternative) and 4: The project would not result in substantial adverse impacts to the visual environment. The proposed improvements would only slightly alter the current visual landscape as the affected interchange and roadway are existing facilities. The materials used would be similar to the existing materials, including the paint used for restriping and the asphalt used for widening/resurfacing. The slight changes to the views would not alter the visual character or quality of the segments, and impacts would be less than significant.

II Agriculture and Forest Resources:

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

Question	CEQA Determination
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?	Less Than Significant Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Less Than Significant Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
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?	No Impact

CEQA Significance Determination for Agriculture and Forest Resources

a), b) Less Than Significant Impact.

Build Alternatives 2 (Locally Preferred Alternative) and 4: A total of 0.125 of an acre of “Farmlands of Local Importance” would be temporarily impacted by both Build Alternatives. The affected parcel is not currently used for purposes of agricultural production as it is used for commercial purposes currently. Given that both Build Alternatives would temporarily use less than 5 percent of the parcel designated as Farmlands of Local Importance and that the parcel is currently built on and is being used for commercial uses, the impact would be less than significant.

c), d), e) No Impact.

Build Alternatives 2 (Locally Preferred Alternative) and 4: There are no areas within the Williamson Act contract within the project area. There are no Prime Farmlands, Unique Farmlands, or Farmlands of Statewide Importance within the project footprint or adjacent to the project. There would be no conversion of farmlands to non-agricultural use as all the parcels within the project footprint are not currently used for agriculture. Similarly, there would be no conversion of forest to non-forest use as there are no forests within the project area.

There are no timberlands or timber harvesting uses in the project area. The project would have no effect on timberlands. Additionally, there are no forests within the project area, and thus there would be no effect to forest lands.

III Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

Question	CEQA Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	Less Than Significant Impact
b) 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?	Less Than Significant Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

CEQA Significance Determinations for Air Quality

a), b), c) Less than Significant Impact

Build Alternatives 2 (Locally Preferred Alternative) and 4: Construction of the project would not exceed any applicable local significance thresholds. The overall effects of the project on emissions of criteria air pollutants and their precursors are very minor. Future emissions of reactive organic gases, nitrogen oxides, and carbon monoxide would be lower than at present, with or without implementation of the project due to improved fuel economy and pollution control technologies. Air pollutant emissions would not increase overall due to operation of the project. Operational impacts would be negligible. Therefore, the project would not conflict with the AQMP, violate any air quality standard, or result in a net increase of any criteria pollutants.

As stated in Chapter 2, emission calculations assume that the project would comply with SCAQMD’s Rule 403, Fugitive Dust, by implementing the rule-stipulated best available control measures to minimize fugitive dust emissions. Sensitive receptors would be exposed to pollutants for a small portion of the total construction period because equipment would not be operated at a particular location along the alignment for an extended period of time. The diesel particulate matter generated from construction equipment would be sporadic, transitory, and short term in nature. Therefore, the project would not expose receptors to acute and/or chronically hazardous toxic air contaminant pollutants.

Distance to the nearest sensitive receptor was assumed to be 100 meters due to the size of the site and the distances to the nearest residential areas. Emissions from construction of the project would not exceed any applicable local significance threshold, and, therefore, could not result in a violation of an air quality standard.

Lastly, at no time during construction of the project would maximum daily emissions exceed any applicable SCAQMD thresholds of significance for regional emissions. Therefore, regional air pollutant emissions generated by construction of the project could not cause a violation of an air quality standard or contribute to an existing violation. This would be a less-than-significant, temporary impact.

The project would not create new sources of motor vehicle traffic but could induce some motorists to alter their existing routes. Air pollutant emissions would not increase overall due to operation of the project—and could decrease if project improvements resulted in more efficient traffic operations—but could be marginally higher along Jackson Street if vehicle volumes increased. Operational impacts would be negligible, and no mitigation measures or further analysis are required.

d) No Impact

Build Alternatives 2 (Locally Preferred Alternative) and 4: Projects that are typically associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project does not include these elements that are typically associated with odor generation.

During construction, exhaust from equipment and activities associated with the application of pavement, finishes, or paints may produce discernible odors typical of most construction sites. Such odors would be temporary sources of nuisance to adjacent uses and would not affect a substantial number of people. Odors associated with construction would be temporary and intermittent in nature.

IV Biological Resources

Would the project:

Question	CEQA Determination
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 Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	Less Than Significant Impact
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 Wildlife or U.S. Fish and Wildlife Service?	Less Than Significant Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less Than Significant Impact
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?	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
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?	No Impact

CEQA Significance Determination for Biological Resources

a) Less Than Significant Impact.

Build Alternatives 2 (Locally Preferred Alternative) and 4: No federally listed plant or animal species were observed within the BSA during the habitat assessment and would not be directly or indirectly impacted from implementation. No temporary or permanent 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. With implementation of avoidance and minimization measure **BIO-1**, the project would not result in indirect impacts to special-status plant species.

Burrowing owls were identified in the BSA during focused surveys. The project has the potential to result in both direct and indirect impacts to burrowing owl. Other special-status bird species observed or with the potential to occur within the BSA include loggerhead shrike (*Lanius ludovicianus*), black-tailed gnatcatcher (*Polioptila melanura*), Crissal thrasher (*Toxostoma crissale*) and Le Conte's thrasher

(*Toxostoma lecontei*). The project has the potential to result in both direct and indirect impacts to these species. However, with implementation of the avoidance and minimization measures **BIO-4**, **BIO-5**, and **BIO-6**, and compliance with the CVMSHCP, no compensatory mitigation would be required and impacts are less than significant.

Special-status mammal species with the potential to occur within the BSA include western yellow bat (*Lasiurus xanthinus*), American badger (*Taxidea taxus*), Pallid bat (*Antrozous pallidus*), spotted bat (*Euderma maculatum*), Palm Springs pocket mouse (*Perognathus longimembris* ssp. *bangs*), Pallid San Diego pocket mouse (*Chaetodipus fallax pallidus*), and Palm Springs round-tailed ground squirrel (*Xerospermophilus tereticaudus chlorus*). The project has the potential to result in both direct and indirect impacts to these species. However, with implementation of the avoidance and minimization measure **BIO-7** and compliance with the CVMSHCP, no compensatory mitigation would be required.

b), c) Less Than Significant Impact.

Build Alternative 2 (Locally Preferred Alternative): The BSA contains primarily disturbed and developed land cover types as well as disturbed desert wash. Under Alternative 2, there would be temporary impacts to 6.47 acres of desert wash, 20.05 acres of disturbed areas, and 25.09 acres of developed areas. Under this alternative, there would be permanent impacts to 0.78 acres of desert wash, 13.87 acres of disturbed areas, and 12.03 acres of developed land. These impacts would be less than significant because these communities occur in abundance and support a limited amount of biological resources.

Alternative 2 would temporarily impact 0.099 acres and permanently impact 0.014 acres of U.S. Army Corps of Engineers (USACE)/Regional Board jurisdiction (non-wetland waters). Alternative 2 would also temporarily impact 6.41 acres and permanently impact 0.007 acres of CDFW jurisdictional streambed. Additionally, clearing, grubbing, and grading associated with Alternative 2 may result in indirect impacts to jurisdictional areas. Implementation of measure **WET-1** would reduce or avoid impacts to wetlands.

Build Alternative 4: The BSA contains primarily disturbed and developed land cover types as well as disturbed desert wash. Under Alternative 4, there would be temporary impacts to 6.38 acres of desert wash, 20.11 acres of disturbed areas, and 25.71 acres of developed areas. Under this alternative, there would be permanent impacts to 0.91 acres of desert wash, 14.27 acres of disturbed areas, and 12.01 acres of developed land. These impacts would be less than significant because these communities occur in abundance and support a limited amount of biological resources.

Alternative 4 would temporarily impact 0.95 acres and permanently impact 0.43 acres of USACE/Regional Board jurisdiction (non-wetland waters). Alternative 4 would also temporarily impact 6.32 acres and permanently impact 0.91 acre of CDFW jurisdictional streambed. Additionally, clearing, grubbing, and grading associated with Alternative 4 may result in indirect impacts to jurisdictional areas. Implementation of measure **WET-1** would reduce or avoid impacts to wetlands.

d), e), f) No Impact.

Build Alternatives 2 (Locally Preferred Alternative) and 4: There are no known designated habitat linkages or migration corridors within the BSA. Further, the CVSC has not been identified in the CVMSHCP as a habitat linkage or migration corridor. The CVSC is relatively undeveloped and allows wildlife to easily move through the area in search of food, shelter, or nesting habitat. Therefore, the channel has the potential to support the movement of coyote and other common wildlife species that occur within the surrounding areas. Project activities are not expected to impede wildlife movement through the BSA, specifically through the CVSC, and it will continue to provide opportunities for local wildlife movement and function as a corridor for highly mobile wildlife species. The project would have

no impact to movement of any native resident, migratory fish, or wildlife species. Nor will the project impact established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

The BSA for the project is located within the boundaries of the CVMSHCP. However, the BSA is not located within a CVMSHCP-designated Conservation Area. In addition, the project is identified as a “Covered Activity” under the CVMSHCP. The project would not conflict with the provisions the CVMSHCP.

V Cultural Resources

Would the project:

Question	CEQA Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

CEQA Significance for Cultural Resources

a), b), c) No Impact.

Build Alternatives 2 (Locally Preferred Alternative) and 4: No cultural resources were identified within the APE during the archaeological survey. The archaeological survey revealed the entire surface of the APE was disturbed previously by road and interstate construction in addition to channelization and regular maintenance of the CVSC. Given that no archaeological resources were identified as a result of archival research and field investigation, and the likelihood for encountering intact subsurface archaeological deposits is low, the project would have no potential to impact archaeological or cultural resources.

There are no historical structures eligible for or listed on the NRHP or CRHR for this project. As there are no historical resources or archaeological resources identified, there would be no impact to them. However, if unknown, previously undiscovered 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. Additional surveys may be required if project plans change to include areas that were not previously surveyed for cultural resources.

Construction activities are not expected to be at a depth where they could possibly encounter human remains, especially because the majority of the proposed work is on previously disturbed soil; therefore, there would be no impact. In addition, the records search and survey results did not yield any evidence of human burials, or cemeteries, either formal or informal. However, standard Caltrans design features **CR-1** and **CR-2** would be included in the project in the event that any inadvertent discoveries are encountered.

CR-1: If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

CR-2: 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 contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), who, pursuant to PRC Section 5097.98, will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Andrew Walters, DEBC: (909)383-2647 and Gary Jones, DNAC: (909)383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.

VI Energy

Would the project:

Question	CEQA Determination
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less Than Significant Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

CEQA Significance for Energy

a) Less Than Significant Impact.

Build Alternatives 2 (Locally Preferred Alternative) and 4: During construction of the project, energy would be consumed in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the project site, construction workers traveling to and from the project site, and water and haul truck trips (e.g., hauling of demolition material to off-site reuse and disposal facilities). Electricity and natural gas would not be used during project construction.

Construction would use energy only necessary for on-site activities, construction worker travel, and to transport construction materials and demolition debris. Idling restrictions and the use of cleaner, energy-efficient equipment would result in less fuel combustion and energy consumption, thus minimizing the project construction-related energy use. Therefore, construction of the project would not result in the wasteful, inefficient, and unnecessary consumption of energy.

Operation of the project would result in a slight increase in electricity from traffic signals, ramp metering, and streetlights, but would not result in an increase in natural gas; therefore, energy consumption from natural gas was excluded from the analysis. The project would also improve pedestrian and bicycle infrastructure and would promote the use of alternative modes of travel. While not quantified, the improvement in bicycle paths and pedestrian walkways could result in a decrease in non-renewable fuel sources and would result in more efficient use of energy resources.

The project would not increase operational transportation fuel demand consistent with and not in conflict with State, regional, and City goals. Therefore, operation of the project would not result in the wasteful, inefficient, and unnecessary consumption of energy under either scenario.

Lastly, maintenance of the project would include general upkeep of the traffic signals, ramp metering, street lighting, and pavement. The maintenance of the project would not result in wasteful, inefficient, and unnecessary consumption of energy, and the impact would be less than significant in nature.

b) No Impact.

Build Alternatives 2 (Locally Preferred Alternative) and 4: The project would not result in a net increase of fossil fuel usage for Build Alternative 2 and Build Alternative 4 when compared to the No-Build scenario for both buildout (2025) and future (2045) years. The project is an infrastructure improvement that would not attract an increase in vehicular volume and is only designed to streamline entrance and exit from the freeway. The increased efficiency of the interchange may also result in less idling time that would further reduce fuel consumption for the Build Alternatives. Further, since the project would not result in an increase in trips or fuel usage over the baseline, it would be consistent with SCAG’s RTP/SCS. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and there would be no impact.

VII Geology and Soils

Would the project:

Question	CEQA Determination
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> 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. 	No Impact
ii) Strong seismic ground shaking?	No Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	Less Than Significant Impact
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?	Less Than Significant Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less Than Significant Impact
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?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant Impact

CEQA Significance Determination for Geology and Soils

a i), a ii), a iii), a iv), e) No Impact.

Build Alternatives 2 (Locally Preferred Alternative) and 4: The project site is located in the seismically active Southern California region. However, construction and operation of the project have no potential to rupture a known earthquake fault, cause strong seismic ground shaking, or cause seismic-related ground failure, including liquefaction. No impacts are anticipated for seismically induced landslides, given the relatively stable and flat topography of the project area. During the life of the project, seismic activity associated with active faults can be expected to generate moderate to strong ground shaking at the site during active earthquakes. Compliance with the most current Department procedures regarding seismic design, which is standard practice on all Department projects, is anticipated to prevent any adverse effects related to seismic ground shaking on the project. Conformance with the California Building Code (CBC)

as well as adherence to standard engineering practices and Department design criteria, would reduce the effects of seismic ground shaking.

Available site information and the site review performed for the project did not indicate landslides hazards within the project limits. No impacts are anticipated.

The project would not implement the use of septic tanks, and thus no impacts are expected in this regard.

b), c), d), f) Less Than Significant Impact.

Build Alternatives 2 (Locally Preferred Alternative) and 4: The Jackson Street OC and Whitewater River Bridge are located within a Riverside County-designated area of moderate liquefaction potential (Riverside County, 2018). Liquefaction potential is considered to be low due to an absence of shallow groundwater. The project would follow the Department’s latest design requirements to minimize any potential effects related to liquefaction and seismically induced settlement. With implementation of these standard measures, no direct or indirect, adverse, long-term impacts would occur as a result of the project.

Erosion control measures also would be used to address site soil stabilization and reduce deposition of sediments in adjacent surface waters. Typical measures would include the application of soil stabilizers such as soil binders, rock slope protection, velocity dissipation devices, and flared end sections for culverts.

The subsurface soils at the site are expected to consist of engineered fill underlain by alluvial soils. The engineered fill is expected to consist of fine to coarse silty sand and the alluvial soil is expected to consist of interbedded micaceous very fine to fine sand and laminated clayey silt. Coarse grained soils (sandy soils) are generally anticipated to be non-expansive or have a very low expansion potential. Fine grained soils (silts and clays) are usually susceptible to medium to high expansion potential. Soil expansion potential will be evaluated during PS&E for the project.

The literature, records search, and survey indicate that the project has low potential to affect important nonrenewable highly sensitive paleontological resources. No scientifically significant paleontological resources are anticipated to be impacted by the project. However, implementation of **PAL-1** would ensure that no impacts to sensitive paleontological resources would occur.

VIII Greenhouse Gas Emissions

Would the project:

Question	CEQA Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact

CEQA Significance Determination for Greenhouse Gas Emissions

a) Less than Significant Impact.

Build Alternatives 2 (Locally Preferred Alternative) and 4: Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and

occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

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.

The construction period for the project is expected to occur over 2 stages for a total of approximately 24 months. Construction emissions were estimated using the latest Sacramento Metropolitan Air Quality Management District's Road Construction Emissions Model (RCEM), Version 9.0.0. Construction activities for both Build Alternative 2 and Build Alternative 4 would be the same. Construction emissions were estimated for both Build Alternatives using default equipment inventories provided in RCEM, project construction scheduling information provided by the project engineer, and emissions factors from the EMFAC 2017 and OFFROAD models. The emissions presented are the worst-case maximum daily construction emissions (pounds per day) for each activity that would be generated by both Build Alternatives.

Overall project construction emissions of GHGs would be 3,927.79 metric tons over the approximately 24-month construction period, which would be approximately 0.07 percent of Riverside County's estimated 2020 GHG Business as Usual inventory. GHG emissions for Alternative 4 would be slightly more than Alternative 2 because the Diverging Diamond configuration would require additional structure for traffic to cross to opposite sides between signalized crossover intersections. However, emissions would still be within approximately 0.07 percent of Riverside County's estimated 2020 GHG Business as Usual inventory.

Even with an increase in design year VMT as compared to the baseline VMT (refer to Table 3.3-2 in Section 3.3, Climate Change), operation of the project would not increase GHG emissions from mobile sources despite the capacity-enhancing features of the project. A sidewalk and shared path for bikes and LSEVs will increase opportunities for non-motorized transportation and provide connectivity with the planned CV Link multi-use trail. These features support GHG-related goals and policies of the RTP, the Riverside County and City of Indio general plans, the Western Coachella Valley Area Plan, and the Riverside County CAP. Implementation of the project, along with other projects included in the regional 2016–2040 RTP, should further improve traffic flow and decrease congestion within the region.

While the project will result in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions (refer to Section 3.3, Climate Change). With implementation of construction GHG-reduction measures **GHG-1** through **GHG-5**, the impact would be less than significant.

b) Less than Significant Impact.

Build Alternatives 2 (Locally Preferred Alternative) and 4: The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The impact would be less than significant.

IX Hazards and Hazardous Materials

Would the project:

Question	CEQA Determination
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact
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?	Less Than Significant Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less Than Significant Impact
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?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

CEQA Significance Determinations for Hazards and Hazardous Materials

a), b), c), f) Less Than Significant Impact

Build Alternatives 2 (Locally Preferred Alternative) and 4: During construction of the project, there would be a possibility of accidental release of hazardous substances. However, the level of risk associated with the accidental release of hazardous substances is not considered to be adverse due to the small volume and low concentration of hazardous materials utilized during construction. Implementation of avoidance and minimization measures **HAZ-1** and **HAZ-6** will ensure that all hazardous materials are identified prior to construction and will ensure that proper handling and disposal measures are followed.

A school, Andrew Jackson Elementary School, is immediately adjacent to the project limits. Hazardous wastes such as asbestos-containing materials and lead-based paint could be generated during demolition of existing structures within the alignment. This effect would be temporary and limited to the construction period. However, as stated earlier, the level of risk associated with the accidental release of hazardous substances is not considered to be adverse due to the small volume and low concentration of hazardous materials utilized during construction. With the utilization of BMPs and safe handling practices, no impacts are anticipated to the school. In addition, implementation of avoidance and minimization measures **HAZ-2** and **HAZ-3**, will ensure that all asbestos will be removed properly and safely, without accidental release. Lastly, if the soil in the project vicinity is found to be an ADL issue, then it is to be excavated and removed from the site, and it will need to be disposed of at a landfill as a California hazardous waste (refer to avoidance and minimization measure **HAZ-4**).

Emergency service response times could potentially be affected during the 24-month construction period. However, the impacts would be temporary in nature. Construction impacts would be addressed with implementation of a Traffic Management Plan (TMP) (refer to measure **TRA-1** in Section 2.1.7.4) which would serve to minimize disruption to emergency services and require coordination with emergency services. However, Build Alternatives 2 and 4 would improve the operational performance of the I-

10/Jackson Street interchange, and the local street system, by accommodating anticipated increased traffic demand and associated potential congestion from planned development in the area. Thus, both Build Alternatives would improve the delivery of public services (police and fire protection, and emergency medical response) in the area that would otherwise would not occur under the Build Alternatives.

d), e), g), No Impact

Build Alternatives 2 (Locally Preferred Alternative) and 4: The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

The project is located approximately 2.8 miles from the Bermuda Dunes Airport. However, the project is not subject to airspace review or any restrictions since the project would be less than 100 feet tall. The project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

X Hydrology and Water Quality

Would the project:

Question	CEQA Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less Than Significant Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	Less Than Significant Impact
(i) result in substantial erosion or siltation on- or off-site;	Less Than Significant Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	No Impact
(iii) 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; or	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

CEQA Significance Determination for Hydrology and Water Quality

a), c(i), c(ii) Less than Significant Impact

Build Alternatives 2 (Locally Preferred Alternative) and 4: The project has the potential to affect water quality during the operation phase. Potential pollutant sources associated with operations includes motor vehicles, highway maintenance, illegal dumping, spills, and landscaping care. During the construction phase, soil disturbance activities including earth-moving activities such as excavation and trenching, soil compaction, cut and fill activities, and grading would occur. The temporary disturbed surface area (DSA) is approximately 26.93 acres within the Department’s right-of-way and 31.77 acres total (within and outside of the Department’s right-of-way). Implementation of the SWPPP is expected to attenuate and minimize the amount of sediments released from the construction site (refer to measures **WQ-1** and **WQ-**

2). Short-term impacts caused by each of the build alternatives include potential increases in sediment loads because of removal of existing groundcover and disturbance of soil during grading. The temporary residual increase in sediment loads from construction areas is unlikely to alter the hydrologic response (i.e., erosion and deposition) downstream in the hydrologic subarea and, subsequently, the sediment processes in these areas would be reduced because all DSAs would be stabilized before completion of construction with permanent landscaping and/or permanent erosion control measures.

b), c(iii), c(iv), d), e) No Impact

Build Alternatives 2 (Locally Preferred Alternative) and 4: Groundwater recharge facilities are not present within the project limits and there is no change in channel lining; therefore, the project would not interfere with groundwater recharge. The project lies within a Zone AE floodplain. According to the *Location Hydraulic Study*, the flood hazard and flood depths in the CVSC will be minimally impacted as a result of the proposed project. The work in this area is limited to improvements on an existing bridge.

Operation of the project would result in an increase in impervious surface areas, which would result in an increase in stormwater 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. Build Alternative 4 which has the largest footprint of the build alternatives would add 7.88 acres of new impervious surface area. With the implementation of standard Department Treatment BMPs, Design Pollution Prevention BMPs, and Maintenance BMPs, the project would not increase the rate or amount of surface runoff in a manner that would result in flooding on or off site. The increased runoff would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; therefore, no impacts are anticipated.

Under the Build Alternatives 2 and 4, the goal of the proposed treatment BMP strategy is to treat more than 100 percent of the water quality volume from the new net impervious and pervious areas to fulfill the requirements of the Department's NPDES permit. The project proposes to treat approximately 3.11 more acres of impervious areas, thereby improving water quality over what is "required" by the NPDES permit. The Department-approved Treatment BMPs and temporary Construction Site BMPs are considered project design features. Therefore, with incorporation of Temporary and Permanent BMPs, no impacts are anticipated.

The Colorado River Regional Water Quality Control Plan applies to the project area, as well as other water quality control plans and policies adopted by the State Water Resources Control Board. With the implementation of standard Department Treatment BMPs, and temporary Construction Site BMPs, the effect to surface and ground water quality associated with operation of the project would be less than significant. There would be no conflict with applicable stormwater quality plans or sustainable groundwater management plans.

Dewatering is not anticipated during construction since a deeper groundwater level is expected based on historical data and preliminary investigations. If construction of the project requires the discharge of groundwater to the environment or dredged or fill material, implementation of measure **WQ-3** would avoid water quality and hydrological impacts associated with construction.

The project would not cause a change to sedimentation in receiving water bodies within the project area because the project would result in a minor increase in runoff compared to the entire hydrologic area.

Tsunamis have no potential to occur in the project area given its inland location. Seiching is possible within the Whitewater River Channel if a large earthquake coincides with a high flow level event, although this is unlikely given how low the water level is in the channel in general.

XI Land Use and Planning

Would the project:

Question	CEQA Determination
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

CEQA Significance Determinations for Land Use and Planning

a), b) No Impact

Build Alternatives 2 (Locally Preferred Alternative) and 4: The project would not physically divide an established community, as I-10, Jackson Street and the current interchange exists within this area and the project would not result in permanent acquisitions. However, a total of 7 TCEs would be required under both Build Alternatives. The TCEs would occur on vacant land, commercial and retail properties, and one residential property and a school. Access to these properties would be maintained at all times throughout the construction period. Because these impacts would be temporary and the portions of the parcels required during construction would be restored and returned to their owners following construction, no impacts would occur.

Both Build Alternatives are consistent with the City of Indio’s General Plan, the Southern California Association of Government’s (SCAG) 2019 Federal Transportation Improvement Program (FTIP), the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Amendment #3, and the California Transportation Plan (CTP) 2040. The project is located within the boundaries of the CVMSHCP, but is not located within any CVMSHCP-designated Conservation Areas. Further, the proposed project is a Covered Activity under the CVMSHCP, and would not conflict with the provisions the CVMSHCP. There are no other land use plans, policies, or regulations related to the proposed project.

XII Mineral Resources

Would the project:

Question	CEQA Determination
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?	No Impact
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?	No Impact

CEQA Significance Determinations for Mineral Resources

a), b) No Impact

Build Alternatives 2 (Locally Preferred Alternative) and 4: According to the City of Indio’s Mineral Resource Zone Map, the project is not located in an area designated as Mineral Resources.

XIII Noise

Would the project result in:

Question	CEQA Determination
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant Impact
c) For a project located within the vicinity of a private airstrip or 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?	No Impact

CEQA Significance Determinations for Noise

a), b) Less Than Significant Impact

Build Alternatives 2 (Locally Preferred Alternative) and 4: A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts from the project. The following land uses were identified in the project area:

- Single-family residences: Activity Category B
- Outdoor recreational use areas: Activity Category C
- School: Activity Category C (exterior) and Activity Category D (interior)
- Hotels: Activity Category E
- Restaurant: Activity Category E
- Commercial retail uses: Activity Category F
- Undeveloped lands: Activity Category G

In addition, there are several commercial and industrial facilities within the study area without outdoor use areas. The terrain throughout the project area is varied where there is a storm channel between I-10 and land uses to the south with earthen berms located on either side of the storm channel. The terrain at noise-sensitive receivers is generally flat.

Temporary construction noise impacts would be unavoidable at areas immediately adjacent to the project alignment. It is possible that certain construction activities could cause intermittent localized concern from vibration in the project area. However, construction noise and vibration would be short term, intermittent, and overshadowed by local traffic noise. Construction noise control shall conform to the provisions in Section 14-8.02, “Noise Control,” of the Department’s 2018 Standard Specifications and 14-8.02, “Noise Control,” of the Standard Special Provisions. The requirements state that all equipment shall be fitted with adequate mufflers and operated according to the manufacturers’ specifications. Construction noise varies greatly depending on the construction process, type, and condition of equipment used, and layout of the construction site.

The City of Indio does not have specific noise requirements for transportation noise within the City limits. However, under CEQA, the baseline (existing) noise level is used as a comparison to the anticipated project noise level. The assessment of project noise impacts entails identifying the physical area and

setting where the potential noise impact could occur and then determining how substantial and perceptible any noise increase would be in the given area. With respect to the community noise assessment, changes in noise levels of less than 3 dBA are generally not discernable to most people, while changes greater than 5 dBA are readily noticeable and would be considered a significant increase.

Traffic noise was evaluated under existing conditions and future design year (2045) conditions with the project. Loudest-hour traffic volumes, vehicle classification percentages, and traffic speeds under existing (2018) and design year (2045) were used as input into the traffic noise model.

Existing and future predicted noise levels were computed for a total of 45 noise sensitive land use receivers, including residential communities to the northeast of the interchange. Existing noise levels ranged from 35 to 67 dBA Leq. The noise modeling results indicated that predicted traffic noise levels for the future 2045 with-project conditions would range from 38 to 72 dBA Leq. The results show that the project would increase the noise levels at some receiver locations by a maximum of 3 dB. Therefore, the traffic noise volumes associated with the project would not exceed the 5 dB threshold (Caltrans, 2019). In addition, reconstruction of the interchange would shift traffic farther away from a number of noise-sensitive land uses within in the project area, which would result in a decrease in noise levels in the future with project conditions in comparison to the No Build conditions. Consequently, operational noise impacts would be less than significant.

c) No Impact

The Bermuda Dunes Airport is located approximately 2.2 miles west of the project site. The project is not located within the Bermuda Dunes Airport Land Use Compatibility plan; therefore, the project is not within airport influence areas. There would be **no impact** related to this significance criterion.

XIV Population and Housing

Would the project:

Question	CEQA Determination
a) Induce substantial unplanned 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)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

CEQA Significance Determinations for Population and Housing

a), b) No Impact

Build Alternatives 2 (Locally Preferred Alternative) and 4: The project is located on an existing interchange facility near existing roadways, providing access to existing and planned development. The project has been designed to accommodate present and projected increases in traffic volumes expected as a result of previously implemented and planned development in the area. The project has no real potential to induce substantial population growth, either directly or indirectly, in the immediate project vicinity or in the region. Therefore, project-related induced population growth is not anticipated.

Both Build Alternatives would partially acquire 16 parcels, with Build Alternative 2 acquiring 1.69 acres and Alternative 4 acquiring 2.059 acres. Neither Alternatives 2 nor 4 would require full acquisitions from any parcels. Permanent right-of-way impacts are anticipated north and south of the existing interchange.

Planned property acquisitions would affect currently vacant lands, a school, commercial properties, and a single-family residence. The CVSC would also require right-of-way impacts due to new bridge construction, pier protection construction, and channel lining. The potential permanent right-of-way acquisition anticipated for the project would not result in the displacement or relocation of existing residents, businesses, farms, non-profits, or government services in the project area. No replacement housing will be required as a result of either construction or operation of this project. All right-of-way acquisition would be completed in accordance with measure **REL-1**, which requires all acquisitions to be in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Given the relatively minor amount of land acquisitions that would be required, the project would not result in significant impacts to population and housing. As such, no impacts are anticipated.

XV Public Services

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 following public services:

Question	CEQA Determination
a) Fire protection?	Less Than Significant Impact
b) Police protection?	Less Than Significant Impact
c) Schools?	Less Than Significant Impact
d) Parks?	Less Than Significant Impact
e) Other public facilities?	Less Than Significant Impact

CEQA Significance Determinations for Public Services

a) Less Than Significant Impact

Build Alternatives 2 (Locally Preferred Alternative) and 4: Fire services are delivered from three fire stations spread throughout the city that each serve an approximate 1.5-mile radius around each station. The service zones for each of the fire stations slightly overlap each other to better provide timely responses. The project location is serviced by Stations 432 and 431.

The City of Indio Police Department is located at 46800 Jackson Street, approximately 2 miles south of the project limits. The California Highway Patrol (CHP) Indio Area is part of CHP’s Border Division and serves thousands of permanent and temporary residents. The CHP Indio station (Station 630) is located at 79650 Varner Road in Indio, CA 92203, which is approximately 3.3 miles northwest of the project location.

Andrew Jackson Elementary School and North Jackson Park are located immediately south and southeast of the project. However, neither resource shall be physically impacted by construction or implementation of the project alternatives. It is prudent to note that there is 1.17 acres of land in between the Andrew Jackson School and Jackson Street south of the interchange that is considered greenspace/landscaping that is unsafe for children to use as recreation because of its proximity to the roadway (610-230-004); therefore, it does not qualify as a recreational resource. Although the elimination of a narrow portion of the parcel with the landscaping (approximately 0.2 acres) would move the roadway closer to the school, the school grounds and classrooms would be impacted only an infinitesimal amount more than they are currently experiencing. Access would be maintained at all times for both the school and the park, and there would be no interruption of the school or its activities.

Based on current design plans for the proposed I-10/Jackson Street Interchange Improvement Project, the proposed CV Link trail would be going through the project area and would require realignment; however, no adverse effect on this resource is anticipated because the trail would only be closed temporarily during construction and the uses of the trail that qualify this resource for recreational use. As part of project design for both Build Alternatives, access ramps will be constructed to accommodate the CV Link Trail. Therefore, access to and from the trail would be increased by implementation of this project. During construction, there would be no change in access (i.e., there would be no change in access when comparing trail conditions prior to and after the project is completed).

Build Alternatives 2 and 4 could result in short-term construction impacts to emergency access due to traffic delays associated with a construction zone; however, such delays would be for a short period of time and would cease upon completion of project construction. Construction is estimated to last 24 months.

It is anticipated that the project would be staged to minimize impacts to existing traffic. Alternatives 2 and 4 would completely reconstruct the I-10/Jackson Street Overcrossing, Jackson Street, Whitewater River Bridge and all four ramps. The staging concepts and existing width of the bridges would control the phasing of the interchange stage construction. Road and ramp closures with detours in place may be considered on Jackson Street and for the on- and off-ramps. Intermittent nighttime closures would be needed on I-10 for falsework erection and deck pours. Staging design, traffic handling plans, and detours would be developed in the final design phase of project development.

Emergency service response times would be affected during the 24-month construction period. However, the impacts would be temporary in nature. Construction impacts would be addressed with implementation of a Traffic Management Plan (TMP) (refer to measure TRA-1 in Section 2.1.7.4) which would serve to minimize disruption to emergency services and require coordination with emergency services.

Operation of the project would not result in an increase in population or, result in the need for additional facilities, nor would response times of emergency personnel be increased. However, construction activities have the potential to result in temporary disruptions during the construction period. Construction activities could also lead to an increase in delay times for emergency response vehicles. However, with the implementation of a TMP, as identified in measure **TRA-1**, temporary access impacts on these community service facilities would be less than significant.

Additionally, Build Alternatives 2 and 4 would improve the operational performance of the I-10/Jackson Street interchange and around the project vicinity by accommodating anticipated increased traffic demand and associated potential congestion from planned development in the area. Therefore, both Build Alternatives would improve the delivery of public services (police and fire protection, and emergency medical response) in the area that otherwise would not occur under the No-Build Alternative.

XVI Recreation

Question	CEQA Determination
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?	No Impact
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?	No Impact

CEQA Significance Determination for Recreation

a), b) No Impact

Build Alternatives 2 (Locally Preferred Alternative) and 4: The project does not have the capacity to generate a substantial increase in the use of any existing neighborhood parks, regional parks, or other recreational facilities such that physical deterioration would occur. Nor would it require the construction or expansion of existing recreational facilities.

XVII Transportation

Would the project:

Question	CEQA Determination
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Less Than Significant Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	Less Than Significant Impact

CEQA Significance Determinations for Transportation

a), c) No Impact

Build Alternatives 2 (Locally Preferred Alternative) and 4: The project would be designed to be consistent with the CV Link project and would help accommodate multimodal travel (pedestrian, bicycle, and LSEV) consistent with the City of Indio’s General Plan. Neither Build Alternative would conflict with any program, plan, ordinance, or policy addressing the circulation system.

Both Build Alternatives include the construction of non-vehicular and pedestrian access improvements. These include a 6.5-foot-wide sidewalk on both the west and east sides of Jackson Street along the limits of ultimate improvements. Alternatives 2 and 4 would require realignment of CVAG’s planned CV Link multi-use trail within the project limits to accommodate the widening of Jackson Street and provide the minimum vertical undercrossing clearance. Design facilities for both Alternatives 2 and 4 would be fully accessible in accordance with Caltrans’ Design Information Bulletin 82-05 “Pedestrian Accessibility Guidelines for Highway Projects,” and will also be consistent with all applicable Americans with Disabilities Act-compatible crossing requirements. The project would improve existing interchange geometric deficiencies and would not alter any existing uses. Therefore, there would be no impact under CEQA.

b), d) Less than Significant Impact

Build Alternatives 2 (Locally Preferred Alternative) and 4: Under CEQA Guidelines section 15064.3, subdivision (b), Transportation projects that reduce, or have no impact on, vehicle miles traveled are presumed to cause a less than significant transportation impact. As both Build Alternatives will have no impact on vehicle miles traveled when compared to the No Build Alternative in the opening (2025) and design (2045) years, the impact is considered less than significant.

Construction activities have the potential to result in temporary, localized, site-specific disruptions during the construction period. This could lead to an increase in delay times for emergency response vehicles. Construction impacts would be short-term, lasting only the length of construction, and would cease upon completion of construction. Construction is estimated to last 24 months. However, with the implementation of a Traffic Management Plan (TMP), as identified in measure **TRA-1**, temporary emergency access impacts would be less than significant.

XVIII 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:

Question	CEQA Determination
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	No Impact
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.	No Impact

CEQA Significance Determinations for Tribal Cultural Resources

a), b), No Impact

Build Alternatives 2 (Locally Preferred Alternative) and 4: No cultural resources were identified within the APE during the archaeological survey. The archaeological survey revealed the entire surface of the APE was disturbed previously by road and interstate construction in addition to channelization and regular maintenance of the CVSC. Given that no archaeological resources were identified as a result of archival research and field investigation, the likelihood for encountering intact subsurface archaeological deposits is low.

There are no listed resources or resources that appear 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) in the project area. Additionally, there are no resources 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. There are no significant resources for a California Native American tribe identified near or within the project study area.

Measures **CR-1** and **CR-2**, which are standard measures for all Department projects, are included to ensure that potential effects on cultural resources and human remains, should they exist and be discovered during construction, would be avoided.

XIX Utilities and Service Systems

Would the project:

Question	CEQA Determination
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less Than Significant Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
c) 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?	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

CEQA Significance Determinations for Utilities and Service Systems

a) Less than Significant Impact

Build Alternatives 2 (Locally Preferred Alternative) and 4: Utilities anticipated to be impacted from widening Jackson Street include relocating an Indio Water Authority water, a Frontier Communications telephone line, and four poles of IID's three-phase primary overhead line.

Additionally, there are also storm drain facilities, traffic signal equipment, electric, and water lines (CVWD) located within Jackson Street and the I-10 OC and Channel Bridge structures that do not need to be relocated, but minor adjustments may be required, which may include adjusting a manhole/water valve to new finished grade and reconstructing a meter/service equipment enclosure cabinet, etc.

It is anticipated that all utilities would remain in full service throughout the construction period and all relocations would be coordinated throughout the construction phase. However, service will most likely be interrupted when the connection is made from new to old lines outside the interchange. Impacts to homes or businesses are not anticipated; however, further discussion with the utility companies will be done to fully understand potential short-term power interruptions. It is anticipated that any service interruptions would be short-term.

For any utilities affected, all required coordination will be completed to establish exact procedures and specifications for addressing facilities impacted by the project. As necessary, additional analysis will be completed, and any measures identified in conjunction with the analysis will be implemented. Any required relocations of utilities will be completed prior to any project-related construction.

In addition, if relocation of any utilities requires use of area(s) beyond the construction footprint associated with the current proposed project, studies will be reviewed or performed as appropriate and applicable measures will be implemented. As such, impacts are considered less than significant.

The project would result in an increase in impervious surface area, which would increase stormwater runoff, however, it is not anticipated that either of the Build Alternatives would require or result in the construction of new stormwater drainage facilities or expansion of existing facilities.

b), c), d), e) No Impact

Build Alternatives 2 (Locally Preferred Alternative) and 4: The project has sufficient water supplies available to serve the project during normal, dry, and multiple dry years. There is no reasonably foreseeable future development associated with the project, as the project is located on an existing interstate facility near existing roadways, which provide access to existing and already planned development. Construction of the project is not expected to generate the need for additional wastewater treatment facilities or exceed wastewater treatment requirements of the Regional Water Quality Control Board. No new or expanded entitlements are needed with the project. The project would require disposal of demolition materials during construction. The generation of demolition materials would be temporary, lasting the duration of construction. It is the Department’s policy to recycle materials whenever possible. Furthermore, the project would be in compliance with all federal, state, and local solid waste statutes and regulations.

XX Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Question	CEQA Determination
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

CEQA Significance Determinations for Wildfire

a), b), c), d) No Impact

Build Alternatives 2 (Locally Preferred Alternative) and 4: According to Cal Fire, the project area is within a Local Responsibility Area – Unincorporated for fire hazards. According to the County of Riverside General Plan, the project area is not within a Very High Fire Hazard Severity Zone.

XXI Mandatory Findings of Significance

Question	CEQA Determination
a) Does the project have the potential to substantially 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?	Less Than Significant Impact
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)?	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

CEQA Significance Determinations for Mandatory Findings of Significance

a) Less Than Significant Impact

Build Alternatives 2 (Locally Preferred Alternative) and 4: The project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal species. No temporary or permanent 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. With implementation of avoidance and minimization measure **BIO-1**, the project would not result in indirect impacts to special-status plant species.

Burrowing owls were identified in the BSA during focused surveys. The project has the potential to result in both direct and indirect impacts to burrowing owl. Other special-status bird species observed or with the potential to occur within the BSA include loggerhead shrike (*Lanius ludovicianus*), black-tailed gnatcatcher (*Poliophtila melanura*), Crissal thrasher (*Toxostoma crissale*) and Le Conte's thrasher (*Toxostoma lecontei*). The project has the potential to result in both direct and indirect impacts to these species. However, with implementation of the avoidance and minimization measures **BIO-4**, **BIO-5**, and **BIO-6**, and compliance with the CVMSHCP, no compensatory mitigation would be required and impacts are less than significant.

b), c) No Impact

Build Alternatives 2 (Locally Preferred Alternative) and 4: The proposed project would not result in cumulatively considerable impacts when combined with past, present, and reasonably foreseeable future projects and therefore would have no cumulative impacts. The project would not have environmental effects that would cause substantial effects on human beings, either directly or indirectly, as the purpose of the project is to improve the capacity at the I-10/Jackson Street interchange to accommodate the forecast travel demand for the 2045 design year within the City of Indio, accommodate multimodal travel consistent with the City of Indio's General Plan and regional plans, and improve existing interchange geometric deficiencies.

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 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 (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), and various hydrofluorocarbons (HFCs). CO₂ is the most abundant GHG; while it is a naturally occurring component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO₂.

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). This analysis will include a discussion of both.

Regulatory Setting

This section outlines federal and state efforts to comprehensively reduce GHG emissions from transportation sources.

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 (FHWA 2019). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—“the triple bottom line of sustainability” (FHWA n.d.). 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.

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 most important of these was the Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Economy (CAFE)

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 CAFE program based on each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States.

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) the establishment of the Office of Indian Energy Policy and Programs within the Department of 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.

The U.S. EPA in conjunction with the National Highway Traffic Safety Administration (NHTSA) is responsible for setting GHG emission standards for new cars and light-duty vehicles to significantly increase the fuel economy of all new passenger cars and light trucks sold in the United States. Fuel efficiency standards directly influence GHG emissions.

State

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs) including, but not limited to, the following:

EO S-3-05 (June 1, 2005): The goal of this 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 (AB) 32 in 2006 and Senate Bill (SB) 32 in 2016.

Assembly Bill (AB) 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the California Air Resources Board (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 [H&SC] 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.

EO 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 (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.

SB 391, Chapter 585, 2009, California Transportation Plan: This bill requires the State's long-range transportation plan to identify strategies to address California's climate change goals under AB 32.

EO 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.

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 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 (MMTCO_{2e}). 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.

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.

SB 1386, Chapter 545, 2016, declared “it to be the policy of the state that the protection and management of natural and working lands ... is an important strategy in meeting the state's greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands.”

AB 134, Chapter 254, 2017, allocates Greenhouse Gas Reduction Funds and other sources to various clean vehicle programs, demonstration/pilot projects, clean vehicle rebates and projects, and other emissions-reduction programs statewide.

SB 743, Chapter 386 (September 2013): This bill changes the metric of consideration for transportation impacts pursuant to CEQA from a focus on automobile delay to alternative methods focused on vehicle miles travelled, to promote the state's goals of reducing greenhouse gas emissions and traffic related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.

SB 150, Chapter 150, 2017, Regional Transportation Plans: This bill requires ARB to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional greenhouse gas emission reduction targets.

EO B-55-18 (September 2018) sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing GHG emissions.

EO N-19-19 (September 2019) advances California's climate goals in part by directing the California State Transportation Agency to leverage annual transportation spending to reverse the trend of increased fuel consumption and reduce GHG emissions from the transportation sector. It orders a focus on transportation investments near housing, managing congestion, and encouraging alternatives to driving. This EO also directs ARB to encourage automakers to produce more clean vehicles, formulate ways to help Californians purchase them, and propose strategies to increase demand for zero-emission vehicles.

Environmental Setting

The project is centrally located within the City of Indio at the crossroads of I-10, Jackson Street, and the Coachella Valley Stormwater Channel. Refer to Figure 1-1 (Regional Vicinity Map) and Figure 1-2 (Project Location Map). The project is located within the South Coast Air Basin (Basin) governed by the South Coast Air Quality Management District (SCAQMD). It is within the jurisdiction of the Southern California Association of Governments (SCAG), the local Metropolitan Planning Organization (MPO). The 2016-2040 SCAG Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) guides transportation and housing development in the project area.

Indio is a fast-growing city of 88,000 that also accommodates nearly 1.4 million visitors during seasonal events. I-10 is a major east-west transportation route that connects the City to Los Angeles County to the west and the California/Arizona state border to the east. Jackson Street is a north-south, two-lane divided arterial in Indio. The interchange is a major access point for existing residential and commercial development at the interchange area. The area surrounding the site supports a variety of land uses. The City has 19 land use and transportation projects in the project vicinity that are under various stages of design, approval, or construction (see Section 2.1.1, Land Use, Table 2-1).

The freeway and ramp junctions operate acceptably under existing (2018) conditions. However, the project traffic study indicates that the growth anticipated for the region by design year 2045 would cause conditions to degrade at several locations.

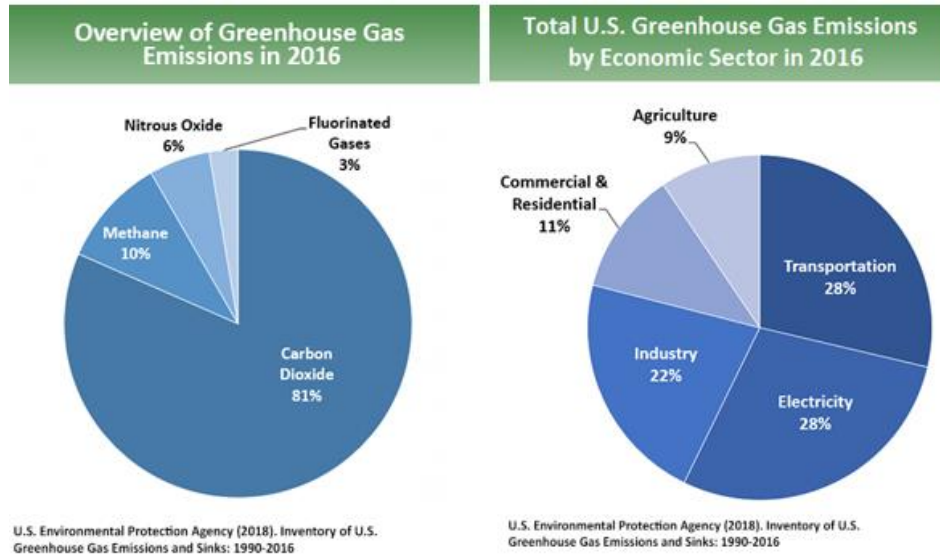
A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and CARB does so for the state, as required by H&SC Section 39607.4.

National GHG Inventory

The U.S. EPA prepares a national GHG inventory every year and submits it to the United Nations in accordance with the Framework Convention on Climate Change. The inventory provides a comprehensive accounting of all human-produced sources of GHGs in the United States, reporting emissions of CO₂, CH₄, N₂O, HFCs, perfluorocarbons, SF₆, and nitrogen trifluoride. It also accounts for emissions of CO₂ that are removed from the atmosphere by “sinks” such as forests, vegetation, and soils that uptake and store CO₂ (carbon sequestration). The 1990–2016 inventory found that of 6,511 MMTCO₂e GHG emissions in 2016, 81 percent consist of CO₂, 10 percent are CH₄, and 6 percent are N₂O; the balance consists of fluorinated gases (U.S. EPA, 2018a).⁹ In 2016, GHG emissions from the transportation sector accounted for nearly 28.5 percent of U.S. GHG emissions. Figure 3-1 below provides an overview of U.S. 2016 GHG emissions by pollutant and a breakdown of the total U.S. 2016 GHG emissions by sector.

⁹ U.S. Environmental Protection Agency. 2018. Inventory of U.S. Greenhouse Gas Emissions and Sinks. <https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks>

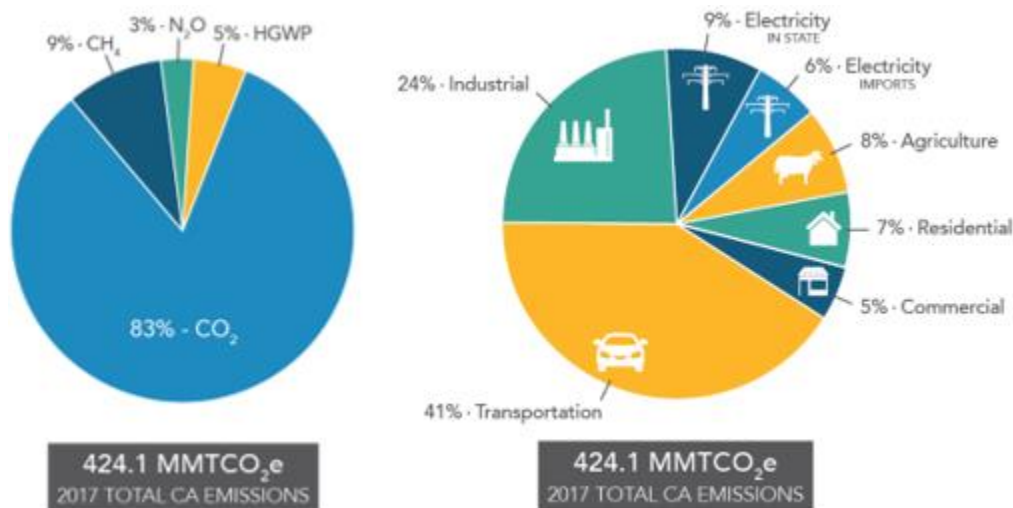
Figure 3-1 U.S. 2016 Greenhouse Gas Emissions



State GHG Inventory

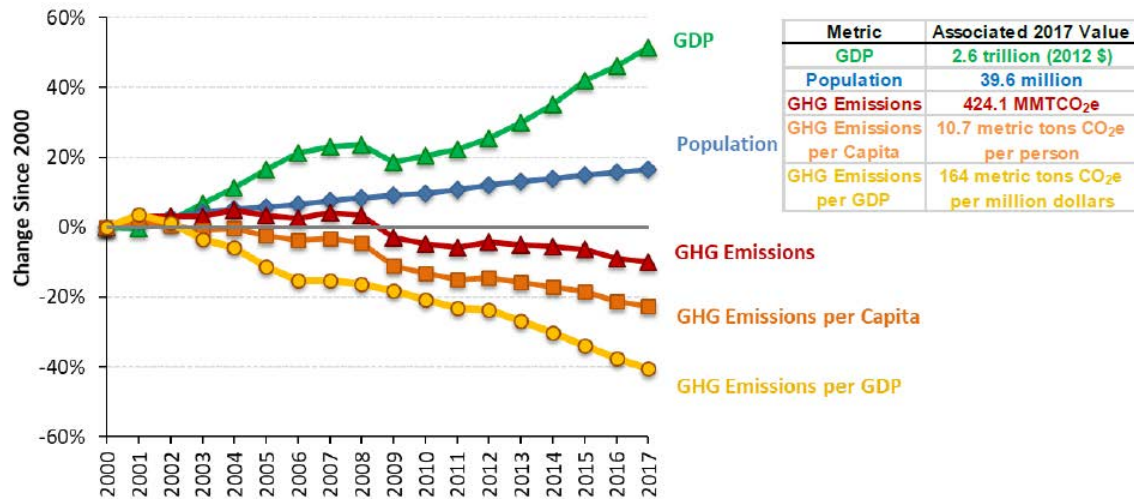
ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state’s progress in meeting its GHG reduction goals. The 2019 edition of the GHG emissions inventory found total California emissions of 424.1 MMTCO₂e for 2017, with the transportation sector responsible for 41 percent of total GHGs. It also found that overall statewide GHG emissions declined from 2000 to 2017 despite growth in population and state economic output (ARB 2019a).

Figure 3-2 California 2017 Greenhouse Gas Emissions



(Source: CARB 2019b)

Figure 3-3 Change in California GDP, Population, and GHG Emissions since 2000



(Source: CARB 2019b)

AB 32 required CARB 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, and to update it every 5 years. CARB adopted the first scoping plan in 2008. 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.

Regional Plans

ARB sets regional targets for California’s 18 MPOs to use in their RTP/SCSs to plan future projects that will cumulatively achieve GHG reduction goals. Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. CARB’s regional reduction target for SCAG since October 2018 is 8 percent by 2020 and 19 percent by 2035, compared to 2005 levels (ARB 2019c). (The 2016 RTP/SCS used earlier targets of 8 percent per capita reduction by 2020 and a 13 percent per capita reduction by 2035. It should be noted that the SCAG planning region comprises Imperial, Orange, San Bernardino, and Ventura Counties in addition to Riverside County, and that targets apply in the region as a whole and to all GHG emission sources, not individual counties or transportation alone.) The proposed project is included in the SCAG 2016 (Amendment #3) as RTP ID RIV071252 (SCAG 2016), as discussed in Section 2.1.1, *Land Use*, above. RTP/SCS concluded that implementing the plan would result in an 8 percent per capita GHG reduction by 2020, an 18 percent reduction by 2035, and a 21 percent reduction by 2040. Other regional plans and policies within the project area are summarized in Table 3-1 below.

The Riverside County Climate Action Plan (Riverside County Planning Department 2018) serves as a tool to implement the goals and policies of the various elements of the Riverside County General Plan related to GHG emissions. It provides a list of specific actions that will reduce countywide GHG emissions consistent with the reduction targets of AB 32 (Riverside County Planning Department 2018: p. 1-3). The Riverside County General Plan Air Quality element (2018) addresses GHGs in the project area. Riverside County adopted a Climate Action Plan (CAP) in December 2015 (amended in 2018) (Riverside County Planning Department 2018) to facilitate streamlining project-level CEQA review by tiering from the CAP. The CAP includes a county GHG inventory and was amended into the Riverside

County General Plan in 2018 (Riverside County Planning Department 2015). Consistent with CARB’s Scoping Plan reduction targets, Riverside County’s CAP sets a target to reduce countywide GHG by 15 percent from 2008 levels. The Riverside County General Plan Air Quality Element and the CAP recommend a variety of measures to reduce GHG emissions.

The City of Indio is also covered in the Western Coachella Valley Area Plan. The Western Coachella Valley Area Plan (County of Riverside 2019) integrates and supplements the transportation policies of the Riverside County General Plan.

The Indio General Plan dates from 1994 and does not specifically address climate change or GHGs. However, the General Plan Circulation Element’s Goal CIR-2 establishes Policy CIR-2.2, Bike Lane and Trails, to accommodate alternatives to private automobile transportation by providing a circulation network that allows safe and efficient movement of cyclists (see Section 2.1.1, *Land Use*). The project includes improvements to bicycle and pedestrian circulation.

Table 3-1 Regional Greenhouse Gas Reduction Policies

Title	GHG Reduction Policies or Strategies
Southern California Association of Governments 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (adopted April 7, 2016)	<ul style="list-style-type: none"> • Preserve Our Existing System • Manage Congestion • Transportation Systems Management
Riverside County General Plan	<p>Land Use Element</p> <ul style="list-style-type: none"> • Policy LU 2.1k(f): f. Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile. • Policy LU 11.4: Provide options to the automobile in communities, such as transit, bicycle and pedestrian trails, to help improve air quality. • Policy LU 13.4: Incorporate safe and direct multi-modal linkages in the design and development of projects, as appropriate. <p>Circulation Element</p> <ul style="list-style-type: none"> • Policy C 1.2: Support development of a variety of transportation options for major employment and activity centers including direct access to transit routes, primary arterial highways, bikeways, park-n-ride facilities and pedestrian facilities. • Policy C 1.7: Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers. • Policy C 5.2: Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping. • Policy C 20.14 (Previously C 20.12): Encourage the use of alternative non-motorized transportation and the use of non-polluting vehicles.
Riverside County General Plan Amendments (Adopted July 17, 2018)	<p>Air Quality Element</p> <ul style="list-style-type: none"> • Policy AQ 20.1: Reduce VMT by requiring expanded multi-modal facilities and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes. Improve connectivity of the multi-modal facilities by providing linkages between various uses in the developments. • Policy AQ 20.3: Reduce VMT and GHG emissions by improving circulation network efficiency. <p>Circulation Element (Amendment No. 960 – Public Review Draft, February 2015)</p>

Title	GHG Reduction Policies or Strategies
	<ul style="list-style-type: none"> Policy C 1.8: Ensure that all development applications comply with the California Complete Streets Act of 2008 as set forth in California Government Code Sections 65040.2 and 65302.
Riverside County Climate Action Plan (2018)	Transportation Measures <ul style="list-style-type: none"> R2-T5: Roadway Improvements including Signal Synchronization and Transportation Flow Management R2-T6: Provide a Comprehensive System of Facilities for Non-motorized Transportation R2-T8: Anti-Idling Enforcement
Western Coachella Valley Area Plan (WCVAP)	<ul style="list-style-type: none"> Policy 18.2: Implement the Trails and Bikeway System, Figure 8, as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.
Indio General Plan 2020	Circulation Element <ul style="list-style-type: none"> Goal CIR-1: Provide a circulation system to serve the internal circulation needs of the City while also addressing the intercommunity through-travel needs. Goal CIR-2: Accommodate alternatives to private automobile transportation that meet the needs of all City residents. Goal CIR-3: Promote a regional transportation system that serves existing and future travel between Indio and other populations and employment centers within the region. <ul style="list-style-type: none"> Policy CIR-3-1 Regional Transportation Facilities. Interface with appropriate jurisdictions and agencies to encourage the timely improvement of roadway and transit facilities which address area wide and regional travel needs.

Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation of the SHS and those produced during construction. The primary GHGs produced by the transportation sector are CO₂, CH₄, N₂O, and HFCs. CO₂ emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of CH₄ and N₂O are emitted during fuel combustion. In addition, a small amount of HFC emissions are included in the transportation sector.

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code Section 21083(b)(2)). As the California Supreme Court explained, “because of the global scale of climate change, any one project’s contribution is unlikely to be significant by itself.” (*Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 3 Cal.5th 497, 512.) 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).

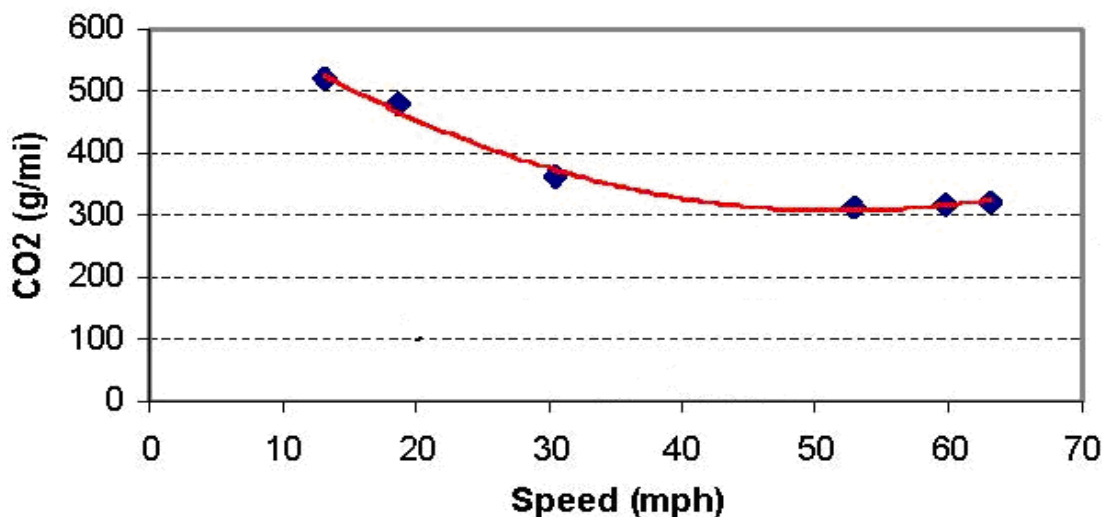
To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

Operational Emissions

Recently, GHG and climate change impacts have been a major focus of federal and state regulatory agencies. One of the main strategies in the Statewide Climate Action Program (CAP) to reduce GHG

emissions is to make California's transportation system more efficient. The highest levels of CO₂ come from mobile sources, such as automobiles, and occur at stop-and-go speeds (zero to 25 mph) and speeds over 55 mph. The most severe CO₂ emissions occur from zero to 25 mph (see Figure 3-4). The remainder of GHG emissions comes from other modes of transportation, including freight trucks, commercial aircraft, ships, boats, and trains, as well as pipelines and lubricants. Because CO₂ emissions represent the greatest percentage of GHG emissions it has been selected as a proxy within the following analysis for potential climate change impacts generally expected to occur.

Figure 3-4 Fleet CO₂ Emissions versus Speed (Highway)



Source: Center for Clean Air Policy—[http://www.ccap.org/Presentations/Winkelman%20TRB%202004%20\(1-13-04\).pdf](http://www.ccap.org/Presentations/Winkelman%20TRB%202004%20(1-13-04).pdf)

Many studies show that an increase in traffic volume is related to higher overall CO₂ emissions. The intent of a highway design project is to relieve traffic congestion by enhancing operations and improving travel times, thus reducing GHG emissions, particularly CO₂. 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.

The City of Indio, in cooperation with Caltrans District 8 and the County of Riverside, proposes to reconstruct and widen Jackson Street at I-10 to improve the operational performance of the Jackson Street interchange. The City identified Jackson Street as a major north to south arterial that provides access to the interstate system and connects the northern and southern halves of the City across I-10 and the CVSC. The I-10/Jackson Street interchange was identified as a top ten project in the Coachella Valley due to planned growth and limited capacity.

The project is listed in the SCAG 2016–2040 RTP under project ID number RIV071252. The 2016–2040 RTP was approved by FHWA on June 1, 2016. Implementation of the 2016 RTP/SCS would result in an 8 percent reduction in GHG emissions per capita by 2020, an 18 percent reduction by 2035, and a 21 percent reduction by 2040, compared with 2005 levels. This would meet or exceed the State's mandated reductions at the time the RTP/SCS was prepared, which were 8 percent by 2020 and 13 percent by 2035.

The project proposal is included, but is not consistent with the current RTP cycle – 2016 RTP (RIV071252) titled, “2016–2040 Regional Transportation Plan / Sustainable Communities Strategy” –

project description, cost, and schedule. Modeling amendments were submitted through the City to Riverside County Transportation Commission and SCAG in October 2018 and August 2019.

2016 RTP Project Description (Approved):

On I-10 in City of Indio at Jackson St IC (at PM 55.575): Reconstruct/widen IC from 2 to 6 through lanes including bridge over Whitewater River Channel from Showcase Pkwy to South of Whitewater River Channel, reconstruct/widen ramps 1 to 2 lanes, modify traffic signals (EA: 08-0M9100)

2020 RTP Project Description (Proposed):

On I-10 in City of Indio at Jackson St IC (at PM 55.575): Reconstruct/widen IC from 2 to 6 through lanes including bridge over Whitewater River Channel from Showcase Pkwy to South of Whitewater River Channel, reconstruct/widen ramps 1 to 2 lanes, modify traffic signals (EA: 08-0M9100). The 2019 FTIP project description is consistent with the 2020 RTP description described above and was updated with the October 4, 2018 RTP modeling amendment.

The project is designed to reduce congestion, improve traffic operations, accommodate travel demand due to planned and approved developments, and improve safety. As described in Section 1.5.3, although TSM measures alone would not meet the purpose and need of the project, several TSM measures are included in the build alternatives: improved sidewalks, new access ramps to the CV Link recreational facility, and ramp metering at the I-10 WB and EB on-ramps. Reversible lanes were not considered for the I-10/Jackson Street Interchange Improvement Project because it is 100 percent locally funded and was programmed prior to January 1, 2017, when Assembly Bill 2542 mandating their consideration became effective (see Section 1.5.8.4).

During design year (2045) under the No Build Alternative, the eastbound I-10 study segments would operate acceptably. Westbound I-10 would have insufficient capacity for the 2045 traffic demand, and consequently result in deficient operations of LOS E at the Jackson Street on-ramp and Monroe Street off-ramp during the AM peak hour and LOS E or F conditions at all study segments from the Golf Center Parkway on-ramp to Monroe Street off-ramp during the PM peak hour. Additionally, under the No Build Alternative, the Jackson Street and I-10 eastbound ramps intersection would operate at LOS E under the AM peak hour. During the PM peak hour, all study intersections along Jackson Street except for the Jackson Street and Avenue 42 intersection would expect capacity inadequacy and operate at unacceptable LOS E or F.

For design year (2045) Build Alternative 2, the addition of a westbound auxiliary lane, would improve two freeway locations such that all freeway segments would operate acceptably during the AM peak hour. The eastbound ramp terminal intersection would also be improved to acceptable operations. The number of vehicles served, vehicle hours of delay, and delay per vehicle would also be slightly improved compared to the No-Build Alternative during the AM peak hour. During the PM peak hour, Alternative 2 would improve two freeway segments to acceptable operations with the addition of a westbound auxiliary lane while three locations would be improved to better than No-Build. Five study intersections would also be improved from unacceptable to acceptable during the PM peak hour. When compared to the No Build Alternative, the number of vehicles served would be increased by almost 4,000 vehicles, or 9 percent. Both vehicle hours of delay and delay per vehicle would also be decreased by approximately 20 percent when compared to the No-Build Alternative.

Under design year (2045) Build Alternative 4, the addition of a westbound auxiliary lane would improve operations at two freeway locations. While the number of vehicles served would increase by 60 vehicles compared to the No-Build Alternative, vehicle hours of delay and delay per vehicle would both be reduced by 3 percent under Alternative 4. During the PM peak, with the addition of a westbound auxiliary

lane, two freeway segments would be improved to acceptable operations, while three segments operating unacceptably under the No-Build Alternative would continue to operate unacceptably but have decreased density. Under Alternative 4, all five intersections on Jackson Street would be improved from unacceptable to acceptable operations. When compared to the No-Build Alternative, the number of vehicles served would increase by almost 4,000 vehicles, or 9 percent. Both vehicle hours of delay and delay per vehicle would decrease by approximately 21 percent when compared to the No-Build Alternative.

Quantitative Analysis

A GHG emissions analysis was conducted to estimate GHG emissions created by the operation of the project on the surrounding area. GHG emissions from the operation of the project are primarily associated with the redistribution of vehicles on the new interchange along the I-10 at Jackson Street and local street improvements. Changes in these traffic patterns along the roadway could potentially change the overall concentrations of GHG emissions from vehicle exhaust emissions throughout the proposed project area.

Operational emissions take into account long-term changes in emissions due to the project (excluding the construction phase). The operational emissions compare forecasted emissions for existing/baseline, No-Build, and both Build Alternatives (Build Alternative 2 and Build Alternative 4). CT-EMFAC2017 was used to calculate operational emissions, based on the Traffic Operations Report (TOAR) (Fehr & Peers, 2019) developed for this project. CT-EMFAC2017 is a California-specific project-level analysis tool for modeling emissions of criteria pollutants, MSATs, and carbon dioxide from on-road vehicles.

VMT is expected to increase between Existing (2018) and the Opening Year (2025) and Design Year (2045) scenarios under the No Build Alternative and both Build Alternatives. The expected increase in VMT across all alternatives, including the No Build Alternative, is a result of land use growth assumed in the future year travel demand model. CVAG, which includes land use assumptions consistent with the 2016 SCAG RTP, was used to forecast future traffic volume and VMT in the study area. The CVAG model predicts significant growth in the number of households and employment within the City of Indio, the Indio Sphere, and the Coachella Valley will occur by 2040. Within the City of Indio and the Coachella Valley, both employment and households are projected to increase at 2 percent per year between the model base year (2008) and future year (2040). The Indio Sphere will see higher growth rates, with a 6 percent per year increase in households and a 3 percent increase in employment. Traffic volume and VMT increases within the project study area were found to be consistent with the increase in land use assumed in the travel demand model, growing at approximately 2 percent per year for both the Opening Year (2025) and Design Year (2045) scenarios.

VMT for the project area was calculated from the data in the approved Traffic Volume Report and Traffic Operations Analysis Report (Fehr & Peers 2019) and vehicles per hour were estimated utilizing the link lengths for each scenario. Model defaults were used for the VMT fraction for trucks and non-trucks, while project-specific VMT distribution by speed was used. These results are used only for a comparison analysis between the proposed project alternatives as there are no official impact thresholds provided for GHG emissions. As shown in Table 3-2, the results of the GHG emission analysis show that future CO₂ emissions will decrease from Existing (baseline) conditions. Furthermore, CO₂ emissions will also remain the same from No-Build to Build Alternative 2. Due to a slight decrease in delay, emission concentrations decrease slightly from No Build to Build Alternative 4.

Table 3-2 Modeled Annual CO₂ Emissions and Vehicle Miles Traveled, by Alternative

Alternative	CO ₂ Emissions (Metric Tons/Year)	Annual Vehicle Miles Traveled ¹
Existing/Baseline [2018]	666	302,895,250
Open to Traffic [2025]		
No Build	614	344,045,350
Build Alternative 2	614	344,045,350
Build Alternative 4	614	344,045,350
20-Year Horizon/Design-Year [2045]		
No Build	634	461,586,300
Build Alternative 2	634	461,586,300
Build Alternative 4	634	461,586,300
CO ₂ = carbon dioxide		
¹ Annual VMT values derived from Daily VMT values from the I-10/Jackson Street Interchange Project Traffic Operations Report, September 2019.		
Source: CT-EMFAC2017		

Operation of the project would not increase GHG emissions from mobile sources despite the capacity-enhancing features of the project, which include the addition of an auxiliary lane. A sidewalk and shared path for bikes and LSEVs will increase opportunities for non-motorized transportation and provide connectivity with the planned CV Link multi-use trail. These features support GHG-related goals and policies of the RTP, the Riverside County and City of Indio general plans, the Western Coachella Valley Area Plan, and the Riverside County CAP. Implementation of the project, along with other projects included in the regional 2016–2040 RTP, should further improve traffic flow and decrease congestion within the region.

While CT-EMFAC has a rigorous scientific foundation and has been vetted through multiple stakeholder reviews, its GHG emission rates are based on tailpipe emission test data.¹⁰ Moreover, the model does not account for factors such as the rate of acceleration and vehicle aerodynamics, which influence the amount of emissions generated by a vehicle. GHG emissions quantified using CT-EMFAC are therefore estimates and may not reflect actual physical emissions. Though CT-EMFAC is currently the best available tool for calculating GHG emissions from mobile sources, it is important to note that the GHG results are only useful for a comparison among alternatives.

¹⁰ This analysis does not currently account for the effects of the US National Highway Traffic Safety Administration and Environmental Protection Agency SAFE (Safer Affordable Fuel-Efficient) Vehicles Rule. Part One revoking California's authority to set its own greenhouse gas emissions standards was published on September 27, 2019, and effective November 26, 2019. The SAFE Vehicles Rule Part 2 became effective June 30, 2020 and amends existing Corporate Average Fuel Economy (CAFE) and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and establishes new standards covering model years 2021 through 2026. The rule retains the model year 2020 standards for both programs through model year 2026. The modeling for this project does not include adjustment factors for greenhouse gas emissions that would account for the SAFE Rule. However, modeling these estimates with EMFAC or CT-EMFAC remains the most precise means of estimating future greenhouse gas emissions.

Construction Emissions

Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

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.

The construction period for the proposed project is expected to occur over 2 stages for a total of approximately 24 months. Construction emissions were estimated using the latest Sacramento Metropolitan Air Quality Management District's Road Construction Emissions Model (RCEM), Version 9.0.0.

Construction emissions were estimated for both Build Alternatives using default equipment inventories provided in RCEM, project construction scheduling information provided by the project engineer, and emissions factors from the EMFAC 2017 and OFFROAD models. The emissions presented are based on the worst-case maximum daily construction emissions.

Overall project construction emissions of GHGs would be 3,928 metric tons CO₂e (comprising CO₂, CH₄, and N₂O) over the approximately 24-month construction period, which would be approximately 0.07 percent of Riverside County's estimated 2020 GHG Business as Usual inventory.

Construction activities for both Build Alternative 2 and Build Alternative 4 would be about the same. GHG emissions for Alternative 4 would be slightly more than Alternative 2 because the Diverging Diamond configuration would require additional structure for traffic to cross to opposite sides between signalized crossover intersections. However, emissions would still be within approximately 0.07 percent of Riverside County's estimated 2020 GHG Business as Usual inventory.

All construction contracts include Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all CARB emission reduction regulations; and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions. The project is located within the South Coast Air Basin and would be subject to all applicable SCAQMD Rules and Regulations. In addition, the project would implement all applicable actions that would reduce countywide GHG emissions in accordance with the Riverside County Climate Action Plan. See Table 3-1 for specific reduction policies and strategies.

CEQA Conclusion

While the proposed project will result in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of construction GHG-reduction measures, the impact would be less than significant.

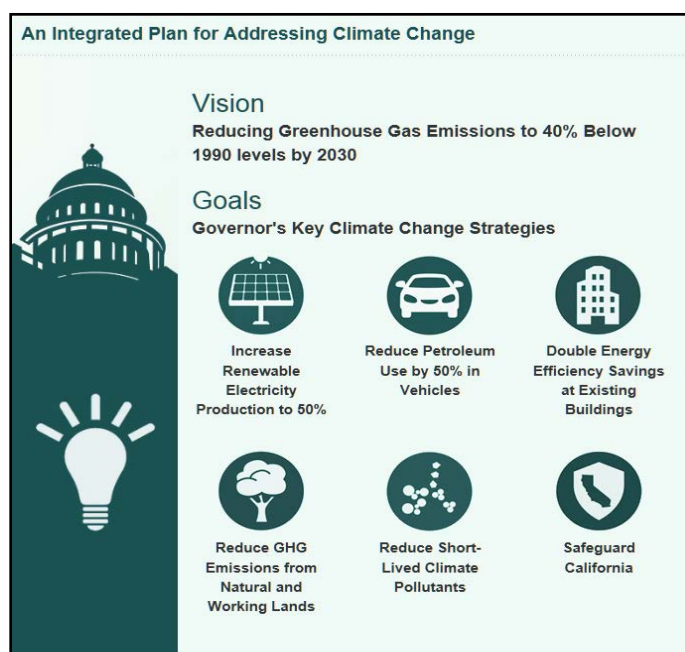
Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

3.4 Greenhouse Gas Reduction Strategies

Statewide Efforts

Major sectors of the California economy, including transportation, will need to reduce emissions to meet the 2030 and 2050 GHG emissions targets. Former Governor Edmund G. Brown promoted GHG reduction goals that involved: (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 farms and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California*.

Figure 3-5 California Climate Strategy



The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). A key state goal for reducing GHG emissions is to reduce today's petroleum use in cars and trucks by up to 50 percent by 2030 (State of California 2019).

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Caltrans Activities

Caltrans continues to be involved on the Governor’s Climate Action Team as the CARB 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 an 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. In 2016, Caltrans completed the *California Transportation Plan 2040*, which establishes a new model for developing ground transportation systems, consistent with CO₂ reduction goals. It serves as an umbrella document for all the other statewide transportation planning documents. Over the next 25 years, California will be working to improve transit and reduce long-run repair and maintenance costs of roadways and developing a comprehensive assessment of climate-related transportation demand management and new technologies rather than continuing to expand capacity on existing roadways.

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
- 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 sustainable transportation planning grants. These grants encourage local and regional multimodal transportation, housing, and land use planning that furthers the region's RTP/SCS; contribute to the State's GHG reduction targets and advance transportation-related GHG emission reduction project types/strategies; and support other climate adaptation goals (e.g., *Safeguarding California*).

Caltrans Policy Directives and Other Initiatives

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 Caltrans' statewide activities to reduce GHG emissions resulting from agency operations.

Project-Level GHG Reduction Strategies

The following measures will also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

- GHG-1:** The contractor must comply with SCAQMD's rules, ordinances, and regulations regarding air quality restrictions.
- GHG-2:** The project will incorporate the use of energy efficient lighting.
- GHG-3:** Bids will be solicited that include use of energy and fuel-efficient fleets in accordance with current practices.
- GHG-4:** The project will incorporate complete streets components, specifically pedestrian sidewalks, and bicycle and LSEV paths in the shoulder.
- GHG-5:** The project will maintain equipment in proper tune and working condition.
- GHG-6:** Idling is limited to 5 minutes for delivery and dump trucks and other diesel-powered equipment (with some exceptions).

Riverside County Activities

The County of Riverside CAP establishes the County's sustainability and conservation measures that would enable achievement of reduction targets established pursuant to AB 32. The 2019 update to the CAP establishes a framework under which future projects will be designed for the purposes of reducing GHG emissions (County of Riverside 2019). Reduction measures includes alternative transportation options including increased residential density, mixed use development, increased public transit, and reduced parking in transit-serving areas; energy efficiency for residential and non-residential land uses including compliance with Title 24 requirements, renewable energy retrofits; clean energy such as solar panel installation; water efficiency; solid waste reduction measures; and tree planting for shading and energy saving. Transportation measures include roadway improvements such as signal synchronization and transportation flow management, a comprehensive system of facilities for non-motorized transportation, and anti-idling enforcement.

Adaptation

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

Under NEPA assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

The U.S. Global Change Research Program (USGCRP) delivers a report to Congress and the president every 4 years, in accordance with the Global Change Research Act of 1990 (15 USC ch. 56A Section 2921 et seq.). The *Fourth National Climate Assessment*, published in 2018, presents the foundational science and the “human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways.” Chapter 12, “Transportation,” presents a key discussion of vulnerability assessments. It notes that “asset owners and operators have increasingly conducted more focused studies of particular assets that consider multiple climate hazards and scenarios in the context of asset-specific information, such as design lifetime” (USGCRP 2018).

The U.S. DOT Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation 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” (U.S. DOT 2011).

FHWA order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*, December 15, 2014) established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2019).

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. *California’s Fourth Climate Change Assessment* (2018) is the state’s effort to “translate the state of climate science into useful information for action” in a variety of sectors at both statewide and local scales. It adopts the following key terms used widely in climate change analysis and policy documents:

- *Adaptation* to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
- *Adaptive capacity* is the “combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities.”
- *Exposure* is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.
- *Resilience* is the “capacity of any entity—an individual, a community, an organization, or a natural system—to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience.” Adaptation actions contribute to increasing resilience, which is a desired outcome or state of being.
- *Sensitivity* is the level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.
- *Vulnerability* is the “susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt.” Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factor(s). These factors include,

but are not limited to: ethnicity, class, sexual orientation and identification, national origin, and income inequality. Vulnerability is often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

Several key state policies have guided climate change adaptation efforts to date. Recent state publications produced in response to these policies draw on these definitions.

EO S-13-08, issued by then-governor Arnold Schwarzenegger in November 2008, focused on sea-level rise and resulted in the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan). The Safeguarding California Plan offers policy principles and recommendations and continues to be revised and augmented with sector-specific adaptation strategies, ongoing actions, and next steps for agencies.

EO S-13-08 also led to the publication of a series of sea-level rise assessment reports and associated guidance and policies. These reports formed the foundation of an interim *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance) in 2010, with instructions for how state agencies could incorporate “sea-level rise (SLR) projections into planning and decision making for projects in California” in a consistent way across agencies. The guidance was revised and augmented in 2013. *Rising Seas in California – An Update on Sea-Level Rise Science* was published in 2017 and its updated projections of sea-level rise and new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018.

EO B-30-15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This EO recognizes that effects of climate change other than sea-level rise also threaten California’s infrastructure. At the direction of EO B-30-15, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies* in 2017, to encourage a uniform and systematic approach. Representatives of Caltrans participated in the multi-agency, multidisciplinary technical advisory group that developed this guidance on how to integrate climate change into planning and investment.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, which in 2018 released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts.

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

Caltrans is conducting climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects including precipitation, temperature, wildfire, storm surge, and sea-level rise. The approach to the vulnerability assessments was tailored to the practices of a transportation agency, and involves the following concepts and actions:

- *Exposure* – Identify Caltrans assets exposed to damage or reduced service life from expected future conditions.
- *Consequence* – Determine what might occur to system assets in terms of loss of use or costs of repair.
- *Prioritization* – Develop a method for making capital programming decisions to address identified risks, including considerations of system use and/or timing of expected exposure.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments will guide analysis of at-risk assets and development of adaptation plans to reduce the likelihood of damage to the State Highway System, allowing Caltrans to both reduce the costs of storm damage and to provide and maintain transportation that meets the needs of all Californians.

Project Adaptation Analysis

Sea-Level Rise

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.

Floodplains

The project crosses the CVSC, which conveys the Whitewater River flows from the base of the San Bernardino Mountains to the Salton Sea. Within the project limits the channel is a FEMA mapped Zone AE floodplain contained within provisionally accredited levees (FEMA Panel number 06065C2252H, dated May 29, 2015). The I-10 Jackson Interchange is not located in a designated FEMA flood zone except for a portion of the right-of-way at the south side of on-ramp to east bound I-10. Operation of the proposed project would result in an increase in impervious surface areas, which would result in an increase in stormwater runoff. During the operational phase, runoff from the corridor would be conveyed to Caltrans-approved treatment BMPs. Stormwater within the project boundary will be collected in a series of drainage systems maintained by Caltrans and the City of Indio. Off-site flow northwest of the interchange is collected and conveyed within an existing 72-inch CMP pipe located 600 feet west of the Jackson Street overcrossing that discharges to CVSC. The proposed roadway improvements to Jackson Street and the I-10 on-ramps and off-ramps will not alter the existing off-site drainage pattern.

The increase of stormwater runoff within the project limits due to the increased impervious area of the proposed improvements is small in comparison to the large off-site flows. The proposed BMPs also will attenuate small storm frequency events. Existing off-site drainage systems will be protected in place to the maximum extent possible. Where proposed improvements impact the existing off-site drainage systems, these stems will be extended or realigned to accommodate the proposed roadway improvements. Since the increase of runoff to the existing off-site drainage systems is minimal in comparison to the total tributary flow to the system due to time of concentration comparison, off-site design flows will remain as in existing condition. Existing culverts will be extended or relocated where required to accommodate the proposed roadway improvements.

The draft *District 8 Climate Change Vulnerability Assessment* (Caltrans 2018) indicates that the project area is in a region of Riverside County anticipated to experience a less than 5 percent increase in 100-year storm precipitation depth through 2085. Accordingly existing drainage systems as modified for the project would be able to accommodate such a change.

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 consultation and public participation for this project has been accomplished through a variety of formal and informal methods, including: PDT meetings, and interagency coordination meetings. In addition to consultation with participating agencies, the Environmental Document process will include public coordination by providing the public an opportunity to comment on the document during the public review period. This chapter summarizes the results of the Department's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

4.1 Consultation and Coordination

The following meetings and/or consultation with resource agencies have occurred in conjunction with development of the project.

Air Quality Coordination

Pursuant to the interagency consultation requirement of 40 CFR 93.105 (c)(1)(i), the proposed project was submitted to SCAG's TCWG for consideration at its meeting on March 26, 2019. At that meeting, the members of the TCWG confirmed that the proposed project is not a Project of Air Quality Concern (POAQC). A copy of TCWG's determination is included in Section 3.3 at the end of this chapter.

The proposed project still requires an air quality conformity analysis determination letter from FHWA. FHWA makes their determination based on the air quality conformity analysis prepared for the project. This is done after the preferred alternative is selected, which will not occur until after circulation of this Environmental Document is completed.

United States Fish and Wildlife Service

No agency coordination or professional contacts have been initiated at this time for the proposed project. A USFWS Species List was obtained from the USFWS Carlsbad Office on August 13, 2020. A copy of the USFWS Species List is included in Section 3.3 at the end of this chapter.

State Historic Preservation Office

A previous consultation with the SHPO was conducted by the Department of the Army National Guard (ARNG) to obtain SHPO's concurrence on the eligibility determinations on cultural properties, identified as former Army National Guard armory facilities, located throughout the State of California, one of which is located within the project's Area of Potential Effects. The ARNG submitted the proposed project's Final Inventory and Evaluation (FIE) to the SHPO on March 11, 2003, and on March 26, 2003, SHPO provided a letter stating that they concur with the recommendation that the post-1947 properties evaluated in the FIE are not eligible for listing on the NRHP.

Consultation with the SHPO for the proposed project was conducted by the Department to obtain SHPO's concurrence on the eligibility determinations on remaining cultural properties located within the project's

Area of Potential Effects. The Department submitted the proposed project's HPSR, ASR, and HRER to the SHPO, for which SHPO provided an emailed letter, dated October 16, 2019, stating that they concur with the recommendation that the properties located at 43486 Jackson Street and 43320 Jackson Street, in Indio, California, are not eligible for listing on the NRHP.

Coachella Valley Association of Governments – CV Link Coordination

The County of Riverside, City of Indio, and project consultant team have been working with the Coachella Valley Association of Governments (CVAG) to ensure that the design of the I-10/Jackson Street Interchange Project is compatible with the CV Link project. The team met on April 17, 2018, to discuss the proposed Jackson and Monroe Street Interchange improvements and to acknowledge that the Jackson and Monroe Street Interchange improvements would need to be coordinated with the CV Link project team. CVAG, the City, and the County understood that the CV Link designed ramps and undercrossing may need to be adjusted as the interchange improvements are further developed. Discussion on the minimum undercrossing vertical clearance, project schedule for the proposed Jackson and Monroe Street Interchange improvements and the CV Link project, and the proposed Class II shared bike/low speed electric vehicle lane(s) for both the Jackson and Monroe Street projects occurred. Coordination meetings were held between project stakeholders (CVAG, City, and County) on April 17, 2018 and December 12, 2018 to communicate the Jackson Street widening and CV Link impacts.

4.2 Native American Coordination

Native American Heritage Commission

The NAHC was contacted requesting information regarding sacred lands and a list of Native American organizations/individuals to contact. The NAHC responded on March 16, 2018, stating that the NAHC was unaware of any sacred lands in the project area, but provided a list of 31 local tribal contacts for further consultations.

Native American Coordination

Request-for-information letters were sent to several Native American groups, as identified in coordination with the NAHC, in support of the cultural resources studies for the proposed project. More specifically, these letters were mailed to the Native American entities listed below. A detailed record of correspondence efforts with Native American groups is included in the HPSR (August 2019) and summarized below.

In accordance with Section 106 of the National Historic Preservation Act (NHPA), the Department sent initial consultation letters via the U.S. Postal Service on March 27, 2018 to the following individuals:

- Patricia Garcia-Plotkin, THPO, Agua Caliente Band of Cahuilla Indians
- Amanda Vance, Chairperson, Augustine Band of Mission Indians
- Doug Welmas, Chairperson, Cabazon Band of Mission Indians
- Joseph Ontiveros, Tribal Historic Preservation Officer, Soboba Band of Luiseño Indians
- Michael Mirelez, Cultural Resource Coordinator, Torres-Martinez Desert Cahuilla Indians
- Anthony Madrigal, Tribal Historic Preservation Officer, Twenty-Nine Palms Band of Mission Indians

These letters also served as formal notification of a proposed project as required under the California Environmental Quality Act, specifically Public Resources Code 21080.3.1 and Chapter 532 Statutes of 2014 (i.e., AB 52). The letters provided a project description and location and discussed upcoming cultural resources studies of the Project area.

Three responses to the Section 106 initiation letter and AB 52 notification letter were received:

- Katie Croft, Cultural Resource Manager with the Tribal Historic Preservation Officer of the Agua Caliente Band of Cahuilla Indians (ACBCI) sent a letter dated April 12, 2018, that stated the Project 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 is deferring consultation efforts to the Twenty-Nine Palms Band of Mission Indians and the Cabazon Band of Mission Indians and that consultation efforts with the ACBCI are concluded.
- Victoria Martin, Tribal Secretary for the Augustine Band of Cahuilla Indians sent a letter dated April 11, 2018. The letter stated that the Tribe is unaware of specific cultural resources that may be affected by the project. The Tribe also recommended that a monitor who is qualified in Native American cultural resource 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.
- Judy Stapp, Director of Cultural Affairs for the Cabazon Band of Mission Indians sent a letter dated April 5, 2018, that noted the project is located outside of the Tribe's current reservation boundaries and the Tribe has no specific archival information on the site indicated that it may be a sacred/religious or other site of Native American or traditional cultural value. The Tribe requested that they be kept informed of findings as the project moves forward.

No further response from either tribe has been received to date. A complete record of Native American consultation is included in Attachment E to the HPSR.

Local Historical Society / Historic Preservation Group

As the party with the greatest interest in Coachella Valley history, the Coachella Valley Historical Society and Museum in Indio was mailed a letter on December 11, 2018, regarding the Project. No response from the Coachella Valley Historical Society and Museum was received.

4.3 Agency Coordination Documentation

Correspondence obtained from agencies, in response to the Department's request for information and input/concurrence, related to the proposed I-10/Jackson Street Interchange Project, is included on the following pages.

**TRANSPORTATION CONFORMITY WORKING GROUP
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**March 26, 2019
Minutes**

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

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

In Attendance:

Huddleston, Lori	Metro
Mejia, James	SBCTA

SCAG:

Asuncion, John
Louie, Matthew
Luo, Rongsheng

Via Teleconference:

Brugger, Ron	LSA
Burnam, Joza	ESA
Cacatian, Ben	VCAPCD
Chiou, Wayne	Caltrans, District 12
Hatcher, Shannon	ARB
Kalandiyur, Nesamani	ARB
Lay, Keith	HDR
McFall, Valarie	TCA
O'Connor, Karina	EPA Region 9
Pereira, Melina	Caltrans, District 11
Priest, Todd	TP&A
Slavick, Michael	LSA
Sun, Lijin	SCAQMD
Yoon, Andrew	Caltrans District 7

1.0 CALL TO ORDER AND SELF-INTRODUCTION

James Mejia, TCWG Chair, called the meeting to order at 10:05 am.

2.0 PUBLIC COMMENT PERIOD

None.

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**TRANSPORTATION CONFORMITY WORKING GROUP
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**March 26, 2019
Minutes**

3.0 CONSENT CALENDAR

- 3.1. February 26, 2019 TCWG Meeting Minutes
The meeting minutes were approved.

4.0 INFORMATION ITEMS

- 4.1 Review of PM Hot Spot Interagency Review Form

1) RIV071252

It was determined that this was not a POAQC (Caltrans and FHWA concurrences were received after the meeting).

2) UpdatedSR74WideningProject

It was determined that this was not a POAQC (Caltrans and FHWA concurrences were received after the meeting).

3) 20179901

It was determined that this was not a POAQC (Caltrans and FHWA concurrences were received after the meeting).

- 4.2 Updated Proposed Framework of Regional Emissions Analysis for SCAG's Connect SoCal (2020 RTP/SCS)

Rongsheng Luo, SCAG, reported the following:

- In response to TCWG comments and SCAG's confirmation of 2020 as first year of Connect SoCal, previously proposed framework had been updated to include more detailed information about proposed regional emission tests for every nonattainment and maintenance areas in SCAG region.
- Each updated emission test table includes updated analysis years, reasons for each analysis year, whether plan emission will be based on modeling or interpolation, applicable emission budgets, and source of the budgets.
- For areas where new conformity emission budgets were under U.S. EPA's review, a second table of emission test in same format had been prepared to reflect these upcoming budgets. These additional set of tables are for informational purposes only until new conformity emission budgets have been approved by U.S. EPA.
- If and when new budgets would be approved by U.S. EPA before FHWA/FTA's approval of final conformity determination for Connect SoCal, associated new table(s) would supersede preceding table(s).

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**TRANSPORTATION CONFORMITY WORKING GROUP
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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

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- 4.3 Draft Transportation Conformity Re-Determination for 2016 RTP/SCS and 2019 FTIP for 2015 8-Hour Ozone Standards
Rongsheng Luo, SCAG, reported the following:
- Transportation conformity was required to be re-determination for 2016 RTP/SCS and 2019 FTIP under 2015 8-hour ozone standards by August 3, 2019.
 - SCAG staff had performed conformity re-determination analysis demonstrating positive conformity findings.
 - The analysis was released for a 15-day public review commencing on March 13, 2019 and would conclude on March 28, 2019.
 - The analysis was being presented to TCWG on March 26, 2019 for interagency consultation.
 - After conclusion of public review period, all received comments would be documented, responded to, and addressed as appropriate in final report.
 - Conformity re-determination was planned to be presented to SCAG's Energy and Environmental Committee for recommendation to SCAG's Regional Council for adoption on April 4, 2019.
 - Upon adoption by Regional Council, conformity re-determination would be submitted to FHWA and FTA for their expedited review and approval.
- 4.4 RTP Update
John Asuncion, SCAG, reported that SCAG staff continued development of Connect SoCal (2020 RTP/SCS) with anticipated draft release in Fall 2019.
- In response to a question, Mr. Asuncion, SCAG, stated that no additional projects would be accepted until Draft Connect SoCal is released.
- 4.5 FTIP Update
John Asuncion, SCAG, reported the following:
- County projects submittal for next 2019 FTIP amendment would be due to SCAG on April 9, 2019.
 - 2021 FTIP Guidelines were under development.
 - County projects submittal for 2021 FTIP would be due to SCAG in January 2020.
- 4.6 EPA Update
Karina O'Connor, EPA Region 9, reported that EPA staff was still working on previously reported letters regarding South Coast NO₂ conformity and OCTA TCM substitution.

TCWG Minutes March 26, 2019

**TRANSPORTATION CONFORMITY WORKING GROUP
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**March 26, 2019
Minutes**

4.7 ARB Update

Nesamani Kalandiyur, ARB, reported the following:

- ARB staff continued review of OCTA TCM substitution and would send final review letter to U.S. EPA and SCAG when ready.
- EMFAC2017 was still under U.S. EPA review.
- Final Draft SCS Program Evaluation Guidelines were anticipated to be released shortly and a workshop would be held on April 3, 2019.

4.8 Air Districts Update

Lijin Sun, SCAQMD, reported the following:

- SCAQMD staff held a working group meeting for Warehouse Indirect Source Rule on March 22, 2019.
- SCAQMD staff would hold a mobile source measure working group meeting regarding new development and re-development projects on March 29, 2019 at SCAQMD Headquarters in Diamond Bar.

5.0 INFORMATION SHARING

Karina O'Connor, EPA Region 9, announced that EPA headquarters were considering a hot spot training class in Ann Arbor, Michigan and requested an email of interest from those who are interested in hot spot training class either in Michigan or in California.

6.0 ADJOURNMENT

The meeting was adjourned at 10:46 am. The next Transportation Conformity Working Group meeting will be held on Tuesday, April 23, 2019, at the SCAG main office in downtown Los Angeles.

TCWG Minutes March 26, 2019

March 2019

PM Hot Spot Analysis Project Lists

Review of PM Hot Spot Interagency Review Forms

March, 2019	Determination
RIV071252 March 2019	Not a POAQC - Hot Spot Analysis Not Required (Caltrans and FHWA concurrence received after meeting)
UpdatedSR74WideningProject March 2019	Not a POAQC - Hot Spot Analysis Not Required (Caltrans and FHWA concurrence received after meeting)
20179901 March 2019	Not a POAQC - Hot Spot Analysis Not Required (Caltrans and FHWA concurrence received after meeting)



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-0202
Event Code: 08ECAR00-2020-E-03351
Project Name: I-10/Jackson Street Interchange

August 13, 2020

Subject: Updated 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

08/13/2020

Event Code: 08ECAR00-2020-E-03351

2

Project Summary

Consultation Code: 08ECAR00-2019-SLI-0202

Event Code: 08ECAR00-2020-E-03351

Project Name: I-10/Jackson Street Interchange

Project Type: TRANSPORTATION

Project Description: The proposed project is to reconstruct and widen Jackson Street at I-10 in an effort to improve traffic flow. The two build alternatives would reconstruct Jackson Street at the interchange which includes the ramps, the overcrossing, and the bridge over the Coachella Valley Stormwater Channel (Whitewater River).

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/33.736724088449826N116.22061022459624W>



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 Fisheries¹, 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 <i>Vireo bellii pusillus</i> 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 <i>Empidonax traillii extimus</i> 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 Ridgways (clapper) Rail <i>Rallus obsoletus [=longirostris] yumanensis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3505	Endangered

08/13/2020

Event Code: 08ECAR00-2020-E-03351

4

Reptiles

NAME	STATUS
Coachella Valley Fringe-toed Lizard <i>Uma inornata</i> 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 <i>Gopherus agassizii</i> 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 <i>Astragalus lentiginosus</i> var. <i>coachellae</i> 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.



HNTB

Michael Baker
INTERNATIONAL

MEETING MINUTES

MEETING: CVAG / CV Link Focus Meeting
I-10/Jackson and Monroe St IC PA / ED

Caltrans EA No.:
08-0K730 (Monroe)
08-0M910 (Jackson)

DATE: Tuesday, April 17, 2018
TIME: 1:00 p.m. – 2:30 p.m.
LOCATION: CVAG Conference Room
73710 Fred Waring Drive Ste #200,
Palm Desert, CA 92260

Prepared by: Jerusalem Verano
Approved by: Rebecca Young

HNTB provided the meeting agenda.

1) Introductions

Andy Cheah invited the meeting attendees to introduce themselves. Refer to the sign in sheet for attendees.

2) Background / Status of Current Work

Andy presented the current project status and background NEV design information.

3) Commuter Connector / Shared Facilities

Passing vs. No Passing - Roadway Shoulder Width Dimension:

CVAG, the City, and the County came to a consensus to provide a Class II shared bike / NEV lane(s) for both the Jackson and Monroe Street projects. The Class II facility is to be a minimum 10-foot wide (0 to 3-foot buffer and a 7' shared NEV / bicycle lane). A 10-foot width will allow for passing of broken or stalled NEV's within the shoulder area.

Limits of Full Width Shoulder / Join Locations:

CVAG, the City, and the County came to a consensus to limit the Class II shared bike / NEV lane to within the interchange improvements, up to the nearest driveway north of the interchange for both projects. For Jackson, the southern limit would be the CV Link path because the City's DRAFT General Plan Mobility Element does not identify NEV uses south of CV Link. For Monroe, the southern limits will be the limits of proposed ultimate roadway width

4) CV Link Coordination

Andy informed the attendees the Jackson and Monroe Street Interchange improvements would be coordinated with the CV Link project team. CVAG, the City, and the County understood that the CV Link designed ramps and undercrossing may need to be adjusted as the interchange improvements



are further developed.

CVAG, the City, and the County agreed the minimum undercrossing vertical clearance should be a 10-foot minimum.

5) **Project Schedule**

HNTB distributed the project schedule for the Jackson Street IC project. The PA / ED phase for both the Monroe and Jackson projects are scheduled to be completed at the end of 2019. Depending on funding availability, the projects are scheduled for an opening year of 2023.

Martin Magana stated the CV Link project is anticipated to be constructed this year.

6) **Other Items**

City of Indio General Plan Update:

Michael Baker noted proposed bike and NEV route discrepancies within the City's DRAFT General Plan Update and CV Link Master Plan and asked which document governed. CVAG, the City, and the County agreed the following documents will govern according to the order identified below,

1. City General Plan (and future General Plan Update)
2. CV Link Master Plan (January 2016)
3. Other CV Link and CVAG Guidance

Jason Pack noted the City is currently updating its General Plan and is scheduled to adopt the updated document around fall of this year. The General Plan Update proposes a Class IV bike / cycle track through the Monroe Street interchange project. In view of this meeting, Eric Weck agreed to review the City's proposed General Plan Update "bike route map" to possibly revise the Monroe Street bike route to a Class II facility from a Class IV facility prior to the adoption of the General Plan Update.

Action Item: Eric Weck will review the City's proposed General Plan Update "bike route map" to possibly revise the Monroe Street bike route to a Class II facility from a Class IV facility prior to the adoption of the General Plan Update.

DISCLAIMER:

The following items presented summarize the substantive items discussed or issues resolved at the above meeting to the best of the writer's memory. The information presented herein is for specific direction from the County, City, Agency, or Client. All attendees are requested to review these minutes and respond in writing within five (5) calendar days from receipt. If no responses or comments are received, these minutes will be accepted as a definitive version.

MEETING AGENDA

Project: I-10 Jackson Interchange – PA&ED (EA 08-0M910)

Meeting For: Focus Meeting (CV-Link)

Location: CVAG Conference Room

Date/Time: April 17, 2018 1:00 PM



TOPICS

1.	Introduction
2.	Background / Status of Current Work <ul style="list-style-type: none">• Environmental Phase• Preliminary Design
3.	Commuter Connector / Shared Facilities: <ul style="list-style-type: none">• Width<ul style="list-style-type: none">○ Consider using Class II – Shared Bike/LSEV Facilities:<ul style="list-style-type: none">▪ 8-foot Caltrans Standard Shoulder▪ 9-foot PSR-PDS▪ 10-foot shoulder allows passing• Limits<ul style="list-style-type: none">○ North / South limits along Jackson• Rough Order of Magnitude Estimate (ROM estimate)
4.	Traffic Study <ul style="list-style-type: none">• Bike/LSEV/Pedestrian Volumes• Study Area/Limits on Jackson
5.	Access Ramps at CVSC Bridge <ul style="list-style-type: none">• Proposed bridge widening<ul style="list-style-type: none">○ Current CV-Link Access Ramps to be Revised○ Coordination with CVAG Design Team
6.	Project Schedule <ul style="list-style-type: none">• Impact to schedule / scope
7.	Other Items

HNTB



6 Hutton Centre Drive, Suite 1250, Santa Ana, CA 92707
 Phone: 714-662-3020
 Fax: 714-242-9642
www.transystems.com

MEETING MINUTES

Riverside County Transportation Department
I-10/Jackson Street Interchange
 County Project No. C7-0049
 Caltrans EA 08-0M910, Project Number: 0800020208
CV-Link Coordination Meeting No.2
 Tuesday, December 11, 2018 at 11:00 am
 Coachella Valley Association of Governments Office –Conference Room
 (Also via Go-To Meeting at 1-866-951-1151, Code 188-498-586)

Meeting Date: Tuesday, Dec 11, 2018 at 1:30 pm Location: CVAG, Conference Room
 also via Go-To Meeting
 Attachments: Agenda Recorded by: Andy Cheah
 Attendees Sign-in Sheet

Distribution: Attendees List

The purpose of this meeting was to discuss strategy and approach to prepare the Project Report (PR) and Environmental Document (ED).

ACTION ITEMS:

No.	Actions	Duty	Status
2.1	Jerusalem will share Monroe Street Widening CV Link re-alignment plan / exhibit with CVAG.	MBI (Jerusalem)	New
2.2	Andy will provide the latest Jackson Street Widening CV Link proposed concept to CVAG.	TranSystems (A. Cheah)	New

DISCUSSION ITEMS:

No.	Discussions	Action Items
1	Introductions TranSystems (Andy Cheah) opened the meeting. The attendees introduced themselves with their roles and responsibilities.	
2	Coordination Objectives: a. Review current CV-link 95% design CVAG (Mike McDonagh) stated that the Phase 1 of CV-Link within Indio will include Monroe Street, and termination at the North Jackson Street Park. Mike mentioned that draft 100% plans are available now.	

Construction Management Services • Highway and Bridge Design Services • Project Controls Services

<p>PROJECT OVERVIEW:</p> <p>I-10/Monroe:</p> <p>Michael Baker International [MBI] (Jerusalem Verano) briefly discussed the Monroe Street Widening CV Link re-alignment plan / concept, but noted that the current layout is preliminary and subject to change. CV Link modifications include:</p> <ul style="list-style-type: none"> • Realign CV Link undercrossing to accommodate a 10' vertical clearance, 1.5: 1 slope paving, Monroe Street widening. • Realign CV Link eastside access ramp to accommodate the Monroe Street Widening. Will impact the "AP-5" architectural sitting area east of Monroe Street. • Maintain original CV Link design intent and inter-agency decisions made as part of CV Link project, i.e. railing, path dimensions, channel access, maintain and join existing channel lining. • APN: 610-093-037 is vacant and impacted by the Monroe Street widening of CV Link. CVAG, the City, and the County verified that there are no current plans to develop said parcel. Jerusalem noted the eastside CV Link access ramp alignment shown is subject to change and will be refined in final design. <p>CVAG will coordinate with Alta to possibly reduce / change the pavement type through the Monroe Street CV Link undercrossing and eastside access ramp. John Ashlock noted that this decision is up to CVAG as the Monroe and Jackson projects are in a preliminary planning phase and the current design is not final and is subject to change.</p> <p>Jerusalem will share Monroe Street Widening CV Link re-alignment plan / exhibit with CVAG.</p> <p>CVAG will coordinate with Alta to possibly reduce / change the pavement type through the Monroe Street CV Link undercrossing and eastside access ramp.</p> <p>County (John Ashlock) noted that this decision is up to CVAG as the Monroe and Jackson projects are in a preliminary planning phase and the current design is not final and is subject to change.</p>	<p>2.1</p>
<p>I-10/Jackson:</p> <p>HNTB (David Speirs) briefly discussed the Jackson Street Widening project. The project in PA/ED phase. The project is evaluating to reconstruct the existing 5-span structure to a 3-span structure.</p> <p>Andy shared the preliminary proposed profile exhibit based on the latest 3 s-span structure concept with 9-foot girder depth. With the increased of girder depth, 2% cross slope for wider structure, and Jackson realignment, the CV-link profile will need to be lower (approximately 4.09 feet on the westside to 7.31 on the eastside feet) as shown in attached exhibit. The promising news is the bottom of CV-link ramp still higher than the existing 100-year water surface elevation. No flood hazard, but noted that it is pending on final HEC-RAS analysis of the proposed 3-span structure, and final roadway and bridge profile.</p> <p>Andy will provide the latest Jackson Street CV Link proposed profile concept to CVAG.</p> <p>As noted in the CV-link master plan, Jackson Street is identified as a commuter connector. The team agreed to include the direct access ramps from the Jackson Street for the</p>	<p>2.2</p>

SR-86/Avenue 50 New Interchange PDT Meeting Minutes No. 16
 May 30, 2018
 Page 3 of 3

	environmental study footprint. However, the pavement structure section type and construction costs can be worked out between the agencies will work in the future.	
	Operations and Maintenance of CV-Link CVAG will own and operate CV Link. On lands owned by CVWD, CVAG will/has executed an inter-agency agreement. On private property CV Link has / will negotiate easements with property owners.	
3	Schedule CVAG (Martin Magana) stated that Phase is tentatively anticipated to advertise for bid in spring 2019, construction to start in summer or fall 2019. Phase 2 of CV-Link will include Jackson Street portion. It is anticipate to start before completion of Phase 2, tentatively targeting 2020.	
4	Open Discussions / Other Items None.	

DECISION LOG:

No.	Decisions

All attendees should review and comment on the above meeting summary content. The attendees' comments shall be received within seven (7) calendar days from the distribution date shown hereon; otherwise this document is accepted as the "Meeting Minutes of Record".

DISTRIBUTION DATE: June 4, 2018

Attachments: Meeting Agenda
 Meeting Attendees Sign-in Sheet

cc: Project File



CITY OF INDIO
Agenda
City Council

150 Civic Center Mall
Indio, California

July 17, 2019

MISSION STATEMENT

THE CITY OF INDIO'S PUBLIC SERVANTS PROVIDE OUTSTANDING MUNICIPAL SERVICES TO ENHANCE THE QUALITY OF LIFE FOR OUR RESIDENTS, VISITORS AND THE BUSINESS COMMUNITY

JOINT CLOSED SESSION
CITY COUNCIL / SUCCESSOR AGENCY
3:00 p.m.

1. CALL TO ORDER AND ROLL CALL

Mayor/Chairperson Lupe Ramos Amith
Mayor Pro Tem/Vice Chairperson Glenn Miller
Councilmember/Director Elaine Holmes
Councilmember/Director Waymond Fermon
Councilmember/Director Oscar Ortiz

2. PUBLIC COMMENT

This is the time set aside for public comment. If you wish to speak, please complete a "request to speak" form and limit your comments to three minutes (forms are located in the lobby of the Council Chamber). If the total time of comments extend beyond 30 minutes, the Mayor may defer further public comments for items Not on the Agenda until the end of the Agenda.

3. ADJOURN TO CLOSED SESSION to consider:

- a. Conference with Real Property Negotiator (City Council), Government Code Section 54956.8; APN 610-070-025 and 610-070-002, City of Indio Negotiator: Mark Scott, City Manager; Negotiating Parties: Coachella Valley Mosquito and Vector Control District; Under Negotiation: Price and Terms of Payment.
- b. Conference with Real Property Negotiators (City Council and Successor Agency), Government Code Section 54956.8; City of Indio and Successor Agency properties with APN's 611-164-014, 611-172-001, 611-172-003, 611-172-007, 611-172-017, 611-172-018, 611-172-019, 611-172-020, 611-172-022, 611-172-023, 611-172-025, 611-172-026, 611-172-027, 611-173-002, 611-173-006, 611-173-008, 611-173-012, 611-173-013, 611-173-015, 611-173-016, 611-173-017, 611-173-018, 611-173-019, 611-173-020, 611-173-021, 611-212-041, 611-164-011, 611-164-013, 611-164-015, 611-153-001, 611-153-004, 611-153-007, 611-153-009, 611-153-010, 611-153-011; City of Indio and City of Indio Successor Agency Negotiator: Mark Scott, City

Manager/Executive Director; Negotiating Party: PSDG; Under Negotiation: Price and Terms of Payment

- c. Conference with Real Property Negotiators (City Council and Successor Agency), pursuant to California Government Code Section 54956.8; City of Indio and Successor Agency properties with APN's 611-164-011, 013, 014, 015; APN 611-172-025, 026, 027, 022, 023, 020, 017, 018, 019; City of Indio and City of Indio Successor Agency Negotiator: Mark Scott, City Manager/Executive Director; Negotiating Parties: Coachella Valley Development Partners. Negotiation: Price and Terms of Payment.
- d. Conference with Legal Counsel, Existing Litigation, Government Code Section 54956.9(d)(1); Henricus Peeters, et al. v. City of Indio, Riverside County Superior Court Case No. PSC 1704172
- e. Conference with Legal Counsel, Existing Litigation, Government Code Section 54956.9(d)(1); Comite Latino v. City of Indio, Riverside County Superior Court Case No. PSC 1904258
- f. Conference with Legal Counsel, Existing Litigation, Government Code Section 54956.9(d)(1); City of Indio v. City of Coachella, et. al., Riverside County Superior Court Case No. PSC 1804374
- g. Public Employee Performance Evaluation, Government Code Section 54957; Public Employee: City Manager
- h. Conference with Labor Negotiator, Government Code Section 54957.6; City Negotiator: Roxanne Diaz, City Attorney and Mayor Amith; Unrepresented Employee: City Manager

**REGULAR JOINT MEETING
CITY COUNCIL / INDIO WATER AUTHORITY
5:00 p.m.**

1. CALL TO ORDER AND ROLL CALL

Mayor/President Lupe Ramos Amith
Mayor Pro Tem/Vice President Glenn Miller
Councilmember/Commissioner Elaine Holmes
Councilmember/Commissioner Waymond Fermon
Councilmember/Commissioner Oscar Ortiz

2. INVOCATION

The City Council does not endorse the content of the invocation and does not endorse the invitational speaker's particular faith, belief and/or religious denomination. The City Council does not engage in any prior inquiry, review of, or involvement in, the content of the invocation, except to request the speaker to refrain from using the invocation as an opportunity to attempt to convert others to a particular faith or to disparage any faith or belief and for the speaker to face the City Council. The City Council has an established neutral policy for selecting and scheduling invitational speakers. The City Clerk will make the Council's policy on invocations available upon request for public inspection and copying.

3. PLEDGE OF ALLEGIANCE

4. REPORT ON CLOSED SESSION

5. REPORT ON CITY COUNCIL EXTERNAL/INTERNAL BOARDS, COMMISSIONS AND COMMITTEE MEETINGS AND REPORT ON MEETINGS ATTENDED PER GOVERNMENT CODE SECTION 53232.3(d)

6. PRESENTATIONS

- a. Certificate of Recognition to Radio Remanente

7. APPOINTMENTS

- a. Designation of Voting Delegates and up to Two Alternates to the League of California Cities Annual Conference – October 16 – 18, 2019, in Long Beach, CA

8. CITY MANAGER REPORTS AND INFORMATION

- a. Loan Program for Downtown Restaurant Expansion
- b. Acquisition of Public Art for Dr. Carreon Park
- c. Update — Study of Future Electrical Power Service Alternatives
- d. Legislative Update — SB 5 (State Funding for Affordable and Homeless Housing)

9. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

This is the time set aside for public comment. If you wish to speak, please complete a "request to speak" form and limit your comments to three minutes (forms are located in the lobby of the Council Chamber). If the total time of comments extend beyond 30 minutes, the Mayor may defer further public comments for items Not on the Agenda until the end of the Agenda.

10. CONSENT CALENDAR

Note: Consent calendar items are considered to be routine in nature and will be approved by one motion. Reading of text of Ordinances is waived and Ordinances are adopted as second reading, by title only. Public requests to discuss consent calendar items must be filed with the City Clerk before the consent calendar is called. This is the time for any member of the public wishing to speak on a consent calendar item to do so. Any member of the public wishing to speak shall have a total of three minutes to address any and all items on which he/she wishes to speak. Unless a consent calendar item is pulled for discussion by a council member, there will be no further opportunity to discuss the matter. If a consent calendar item is pulled for Council discussion and a member of the public then wishes to speak, he/she shall limit comments to matters raised during the Council discussion.

- a. Minutes for the Regular City Council meeting held June 19, 2019 (Sabdi Sanchez, City Clerk Administrator) Recommendation: Approve
- b. Resolution approving the City's participation in the Public Agency Retirement Services Post-Employment Benefits Trust to prefund the City's Post-Employment Pension Benefits and authorizes the City Manager to execute the agreement and all related documents to implement the program (Rob Rockwell, Assistant City Manager and Finance Director) Recommendation: Approve
- c. City Warrants (Rob Rockwell, Assistant City Manager and Finance Director) Recommendation: Receive/File
- d. IWA Warrants (Trish Rhay, IWA General Manager) Recommendation: Receive/File
- e. Purchase of cellular data and voice services from Verizon Wireless in the yearly amount of \$110,000 for three years (Ian Cozens, IT Director) Recommendation: Approve

- f. Fuel purchase in the amount of \$340,000 from SoCo Group Inc., for the City's fuel needs (Timothy T. Wassil, P.E., Public Works Director) Recommendation: Approve
- g. A purchase from Fiesta Ford in the amount of \$479,595.30 for ten (10) new 2020 Ford Explorers (Timothy T. Wassil, P.E., Public Works Director) Recommendation: Approve
- h. Approval of Purchase and Sale Agreement and Joint Escrow Instructions between the City of Indio and Frontier California, Inc., for the purchase in fee of an approximate 159 square foot portion of the real property identified as APNs 611-310-018, 611-310-019, and 611-330-013 for public street purposes and all uses necessary or convenient thereto, and an approximate 133 square foot temporary construction easement for a term of four years to facilitate the construction of the Avenue 44 Low-Flow Crossing Replacement Project (BR1101) and finding that the purchase is consistent with the General Plan (Timothy T. Wassil, P.E., Public Works Director) Recommendation: Approve
- i. Agreement for contractual services between the City of Indio and Riverside University Health System – Behavioral Health (RUHS-BH), for crisis triage behavioral health services in the amount of \$300,000 over a three year term (Michael R. Washburn, Chief of Police) Recommendation: Approve
- j. Supplier agreement with Ferguson Enterprises, LLC dba Ferguson Waterworks, for as-needed water meters and meter parts for Fiscal Year 2019-20 in the amount not-to-exceed \$250,000 (Trish Rhay, IWA General Manager) Recommendation: Approve (Indio Water Authority)
- k. Purchase of as needed waterworks parts and supplies from Ferguson Waterworks, Core & Main, Dangelo Company, United Waterworks, Inc., and Western Water Works for Fiscal Year 2019-20 in an amount not-to-exceed \$360,000 (Trish Rhay, IWA General Manager) Recommendation: Approve (Indio Water Authority)
- l. Acceptance of the Bill of Sale of Water System Facilities from Polo Estates Ventures, LLC for Tract No. 37396-1 at Trilogy at the Polo Club (Trish Rhay, IWA General Manager) Recommendation: Authorize & Accept (Indio Water Authority)
- m. Approve the accounts receivable write-offs in the amount of \$148,241.39 as of June 30, 2019 pursuant to Administrative Policy No. IWA-750-01-004-12 (Trish Rhay, IWA General Manager) Recommendation: Approve (Indio Water Authority)

11. ADMINISTRATIVE ITEMS

- a. Identification and selection of Alternative Two (Tight Diamond Interchange Layout) as the locally preferred alternative for the Jackson Street Interchange and Monroe Street Interchanges (Timothy T. Wassil, P.E., Public Works Director) Recommendation: Approve
- b. Amendment No. 1 to the Employment Agreement between the City and City Manager Mark Scott (Roxanne Diaz, City Attorney) Recommendation: Approve

12. PUBLIC HEARINGS

- a. Public hearing to adopt a Resolution to increase solid waste rates and a Resolution providing for the collection of Solid Waste Charges on the tax roll for Fiscal Year 2019-2020 (Timothy T. Wassil, P.E., Public Works Director) Recommendation: Approve
- b. Public hearing to adopt Resolution certifying the Final Environmental Impact Report, adopting CEQA findings and mitigation monitoring and reporting program and adopting a statement of overriding consideration for the City of Indio 2040 General Plan and Climate Action Plan; Resolution adopting the City of Indio 2040 General Plan; and Resolution adopting the Climate Action Plan (Kevin Snyder, AIEP, Community Development Director) Recommendation: Approve

13. PUBLIC COMMENTS CONTINUED, IF NEEDED, FOR ITEMS NOT ON THE AGENDA

14. ADJOURN

Next Council Meeting: August 21, 2019

Agenda packets are available on the city's website at www.indio.org and at the public counter in City Hall at 100 Civic Center Mall, Indio, California. Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available for public inspection at the front counter of the lobby of the City Hall Administration Building at 100 Civic Center Mall, Indio, during normal City business hours and during the meeting.

PUBLIC NOTICE

The Indio City Council Chamber is accessible to person(s) with disabilities. If special equipment is needed, for the hearing impaired, please call the City Clerk's office. Persons with disabilities can receive this agenda in an alternative format and should call the City Clerk's office at 391-4007. Notification 48 hours prior to a meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102.35.104 ADA Title 11).

DECLARATION OF POSTING

I, Sabdi Sanchez, City Clerk Administrator of the City of Indio, California, do hereby declare that the foregoing agenda was posted on July 12, 2019, at least seventy-two (72) hours prior to the meeting per Government Code 54954.2, at the following locations:

City of Indio Council Chamber, 150 Civic Center Mall, Indio, CA 92201
City of Indio website www.indio.org

Sabdi Sanchez
SABDI SANCHEZ, CMC
CITY CLERK ADMINISTRATOR

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Chapter 5 List of Preparers

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Chapter 6 Distribution List

A compact disc copy of the Initial Study with Proposed Mitigated Negative Declaration/ Environmental Assessment (IS/EA) and/or a Notice of Availability was distributed to federal, state, regional, and local agencies, elected officials, interested groups, organizations and individuals, and utilities and service providers in the project area. In addition, all property owners and residents/occupants located within 500 feet of the proposed project were provided with a Notice of Availability.

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Appendix A Section 4(f) De Minimis Finding

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I-10/JACKSON STREET INTERCHANGE IMPROVEMENT PROJECT

SECTION 4(F) DE MINIMIS FINDING

Submitted Pursuant to 49 USC 303 and 23 USC 138

City of Indio, Riverside County, California
08-RIV-10-PM R54.9/R56.5

EA 0M910/PN 0800020208



June 2020



STATE OF CALIFORNIA
Department of Transportation

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.

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 Renetta Cloud, Senior Environmental Planner, California Department of Transportation, 464 West 4th Street, 6th Floor, MS-823, San Bernardino, CA 92401-1400; (909) 383-6323, or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922, 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

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List of Abbreviated Terms

BMP	best management practice
Caltrans	California Department of Transportation
CDFW	California Department of Fish and Wildlife
CFR	Code of Federal Regulations
County	County of Riverside Transportation Department
ESA	environmentally sensitive area
FHWA	Federal Highway Administration
MSHCP	Multiple Species Habitat Conservation Plan
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
P/QP	Public/Quasi-Public
RCA	Western Riverside County Regional Conservation Authority
RSS	Riversidian sage scrub
SJWA	San Jacinto Wildlife Area
SWPPP	Storm Water Pollution Prevention Plan
TCE	temporary construction easement
USC	United States Code
WDP	Wolfskill-Driscoll Properties

Chapter 1 Introduction

1.1 Section 4(f) of the Department of Transportation Act of 1966

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.”

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

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

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

The proposed project is a transportation project that would receive federal funding and/or discretionary approvals through the U.S. Department of Transportation, Federal Highway Administration (FHWA); therefore, documentation of compliance with Section 4(f) is required.

1.2 Section 4(f) De Minimis Impact Evaluation Requirements

Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act amended Section 4(f) legislation at 23 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 revision provides that once the U.S. Department of Transportation 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 California Department of Transportation (Department) pursuant to 23 USC 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

1.3 Section 4(f) Use

The term "use" is defined in 23 CFR 774.17 in three ways:

- When land is permanently incorporated into a transportation facility;
- When there is a temporary occupancy of land that is adverse in terms of the statute's preservation as determined by the criteria in §774.13(d); or
- When there is a constructive use¹ of a Section 4(f) property as determined by the criteria in §774.15.

¹ A constructive use occurs when the transportation project does not incorporate land from a Section 4(f) property, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the property are substantially diminished.

Chapter 2 Project Description

The City of Indio (City), in cooperation with the California Department of Transportation (Department) and the County of Riverside (County), propose to improve the operational performance of the existing Interstate 10 (I-10)/Jackson Street Interchange within the City limits. The I-10/Jackson Street interchange is located on I-10 between Monroe Street and Golf Center Parkway. The project limits extend from approximately Post Mile (PM) R54.9 to PM R56.5 along I-10 and from Kenner Avenue (South of I-10) to Atlantic Avenue (North of I-10) along Jackson Street. The project site is centrally located within the City of Indio at the crossroad of Interstate 10 and Jackson Street, and the Coachella Valley Stormwater Channel, in Riverside County, California.

2.1 Purpose

The purpose of this project is to:

- Increase capacity and provide operational improvements at the I-10/Jackson Street interchange directly associated with the forecast travel demand for the 2045 design year within the City of Indio.
- Accommodate multimodal travel consistent with the City of Indio’s General Plan, regional plans, and preserve the values of the area.
- Improve existing interchange geometry.

The above objectives will be evaluated within the project limits while minimizing right-of-way, environmental, and economic impacts.

2.2 Need

The project addresses the following needs, transportation deficiencies, and problems:

- Forecasted traffic volumes, in conjunction with the current capacity of the existing interchange, are expected to result in the interchange ramps and associated intersections operating at unacceptable levels of service by the year 2045;
- Gaps in the pedestrian and bicycle infrastructure impedes the connection between communities and businesses across the interchange;
- The existing ramp alignments, ramp intersections, and Jackson Street contain existing nonstandard geometric features.

2.3 Project Alternatives

Three alternatives will be evaluated in the environmental document for the proposed project:

- Alternative 1 - No-Build,
- Alternative 2 - Compact Diamond Interchange, and
- Alternative 4 - Diverging Diamond Interchange.

The proposed project alternatives are described in further detail below.

2.3.1 Alternative 1 – No-Build

Under this alternative, no reconstruction or improvements would be made to the existing I-10/Jackson Street interchange other than routine maintenance.

2.3.2 Alternative 2 – Compact Diamond Interchange

Alternative 2 would maintain the existing compact diamond configuration and reconstruct Jackson Street, I-10 bridge overcrossing, Whitewater River Bridge, and the I-10 on and off ramps. Jackson Street at the I-10 bridge crossing would be reconstructed from one lane to two lanes in each direction, and include two left turn lanes at each ramp intersection for access to eastbound and westbound I-10 on-ramps. The existing Jackson Street bridge at the Whitewater River Bridge would be widened to increase the number of through lanes from one lane to two lanes in each direction. This alternative would include reconstruction and restriping of Jackson Street to transition the additional travel lanes to the existing lane configurations north and south of the interchange. The I-10 westbound (WB) and eastbound (EB) on-ramps would be widened to two lanes and transition to a single lane merging to I-10. Interchange off-ramps would be widened, realigned and restriped to accommodate additional turn lanes to Jackson Street. Auxiliary lanes would be constructed at the I-10 WB and EB ramps to enhance merging and diverging traffic to I-10. Other features of Alternative 2 include the following improvements: construction of retaining walls, access ramps to CV Link facility, utility relocations, ROW acquisitions and installation of ramp meters. The proposed project would not result in any operational noise impacts, and therefore abatement measures are not necessary for operational noise.

2.3.3 Alternative 4 – Diverging Diamond Interchange

Alternative 4 would reconstruct the existing I-10/Jackson Street interchange to a DDI configuration utilizing a twin bridge layout spanning over the I-10 freeway and the Whitewater River. Two new parallel bridge structures over the Whitewater River and Jackson Street overcrossing would be constructed to accommodate two lanes, shoulders and sidewalks. The

existing bridges along Jackson Street will be evaluated whether it could accommodate two travel lanes and may be reconstructed. The crossover intersections would gradually transition traffic from the right side of the road to the left side of the road while providing free right and left-turn movements to the I-10 on-ramps before crossing over back to the right-side of the road for through traffic. The DDI configuration requires two cross-over intersections with two-phase traffic signal operation within the interchange; inbound and outbound freeway traffic would cross one intersection compared to two intersections for the diamond interchange configuration. In addition, Alternative 4 would include reconstruction and restriping of Jackson Street to transition the additional travel lanes to the existing lane configurations north and south of the interchange. The I-10 westbound and eastbound on-ramps would be widened to two lanes and transition to a single lane merging to the I-10 freeway. Interchange off-ramps would be widened, realigned and restriped to accommodate additional turn lanes to Jackson Street. Auxiliary lanes would be constructed at the I-10 WB and EB ramps to enhance merging and diverging traffic to I-10. Other features of Alternative 4 include the following improvements: construction of retaining walls, access ramps to CV Link facility, utility relocations, ROW acquisitions and installation of ramp meters. The proposed project would not result in any operational noise impacts, and therefore abatement measures are not necessary for operational noise.

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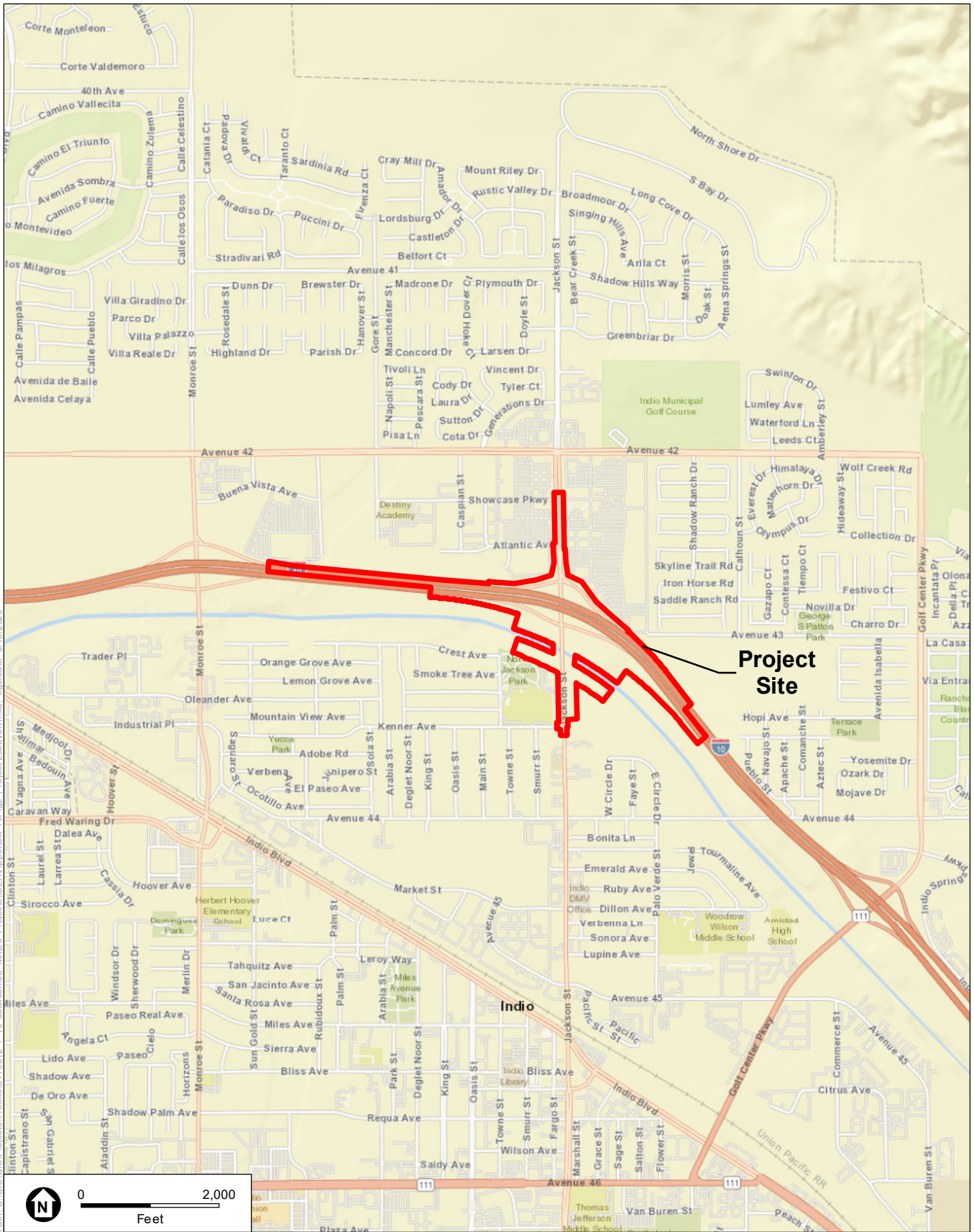


SOURCE: ESRI StreetMap North America.

I-10 / Jackson Street Interchange Project

Figure 1
Regional Vicinity

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Path: U:\GIS\GIS\Projects\7xxxx\DI170572_1_10_Jackson03_MXD.s - Projects\NSEA\Appendix_A\Fig2_ProjectLocation.mxd_splsalesr_9/19/2020

SOURCE: ESRI StreetMap North America.

I-10 / Jackson Street Interchange Project

Figure 2
Project Location

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Chapter 3 List and Description of Section 4(f) Properties

As noted above, resources subject to Section 4(f) consideration include publicly-owned lands such as public parks; recreational areas of national, state, or local significance; wildlife and waterfowl refuges; and historic sites of national, state, or local significance.

Resources in the project study area were identified if they were:

- Existing publicly owned recreational and park resources, including local, regional, and state resources;
- Publicly owned wildlife and water fowl refuges and conservation areas;
- Existing public bicycle, pedestrian, and equestrian trails;
- National Register of Historic Places (NRHP) listed or eligible historic sites; or
- NRHP listed or eligible archaeological sites.

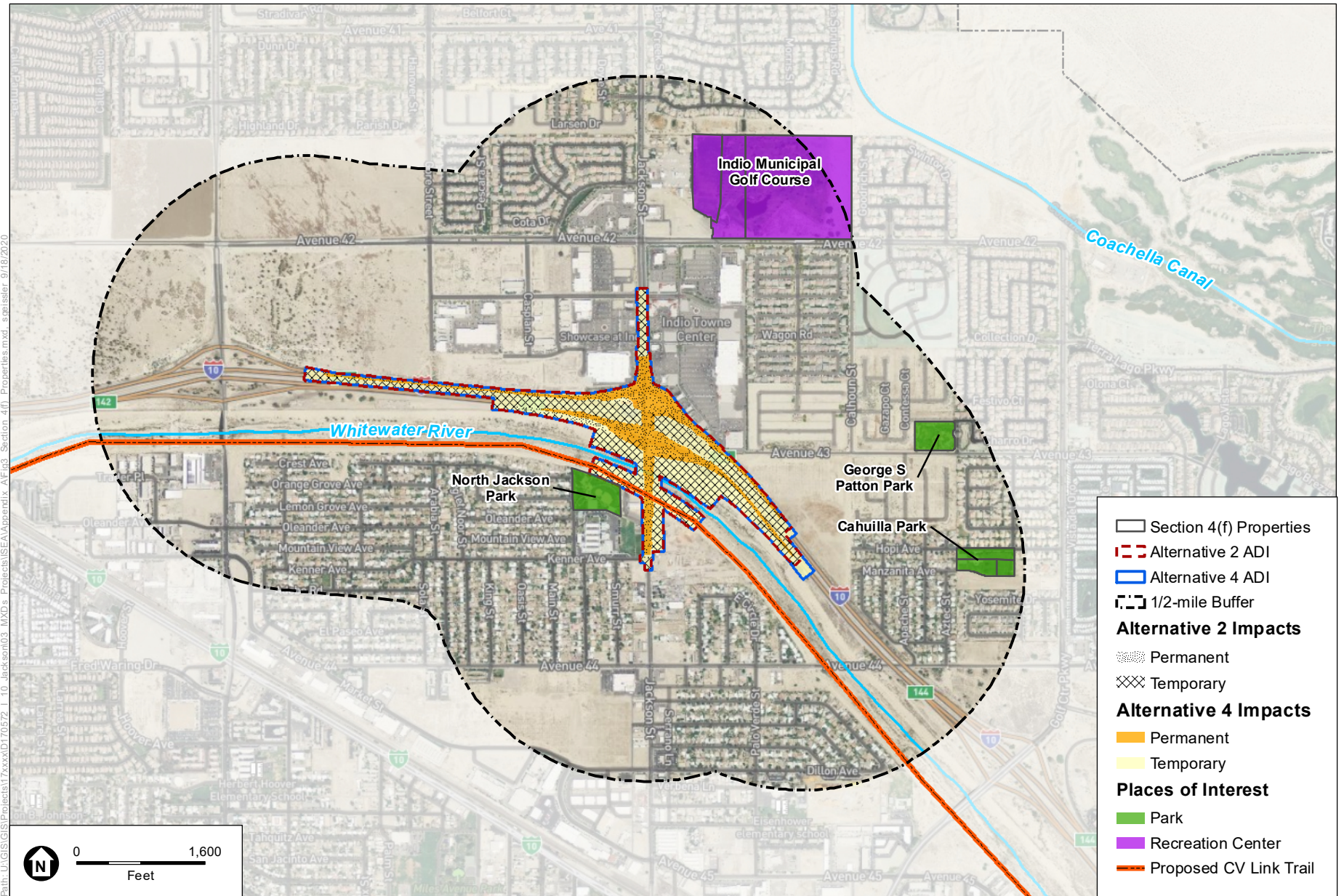
Research was conducted to identify publicly owned parks, public schools, recreational areas, wildlife and waterfowl refuges, and land from historic properties within 0.5 mile of the proposed I-10/Jackson Street Interchange Improvement Project. Based on this research, there are four properties within 0.5 mile of the project corridor that qualify as Section 4(f) resources, and one planned facility (i.e., CV Link multi-use trail) located within 0.5 mile of the project that qualifies as a Section 4(f) resource (five properties total). The CV Link trail is anticipated to be in operation in early 2021, prior to completion of the I-10/Jackson Street Interchange Improvement Project. It is prudent to note that there is a 1.17 acre of land in between the Andrew Jackson School and Jackson Street south of the interchange that is considered greenspace/landscaping that is unsafe for children to use as recreation because of its proximity to the roadway (610-230-004); therefore, it does not qualify as a Section 4(f) property. Although the elimination of a narrow portion of the parcel with the landscaping (approximately 0.2 acres) would move the roadway closer to the school, the school grounds and classrooms would be impacted only an infinitesimal amount more than they are currently experiencing.

There are no NRHP-eligible historic or archaeological sites located within 0.5 mile of the proposed interchange improvement project; therefore, there would be no impacts on NRHP-eligible historic or archaeological sites. Additionally, there are no wildlife or waterfowl refuges within the 0.5-mile buffer, and as such, there would be no impacts on refuges.

A summary of the Section 4(f) resources within 0.5 mile of the proposed I-10/Jackson Street Interchange Improvement Project is provided in Table 3-1, whereas Figure 3 identifies the Section 4(f) properties within the project study area.

Table 3-1. Parks, Schools, and Recreational Facilities Within 0.5 mile of the Project Site

Facility Type	Name	Address	Distance from Project (miles)
Planned Multi-use trail	CV Link – This will be a publicly-owned recreational facility used for bicycles, pedestrians and LSEVs	Coachella Valley Stormwater Channel	0.0 mile. Within the project’s southern limits along the Coachella Valley Stormwater Channel
Park	North Jackson Park – Playground Equipment, Softball Fields, Tennis Courts, Basketball Courts, Walking Paths, Shaded Areas w/Tables, Barbecue Areas	43200 Towne Street, Indio, CA 92203	0.0 mile. Immediately adjacent to southwestern portion of project alternatives
Golf Course	Indio Municipal Golf Course (also known as The Lights at Indio)	86040 Avenue 42, Indio, CA 92203	0.2 mile
Park	George S. Patton Park- Swings, playground equipment, paths, open greenspace, walking paths, tables and benches	83700 Avenue 43, Indio, CA 92203	0.35 mile
Park	Cahuilla Park- Open greenspace, children’s playground, basketball courts, BBQ areas, softball fields	83787 Hopi Avenue, Indio, CA 92203	0.39 mile
<p>Source: The Lights at Indio Golf Course, 2019. The Lights at Indio Golf Course. Accessed: http://www.indiogolf.com. Date Accessed: 5/9/2019 City of Indio. 2019. City Parks. Accessed: https://www.indio.org/your_government/community_services/city_parks.htm. Date Accessed: 4/11/2019 GIS</p>			



SOURCE: Riverside County GIS; National Hydrography Dataset; Google Earth 2019

I-10 / Jackson Street Interchange Project

Figure 3
Section 4(f) Properties
within 1/2-mile of Project Area

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Chapter 4 Impacts on Section 4(f) Properties

This section describes the Section 4(f) resources, and the potential use of these resources, within 0.5 mile of the proposed project.

4.1 Resources Evaluated Relative to the Requirements of Section 4(f): De Minimis Determination

A summary of potential effects is provided in Table 4-1. Later in this chapter, additional analysis follows for the resource with the potential to be affected by the proposed project. An assessment has been made as to whether any permanent or temporary occupation of the property would occur, and whether the proximity of the project would cause any access, visual, air quality, noise, vibration, biological, or water quality effects that would substantially impair the features or attributes that qualify the resource for protection under Section 4(f).

Based on current design plans for the proposed I-10/Jackson Street Interchange Improvement Project, the proposed CV Link trail would be going through the project area; however, no adverse effects on this resource is anticipated because the trail will not be closed during construction and the uses of the trail that qualify this resource under Section 4(f) will not be adversely affected during or after construction. Therefore, a *de minimis* finding is appropriate for the trail.

Table 4-1. Section 4(f) Impact Summary for Build Alternatives

Property Name	Direct Use?	Temporary Use?	Constructive Use?	Comments
Planned CV Link Trail	No	No	No	No direct or temporary use of the trail is expected, however, given the close proximity of construction, trail users will experience increased noise, dust, and visual impacts (among others) during construction. These impacts are anticipated to be de minimis in nature.
North Jackson Park	No	No	No	No direct or temporary use of the park is expected, however, given the close proximity of construction, park users will experience increased noise, dust, and visual impacts (among others) during construction. These impacts are anticipated to be de minimis in nature.

Property Name	Direct Use?	Temporary Use?	Constructive Use?	Comments
Indio Municipal Golf Course (also known as The Lights at Indio)	No	No	No	No temporary use of the golf course is expected. Given the distance and location of the project from the park, park users may experience a temporary minor increase in noise, dust, and visual impacts during construction. These impacts are anticipated to be de minimis in nature.
George S. Patton Park	No	No	No	No temporary use of the park is expected. Given the distance and location of the project from the park, park users may experience a temporary minor increase in noise, dust, and visual impacts during construction. These impacts are anticipated to be de minimis in nature.
Cahuilla Park	No	No	No	No temporary use of the park is expected. Given the distance and location of the project from the park, park users may experience a temporary minor increase in noise, dust, and visual impacts during construction. These impacts are anticipated to be de minimis in nature.

Source: ESA, 2019

The analysis of potential effects on the Section 4(f) resource that follows includes discussion of how the proposed project would affect the planned trail and whether the effects would result in a use of the Section 4(f) resource.

4.1.1 Planned CV Link Trail

Description of the Planned CV Link Trail

The planned CV Link trail will be owned and operated by the Coachella Valley Association of Governments (CVAG). The trail is a proposed 50-mile alternative transportation corridor for bicycles, pedestrians and low-speed (up to 25 miles per hour) electric vehicles. The purpose of the path is to connect Palm Springs to Coachella, with future connections to reach the Desert Hot Springs and the Salton Sea. The path will allow for pedestrians, bicyclists and persons using low speed electric vehicles to connect to parks, shopping areas and schools. Restrooms, drinking fountains, benches, and electric vehicle charging stations will be available throughout the 50-mile route. The path will be ADA compliant, will utilize solar lighting and drought tolerant landscaping, and allow for public art spaces and future event space for activities such as

organized walks and races. Figure 4 shows the CV Link conception that is available on its website.

The trail in the project location crosses the proposed project on its southern limits, as can be seen in Figure 2. The project would not alter the Jackson Street Bridge, which crosses over the trail.

Project Effects to the Planned CV Link Trail

The portion of this trail that will be located in the project area for the proposed project will be constructed in 2020 (and be in operation 2021), prior to construction of the proposed project, with anticipated completion/operation of the trail in the summer of 2021. As part of project design for both Build Alternatives, access ramps will be constructed to accommodate the CV Link Trail. Access to and from the trail would be increased by implementation of this project. During construction, there would be no change in access (i.e. there would be no change in access when comparing trail conditions prior to and after the proposed project is completed).

The proposed project would not adversely affect the activities, features, or attributes of the trail that afford it protection under Section 4(f). However, during construction, trail users would be exposed to indirect construction activities, such as increased noise through the project area, visual changes from construction equipment, and potential increases in dust and air quality concerns during construction. These indirect impacts to the trail are temporary in nature, lasting only through the duration of construction in the area, and do not constitute a use under Section 4(f), as none of the attributes that qualify the resource for protection under Section 4(f) would be impacted.

Applicability of Section 4(f)

The proposed project would not result in any direct impacts to the proposed CV Link trail. According to the FHWA guidance provided in the Environmental Review Toolkit for Section 4(f) Evaluations, to be considered a *de minimis* impact, the amount of land to be acquired from any Section 4(f) site must not exceed 10 percent of the site. The proposed project would not acquire any land from the resource. For the reasons outlined above, the impacts on the proposed CV Link Trail are considered to be *de minimis*.

4.1.2 North Jackson Park

Description of North Jackson Park

North Jackson Park is located immediately adjacent to the project limits and is shown on Figure 3. The park contains playground equipment, softball fields, tennis courts, basketball courts, walking paths, shaded areas with tables, and barbecue areas.

Project Effects on North Jackson Park

The proposed project would not adversely affect the activities, features, or attributes of the park that afford it protection under Section 4(f). The project will not require acquisition or temporary construction easements on any of these resources, nor will the project result in temporary access impacts due available detour routes. A “use” of this park would not occur as a result of the project and provisions of Section 4(f) are not triggered.

The proposed project would not adversely affect the activities, features, or attributes of the park that afford it protection under Section 4(f). However, during construction, park users would be exposed to indirect construction activities, such as increased noise through the project area, visual changes from construction equipment, and potential increases in dust and air quality concerns during construction. These indirect impacts to the park are temporary in nature, lasting only through the duration of construction in the area, and do not constitute a use under Section 4(f), as none of the attributes that qualify the resource for protection under Section 4(f) would be impacted.

Applicability of Section 4(f)

The proposed project would not result in any direct impacts to North Jackson Park. According to the FHWA guidance provided in the Environmental Review Toolkit for Section 4(f) Evaluations, to be considered a *de minimis* impact, the amount of land to be acquired from any Section 4(f) site must not exceed 10 percent of the site. The proposed project would not acquire any land from the resource. For the reasons outlined above, the impacts on the park are considered to be *de minimis*.

4.1.3 Indio Municipal Golf Course

Description of Indio Municipal Golf Course

The Indio Municipal Golf Course, also known as The Lights of Indio Golf Course, is a public municipal course located 0.2 mile northeast of the northern project limits east of Jackson Street and is shown on Figure 3. The golf course is owned by the City of Indio and managed by Landmark Golf Management, and is a par 3 golf course. It is the only night-lighted golf course in Coachella Valley and contains a full-length driving range, short game practice area, and a fully stocked golf shop.

Project Effects on Indio Municipal Golf Course

The proposed project would not adversely affect the activities, features, or attributes of the golf course that afford it protection under Section 4(f). The project will not require acquisition or temporary construction easements on any of these resources, nor will the project result in

temporary access impacts due available detour routes. A “use” of this golf course would not occur as a result of the project and provisions of Section 4(f) are not triggered.

Due to the distance and location from the project site, it is not anticipated that golfers would be exposed to indirect construction activity impacts, such as increased noise through the project area, visual changes from construction equipment, and potential increases in dust and air quality concerns. In addition, these indirect construction impacts would be temporary in nature, lasting only through the duration of construction in the area, and do not constitute a use under Section 4(f), as none of the attributes that qualify the resource for protection under Section 4(f) would be affected.

Applicability of Section 4(f)

The property is a Section 4(f) property, but no “use” will occur. Therefore, the provisions of Section 4(f) do not apply.

4.1.4 George S. Patton Park

Description of George S. Patton Park

George S. Patton Park is located 0.35 mile east of the project limits and is shown on Figure 3. The park contains swings, playground equipment, paths, open greenspace, walking paths, tables and benches.

Project Effects on George S. Patton Park

The proposed project would not adversely affect the activities, features, or attributes of the park that afford it protection under Section 4(f). The project will not require acquisition or temporary construction easements on any of these resources, nor will the project result in temporary access impacts due available detour routes. A “use” of this park would not occur as a result of the project and provisions of Section 4(f) are not triggered.

Due to the distance and location from the project site, it is not anticipated that golfers would be exposed to indirect construction activity impacts, such as increased noise through the project area, visual changes from construction equipment, and potential increases in dust and air quality concerns. In addition, these indirect construction impacts would be temporary in nature, lasting only through the duration of construction in the area, and do not constitute a use under Section 4(f), as none of the attributes that qualify the resource for protection under Section 4(f) would be affected.

Applicability of Section 4(f)

The property is a Section 4(f) property, but no “use” will occur. Therefore, the provisions of Section 4(f) do not apply.

4.1.5 Cahuilla Park

Description of Cahuilla Park

Cahuilla Park is located 0.39 mile east of the project limits and is shown on Figure 3. The park contains open greenspace, children’s playground, basketball courts, BBQ areas, softball fields.

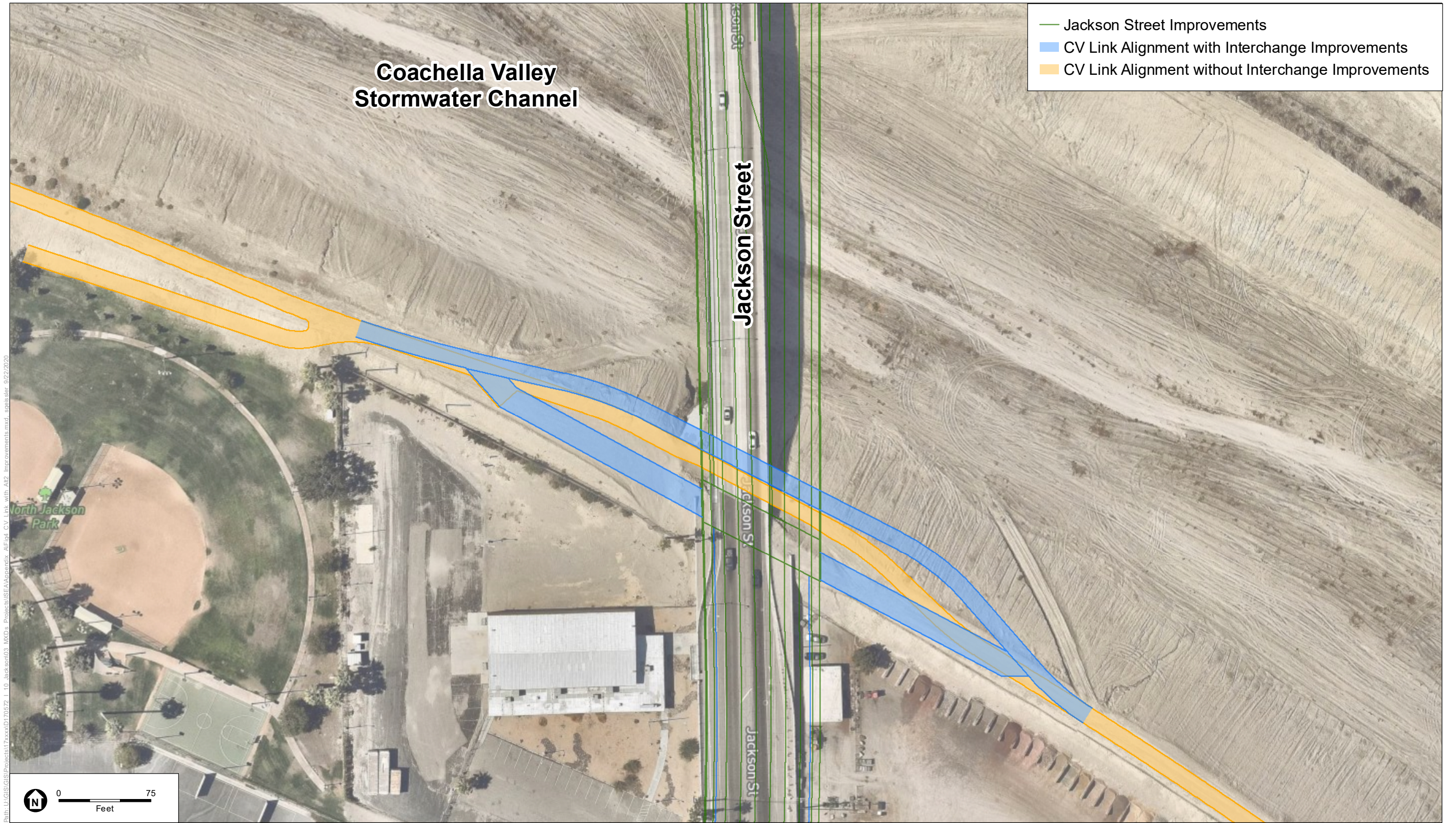
Project Effects on Cahuilla Park

The proposed project would not adversely affect the activities, features, or attributes of the park that afford it protection under Section 4(f). The project will not require acquisition or temporary construction easements on any of these resources, nor will the project result in temporary access impacts due available detour routes. A “use” of this park would not occur as a result of the project and provisions of Section 4(f) are not triggered.

Due to the distance and location from the project site, it is not anticipated that golfers would be exposed to indirect construction activity impacts, such as increased noise through the project area, visual changes from construction equipment, and potential increases in dust and air quality concerns. In addition, these indirect construction impacts would be temporary in nature, lasting only through the duration of construction in the area, and do not constitute a use under Section 4(f), as none of the attributes that qualify the resource for protection under Section 4(f) would be affected.

Applicability of Section 4(f)

The property is a Section 4(f) property, but no “use” will occur. Therefore, the provisions of Section 4(f) do not apply.

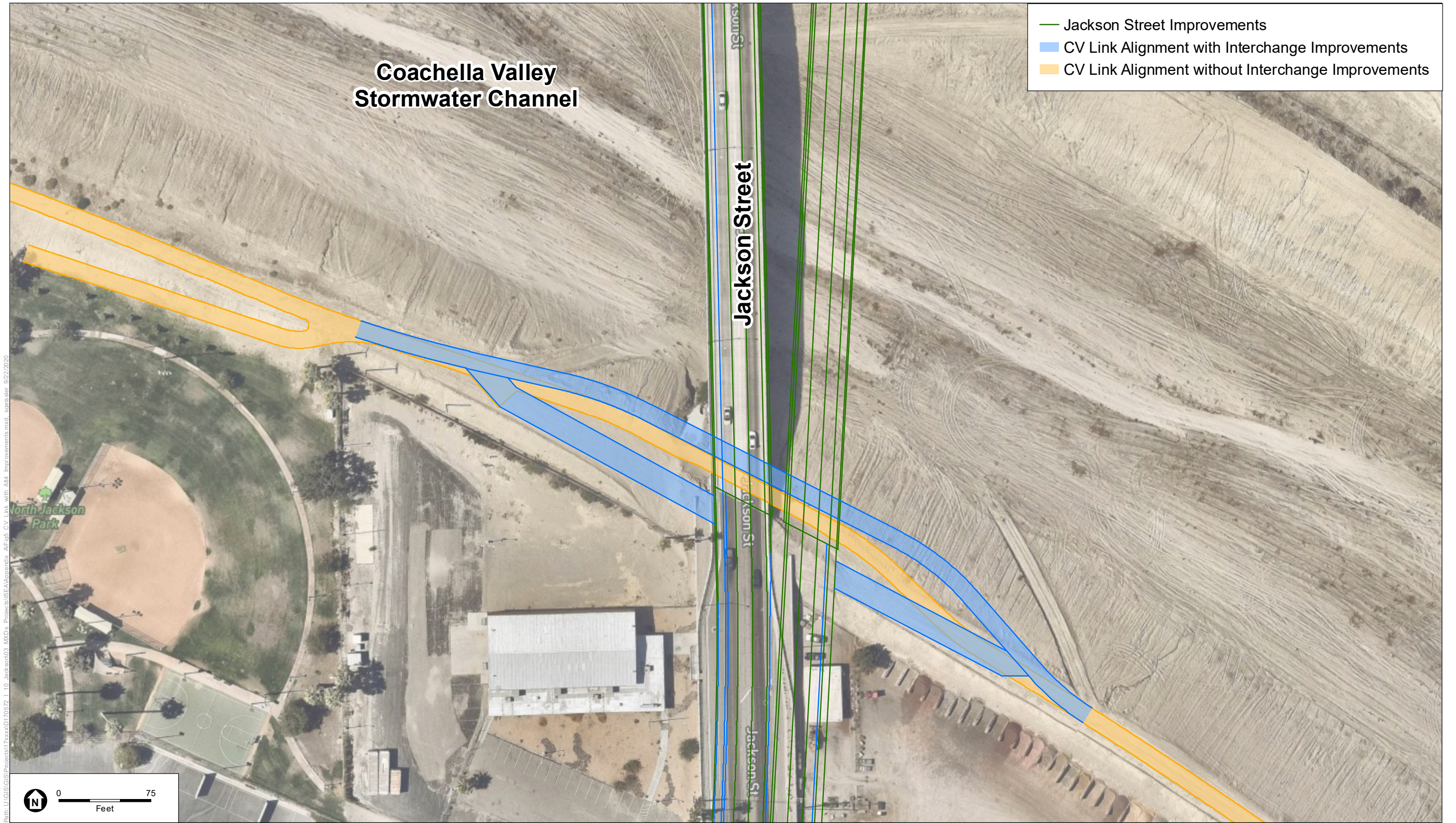


SOURCE: Mapbox, 2020.

I-10 / Jackson Street Interchange Project

Figure 4
CV Link Alignment with and without Interchange Improvements, Alternative 2

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SOURCE: Mapbox, 2020.

I-10 / Jackson Street Interchange Project

Figure 5
CV Link Alignment with and without Interchange Improvements, Alternative 4

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Chapter 5 Avoidance, Minimization, and/or Mitigation Measures

5.1 Measures to Minimize Harm

Measures have been identified during development of the technical studies and the Draft IS/EA to minimize potential temporary project-related impacts on Section 4(f) properties (i.e., CV Link trail, North Jackson Park). The following minimization measures would be implemented during construction of the proposed project:

- AQ-1:** The construction contractor must comply with Caltrans Standard Specifications in Section 14-9 (Caltrans, 2018):
- Section 14-9.02 includes specifications relating to compliance with air pollution control rules, regulations, ordinances, and statutes of the local ordinances and air quality management district.
 - Section 14-9.03 includes specifications relating to preventing and alleviating dust by applying water, dust palliative, or both and by covering active and inactive stockpiles.
- AQ-2:** The construction contractor must comply with the SCAQMD Rule 403 (Fugitive Dust) specifies actions or control measures to prevent or reduce PM emissions generated from construction, demolition, excavation, extraction, and other earthmoving activities.
- AQ-3:** Water or dust palliative will be applied to the site and equipment as frequently as necessary to control fugitive dust emissions.
- AQ-4:** Soil binder will be spread on any unpaved roads used for construction purposes and all project construction parking areas.
- AQ-5:** Trucks will be washed off as they leave the ROW as necessary to control fugitive dust emissions.
- AQ-6:** Construction equipment and vehicles shall be properly tuned and maintained. Low-sulfur fuel shall be used in all construction equipment as provided in California Code of Regulations Title 17, Section 93114.
- AQ-7:** Locate equipment and materials storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly.
- AQ-8:** Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.

- AQ-9:** Cover all transported loads of soils and wet materials prior to transport or provide adequate freeboard (i.e., space from the top of the material to the top of the truck) to reduce PM10 and deposition of particulate during transportation.
- AQ-10:** Remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease PM.
- NOI-1:** To minimize potential construction noise effects, the construction contractor will adhere to BMPs to minimize construction noise levels, including the following:
- a) All equipment will have sound-control devices no less effective than those provided on the original equipment. Each internal combustion engine used for any purpose on the job or related to the job will be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine should be operated on the job site without an appropriate muffler.
 - b) Construction methods or equipment that will provide the lowest level of noise impact (e.g., avoid impact pile driving near residences and consider alternative methods that are also suitable for the soil condition) should be used to the greatest possible extent.
 - c) Idling equipment will be turned off.
 - d) Truck loading, unloading, and hauling operations will be restricted so that noise and vibration are kept to a minimum through residential neighborhoods to the greatest possible extent.
 - e) Temporary noise barriers will be used and relocated, as needed, to protect sensitive receivers against excessive noise from construction activities involving large equipment and by small items such as compressors, generators, pneumatic tools, and jackhammers. Noise barriers can be made of heavy plywood, moveable insulated sound blankets, or other best available control techniques.
 - f) Newer equipment with improved noise muffling will be used, and all equipment items will have the manufacturer recommended noise-abatement measures (e.g., mufflers, engine covers, and engine vibration isolators) intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment will be inspected at periodic intervals to ensure proper maintenance and presence of noise-control devices (e.g., mufflers and shrouding).
 - g) Construction activities will be minimized in residential areas during evening, nighttime, weekend, and holiday periods. Noise impacts are typically minimized when construction activities are performed during daytime hours; however, nighttime construction may be desirable (e.g., in commercial areas where businesses may be disrupted during daytime hours) or necessary to avoid major traffic disruption. Coordination with the City of Indio will occur before construction can be performed in noise-sensitive areas. Per Section 95C.09 of the City of Indio's Municipal Code, construction noise is exempted from the Noise Control provisions of the City of Indio's Municipal Code (City of Indio 2018a).

- h) Construction lay-down or staging areas will be selected in industrially zoned districts. If industrially zoned areas are not available, commercially zoned areas may be used, or locations that are at least 100 feet from any noise-sensitive land use (e.g., residences).
- NOI-2:** It is possible that certain construction activities could cause intermittent localized concern from vibration in the project area. Processes such as earth moving with bulldozers, the use of vibratory compaction rollers, impact pile driving, demolitions, or pavement braking may cause construction-related vibration impacts such as human annoyance or, in some cases, building damage. There are cases where it may be necessary to use this type of equipment in proximity to residential buildings. The following are some procedures that will be used to minimize the potential impacts from construction vibration:
- a) Restrict the hours of vibration-intensive equipment or activities such as vibratory rollers so that impacts on residents are minimal (e.g., weekdays during daytime hours only when as many residents as possible are away from home).
 - b) For a building within 50 feet of a construction vibration source where damage to that structure due to vibration is possible, provide the owner with a preconstruction building inspection to document the preconstruction condition of that structure.
 - c) Conduct vibration monitoring during vibration-intensive activities.
- NOI-3:** The project will comply with sound control provisions as included in Section 14-8.02, "Noise Control," of the Department's Standard Specifications and Special Provisions. The contractor will not exceed 86 dBA at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.
- TRA-1:** To minimize potential impacts to traffic during construction, the Traffic Management Plan (TMP) prepared for this project will include the following components: public information communications; information for motorists from changeable message signs or temporary signs; incident management plan that would define parameters and responsibilities to respond to incidents on and adjacent to the construction corridor; construction strategies, such as traffic plans; and information regarding construction staging, lane modifications (e.g., reduced lane widths or lane closures); demand management plan to remove traffic from existing routes by using this such as expanded park and ride lots, transit service or transit and ride share incentives; and the use of alternate routes/detours. In particular, the TMP shall ensure that emergency responders have adequate access during all phases of construction, and shall provide for emergency contact points between the construction engineer and all emergency responders.

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Appendix B Title VI Policy Statement

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DEPARTMENT OF TRANSPORTATION

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November 2019

**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, remedies, 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, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/business-and-economic-opportunity/title-vi>.

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, at 1823 14th Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

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Toks Omishakin
Director

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Appendix C Environmental Commitments Record

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Environmental Commitments Record (ECR)

DIST-CO-RTE: 8-RIV-10 **PM/PM:** (PM R54.9/R56.5) **EA/Project ID.:** EA 08-0M910
Project Description: I-10/Jackson Interchange Improvement Project
Date (Last modification): TBD
Environmental Planner: Adrian Castillo **Phone No.:** (909) 388-7068
Construction Liaison: TBD **Phone No.:** TBD
Resident Engineer: TBD **Phone No.:** TBD

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.

PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirement Completed by:	Permit Requirement Completed on:	Comments
Section 1602 Streambed Alteration Agreement.	California Department of Fish & Wildlife	Enter date	Enter date	Enter date	Enter Name	Enter date	Enter comments
National Pollutant Discharge Elimination System (NPDES) Permit	State Water Resources Control Board	Enter date	Enter date	Enter date	Enter Name	Enter date	Enter comments
Porter-Cologne Act and CWA Section 401 Water Quality Certification	Colorado River Regional Water Quality Control Board (RWQCB)	Enter date	Enter date	Enter date	Enter Name	Enter date	Enter comments
Clean Water Act (CWA) Section 404 Nationwide Permit	U.S. Army Corps of Engineers (USACE)	Enter date	Enter date	Enter date	Enter Name	Enter date	Enter comments

ENVIRONMENTAL COMMITMENTS

PA&ED

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Cultural Resources	CR-1: If cultural materials are discovered during construction, all earthmoving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.	District Environmental Cultural Resources (month, day year)	Yes	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Cultural Resources	CR-2: 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 contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), who, pursuant to PRC Section 5097.98, will then notify the Most Likely Descendent (MLD). The person who discovered the remains will contact the District 8 Division of Environmental Planning; Andrew Walters, DEBC: (909)383-2647 and Gary Jones, DNAC: (909)383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.	District Environmental Cultural Resources (month, day, year)	Yes	District Cultural Studies/ District Design/ Resident Engineer/ Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

Environmental Commitment Record for I-10/Jackson Interchange Improvement Project

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Other	TRA-1: To minimize potential impacts to traffic during construction, the Traffic Management Plan (TMP) prepared for this project will include the following components: public information communications; information for motorists from changeable message signs or temporary signs; incident management plan that would define parameters and responsibilities to respond to incidents on and adjacent to the construction corridor; construction strategies, such as traffic plans; and information regarding construction staging, lane modifications (e.g., reduced lane widths or lane closures); demand management plan to remove traffic from existing routes by using this such as expanded park and ride lots, transit service or transit and ride share incentives; and the use of alternate routes/detours. In particular, the TMP shall ensure that emergency responders have adequate access during all phases of construction, and shall provide for emergency contact points between the construction engineer and all emergency responders.	Environmental Document: Section 2.1.9.4	Yes	District Design / District Traffic Management / District Environmental Planning / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Visual Resources	VIS-1: None	Enter source	Yes	District Design / District Landscape Architecture / District Environmental Planning / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Other	HYD-1: None	Enter source	Yes	District Design / District Hydraulics / District Biological Studies / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Water Quality	WQ-1: Implement Stormwater BMPs. The I-10/Jackson Street Interchange Improvement Project would be required to conform to the requirements of the Caltrans Statewide National Pollutant Discharge Elimination System Stormwater Permit, Order No. 2012-0011-DWQ, NPDES No. CAS000003, adopted by the State Water Resources Control Board on July 1, 2013, and any subsequent permit in effect at the time of construction. In addition, the I-10/Jackson Street Interchange Improvement Project would be required to comply with the requirements of Order No. 5-01-130, and the NPDES Permit for Construction Activities, Order No. 2012-006-DWQ, NPES No. CAS000002, as well as implementation of the BMPs specified in Department's Stormwater Management Plan.	Environmental Document: Section 2.2.2.4	Yes	District Design / District Storm Water / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Water Quality	WQ-2: Prepare and Implement a Stormwater Pollution Prevention Plan. The contractor would be required to develop a SWPPP. The SWPPP shall contain BMPs that have demonstrated effectiveness at reducing stormwater pollution.	Environmental Document: Section 2.2.2.4	Yes	District Design / District Storm Water /	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

Environmental Commitment Record for I-10/Jackson Interchange Improvement Project

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	The SWPPP shall address all construction-related activities, equipment, and materials that have the potential to affect water quality. All Construction Site Best Management Practice would follow the latest edition of the Stormwater Quality Handbooks, Construction Site BMPs Manual to control and minimize the impacts of construction-related pollutants. The SWPPP shall include BMPs to control pollutants, sediment from erosion, stormwater runoff, and other construction-related impacts. In addition, the SWPPP shall include implementation of specific stormwater effluent monitoring requirements based on the project's risk level to ensure that the implemented BMPs are effective in preventing the exceedance of any water quality standards.			Resident Engineer / Contractor						
Water Quality	WQ-3: Discharge of Construction Water. If dewatering is determined to be required during PS&E for the preferred alternative, the contractor shall fully conform to the requirements specified in Order No. R5-00-175, General Waste Discharge requirements for Discharges to Surface Water which Pose an Insignificant (De Minimus) Threat to Water Quality, from the Colorado River RWQCB.	Environmental Document: Section 2.2.2.4	Yes	District Design / District Storm Water / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Water Quality	WQ-4: Discharge of Dredged or Fill Material. A section 404 Permit is will be acquired for the discharge of dredged or fill material into water of the U.S., because the project involves work over the CVSC.	Environmental Document: Section 2.2.2.4	Yes	District Design / District Storm Water / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Water Quality	WQ-5: Discharge of Pollutants into Waters of the U.S. A Section 401 Certification from the State is most frequently required in tandem with a Section 404 Permit; therefore, a 401 Certification from the State would be required to ensure that the discharge will comply with applicable Federal and State effluent limitations and water quality standards.	Environmental Document: Section 2.2.2.4	Yes	District Design / District Storm Water / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Water Quality	WQ-6: Bank or Stream Bed Alteration Agreement. Per Section 1602 of the Fish and Game Code, the I-10/Jackson Street Interchange Improvement Project would be required to notify the Department of Fish and Game of any proposed activity that would substantially divert or obstruct the natural flow of any river, stream, or lake; substantially change or use any material from the bed, channel, or bank of any river, stream, or lake; or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake.	Environmental Document: Section 2.2.2.4	Yes	District Design / District Storm Water / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Other	WET-1: Construction activities within the CVSC will be designed and conducted to maintain downstream flow conditions, if water is present. All construction activities will be effectively isolated from water flows to the greatest extent feasible. This may be accomplished by working in the dry season or dewatering the work area in the wet season. When work in standing or flowing water is required, structures for isolating the in-water work area and/or diverting the water flow must not be removed until all disturbed areas are cleaned and stabilized. The diverted water flow must not be contaminated by construction activities. Structures used to isolate the in-water work area and/or diverting the water flow (e.g., coffer	Environmental Document: Section 2.3.2.4	Yes	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

Environmental Commitment Record for I-10/Jackson Interchange Improvement Project

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	dam, geotextile silt curtain) must not be removed until all disturbed areas are stabilized.									
Paleontology	PAL-1: If unanticipated discoveries are made all work must halt within 50 feet until a qualified paleontologist can evaluate the find. Work may resume immediately outside of the 50-foot radius.	Environmental Document: Section 2.2.4.4	Yes	District Design / District Paleontological Studies / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Noise	<p>NOI-1 To minimize potential construction noise effects, the construction contractor will adhere to BMPs to minimize construction noise levels, including the following:</p> <ul style="list-style-type: none"> a) All equipment will have sound-control devices no less effective than those provided on the original equipment. Each internal combustion engine used for any purpose on the job or related to the job will be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine should be operated on the job site without an appropriate muffler. b) Construction methods or equipment that will provide the lowest level of noise impact (e.g., avoid impact pile driving near residences and consider alternative methods that are also suitable for the soil condition) should be used to the greatest possible extent. c) Idling equipment will be turned off. d) Truck loading, unloading, and hauling operations will be restricted so that noise and vibration are kept to a minimum through residential neighborhoods to the greatest possible extent. e) Temporary noise barriers will be used and relocated, as needed, to protect sensitive receivers against excessive noise from construction activities involving large equipment and by small items such as compressors, generators, pneumatic tools, and jackhammers. Noise barriers can be made of heavy plywood, moveable insulated sound blankets, or other best available control techniques. f) Newer equipment with improved noise muffling will be used, and all equipment items will have the manufacturer recommended noise-abatement measures (e.g., mufflers, engine covers, and engine vibration isolators) intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment will be inspected at periodic intervals to ensure proper maintenance and presence of noise-control devices (e.g., mufflers and shrouding). g) Construction activities will be minimized in residential areas during evening, nighttime, weekend, and holiday periods. Noise impacts are typically minimized when construction activities are performed during daytime hours; however, nighttime construction may be desirable (e.g., in commercial areas where businesses 	Environmental Document: Section 2.2.7.4	Yes	District Design / District Environmental Engineering / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

Environmental Commitment Record for I-10/Jackson Interchange Improvement Project

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	may be disrupted during daytime hours) or necessary to avoid major traffic disruption. Coordination with the City of Indio will occur before construction can be performed in noise-sensitive areas. Per Section 95C.09 of the City of Indio's Municipal Code, construction noise is exempted from the Noise Control provisions of the City of Indio's Municipal Code (City of Indio 2018a). Construction lay-down or staging areas will be selected in industrially zoned districts. If industrially zoned areas are not available, commercially zoned areas may be used, or locations that are at least 100 feet from any noise-sensitive land use (e.g., residences).									
Noise	NOI-2: It is possible that certain construction activities could cause intermittent localized concern from vibration in the project area. Processes such as earth moving with bulldozers, the use of vibratory compaction rollers, impact pile driving, demolitions, or pavement braking may cause construction-related vibration impacts such as human annoyance or, in some cases, building damage. There are cases where it may be necessary to use this type of equipment in proximity to residential buildings. The following are some procedures that will be used to minimize the potential impacts from construction vibration: a) Restrict the hours of vibration-intensive equipment or activities such as vibratory rollers so that impacts on residents are minimal (e.g., weekdays during daytime hours only when as many residents as possible are away from home). b) For a building within 50 feet of a construction vibration source where damage to that structure due to vibration is possible, provide the owner with a preconstruction building inspection to document the preconstruction condition of that structure. c) Conduct vibration monitoring during vibration-intensive activities.	Environmental Document: Section 2.2.7.4	Yes	District Design / District Environmental Engineering / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Noise	NOI-3: The project will comply with sound control provisions as included in Section 14- 8.02, "Noise Control," of the Department's Standard Specifications and Special Provisions. The contractor will not exceed 86 dBA at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.	Enter source	Yes	District Design / District Environmental Engineering / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Hazardous Waste	HAZ-1 A Phase II/Site Characterization Specialist shall conduct sampling in order to determine whether residual lead contamination exists within areas of proposed right-of-way acquisition for both build alternatives. Results of the sampling shall indicate soil management practices that will be employed, including the reuse of soils on-site, disposal of soils off-site, and worker safety precautions that may be necessary during construction.	Environmental Document: Section 2.2.5.5	No	District Design / District Environmental Engineering / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Hazardous Waste	HAZ-2 All on-site ACM shall be abated by a licensed asbestos abatement contractor prior to demolition/renovation activities. Any suspect materials found during future field activities that	Environmental Document: Section 2.2.5.5	Yes	District Design / District Environmental Engineering /	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

Environmental Commitment Record for I-10/Jackson Interchange Improvement Project

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	were not previously sampled shall be sampled prior to removal and abated as necessary.			Resident Engineer / Contractor						
Hazardous Waste	HAZ-3 Applicable laws and regulations will be followed, including those provisions requiring notification to building occupants, renovation contractors, and workers of the presence of ACM and LBP.	Environmental Document: Section 2.2.5.5	Yes	District Design / District Environmental Engineering / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Hazardous Waste	HAZ-4 Although the on-site transformers have not resulted in a REC on the subject site, any transformer to be relocated/removed during site construction/demolition should be conducted under the purview of the local purveyor to identify property-handling procedures regarding PCBs.	Environmental Document: Section 2.2.5.5	Yes	District Design / District Environmental Engineering / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Hazardous Waste	HAZ-5 The contractor shall conduct work in compliance with the California Department of Transportation's (Caltrans) Unknown Hazards Procedures for Construction. In the event that suspect contamination is discovered during site disturbance/construction activities, work shall cease in the vicinity of the find and the contractor shall retain a qualified Phase II/Site Characterization Specialist to sample/test the suspect materials prior to removal from the site and subsequent disposal. The Specialist shall document the results and recommend further action if necessary, including contacting appropriate regulatory agencies.	Environmental Document: Section 2.2.5.5	Yes	District Design / District Environmental Engineering / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Air Quality	AQ-1 The construction contractor must comply with Caltrans Standard Specifications in Section 14-9 (Caltrans, 2018): <ul style="list-style-type: none"> Section 14-9.02 includes specifications relating to compliance with air pollution control rules, regulations, ordinances, and statutes of the local ordinances and air quality management district. Section 14-9.03 includes specifications relating to preventing and alleviating dust by applying water, dust palliative, or both and by covering active and inactive stockpiles.	Environmental Document: Section 2.2.6.4	Yes	District Design / District Environmental Engineering / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Air Quality	AQ-2 The construction contractor must comply with the SCAQMD Rule 403 (Fugitive Dust) specifies actions or control measures to prevent or reduce PM emissions generated from construction, demolition, excavation, extraction, and other earthmoving activities.	Environmental Document: Section 2.2.6.4	Yes	District Design / District Environmental Engineering / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Air Quality	AQ-3 Water or dust palliative will be applied to the site and equipment as frequently as necessary to control fugitive dust emissions.	Environmental Document: Section 2.2.6.4	Yes	District Design / District Environmental Engineering / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Air Quality	AQ-4 Soil binder will be spread on any unpaved roads used for construction purposes and all project construction parking areas.	Environmental Document: Section 2.2.6.4	Yes	District Design / District Environmental	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

Environmental Commitment Record for I-10/Jackson Interchange Improvement Project

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
				Engineering / Resident Engineer / Contractor						
Air Quality	AQ-5 Trucks will be washed off as they leave the ROW as necessary to control fugitive dust emissions.	Environmental Document: Section 2.2.6.4	Yes	District Design / District Environmental Engineering / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Air Quality	AQ-6 Construction equipment and vehicles shall be properly tuned and maintained. Low-sulfur fuel shall be used in all construction equipment as provided in California Code of Regulations Title 17, Section 93114.	Environmental Document: Section 2.2.6.4	Yes	District Design / District Environmental Engineering / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Air Quality	AQ-7 Locate equipment and materials storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly.	Environmental Document: Section 2.2.6.4	Yes	District Design / District Environmental Engineering / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Air Quality	AQ-8 Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.	Environmental Document: Section 2.2.6.4	Yes	District Design / District Environmental Engineering / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Air Quality	AQ-9 Cover all transported loads of soils and wet materials prior to transport or provide adequate freeboard (i.e., space from the top of the material to the top of the truck) to reduce PM10 and deposition of particulate during transportation.	Environmental Document: Section 2.2.6.4	Yes	District Design / District Environmental Engineering / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Air Quality	AQ-10 Remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease PM.	Environmental Document: Section 2.2.6.4	Yes	District Design / District Environmental Engineering / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	BIO-1: Project activities within the Whitewater River should be timed to begin immediately after maintenance activities conducted by the CVWD, if possible, to reduce the potential for impacts to special-status species. Alternatively, pre-construction surveys for special-status plant species should be conducted within 7 days of the start of project activities within the Whitewater River. Prior to construction, designating environmentally sensitive areas with ESA fencing should be	Environmental Document: Section 2.3.3.4	Yes	District Design / District Biological Studies / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

Environmental Commitment Record for I-10/Jackson Interchange Improvement Project

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	used to mark the boundary of the work area within the Whitewater River. If a special-status plant species is observed within the work area, ESA fencing will be installed and the area avoided. If unavoidable, the Resource Agencies shall be consulted to discuss the appropriate method for relocation. Specific measures to protect Little San Bernardino Mountains linanthus are included in the CVMSHCP.									
Biology	BIO-2: Project activities within the Whitewater River should be timed to begin immediately after maintenance activities conducted by the CVWD, if possible, to reduce the potential for impacts to special-status amphibian species. Alternatively, pre-construction surveys for special-status amphibian species should be conducted within 48 hours of the start of project activities within the Whitewater River. Prior to construction, designating environmentally sensitive areas with ESA fencing should be used to mark the boundary of the work area within the Whitewater River. In addition, agency-approved fencing should be installed around the work area to prevent special-status amphibian species from entering the work area. Fencing should be checked on a weekly basis and maintained to agency standards. If a special-status amphibian species is observed within the work area, it should be avoided and all activities should stop within the immediate area until the individual moves out of the work area. If the individual needs to be relocated, the Resource Agencies shall be consulted to discuss the appropriate method for relocation.	Environmental Document: Section 2.3.4.4	Yes	District Design / District Biological Studies / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	BIO-3: Project activities within the Whitewater River should be timed to begin immediately after maintenance activities conducted by the CVWD, if possible, to reduce the potential for impacts to desert tortoise. Alternatively, pre-construction surveys for desert tortoise should be conducted within 48 hours of the start of project activities within the Whitewater River. Prior to construction, designating environmentally sensitive areas with ESA fencing should be used to mark the boundary of the work area within the Whitewater River. If a desert tortoise is observed within the work area, it should be avoided and all activities should stop until the individual moves out of harm's way or out of the work area. If the individual needs to be relocated, the Resource Agencies shall be consulted to discuss the appropriate method for relocation. Specific measures to protect desert tortoise are included in the CVMSHCP.	Environmental Document: Section 2.3.4.4	Yes	District Design / District Biological Studies / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	BIO-4: Burrowing Owl. Environmental awareness training is recommended for all staff and construction crews to indicate the local sensitivity of the area relative to the burrowing owl and other special-status species with potential to occur. The training should include a description of the species and its habitat, identification, regulatory status, penalties for harming the owl, and protocols to follow if burrowing owl are detected on-site. Training should be carried out by a qualified biologist who is familiar with the life history of the burrowing owl. In addition, pre-construction surveys following the 2012 CDFW Staff Report on Burrowing Owl Mitigation should be conducted to identify owls in or within close proximity to project activities. Should owls be observed, measures to avoid or minimize impacts including non-disturbance buffers and/or burrow exclusion	Environmental Document: Section 2.3.4.4	Yes	District Design / District Biological Studies / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

Environmental Commitment Record for I-10/Jackson Interchange Improvement Project

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	should be implemented and should follow the 2012 Staff Report setback distances by level of disturbance. Specific measures to protect burrowing owl are included in the CVMSHCP.									
Biology	BIO-5: Migratory Bird and Raptors. Since construction of the project may potentially impact nesting resident and migratory birds, avoidance and minimization measures are recommended to decrease potential impacts to nesting birds. It is recommended that construction activity occur outside of the nesting season, which typically extends from February 1 through September 30, but can vary based on seasonal conditions. If construction activity must proceed during the nesting season, a preconstruction nesting bird survey must be conducted within 3 days prior to ground-disturbing activities. If an active nest is observed, a qualified biologist will determine an appropriate buffer size to avoid impacts to the nest. Buffer size would be dependent upon such factors as species of bird, existing disturbances, and level of disturbance of project activity. If no active nests are observed during the preconstruction survey, construction activity would have no effect on nesting resident and migratory birds and no further measures are required. Specific measures to protect Crissal thrasher and LeConte's thrasher are included in the CVMSHCP.	Environmental Document: Section 2.3.4.4	Yes	District Design / District Biological Studies / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	BIO-6: It is recommended that construction activities occur outside of the bat maternity roosting season, which typically extends from April 1 through August 30, but can vary based on seasonal conditions. If construction activity must proceed during the maternity roosting season, a pre-construction roosting bat survey must be conducted by a qualified biologist within 3 days of ground-disturbing activities. If an active roost is observed or detected, a qualified biologist should determine an appropriate buffer size and delineate the buffer using ESA fencing. If no active bat roosts are observed, construction activity would have no effect on roosting bats and no further measures are required.	Environmental Document: Section 2.3.4.4	Yes	District Design / District Biological Studies / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	BIO-7: Project activities within the Whitewater River should be timed to begin immediately after maintenance activities conducted by the CVWD, if possible, to reduce the potential for impacts to special-status mammal species. Alternatively, pre-construction surveys for special-status mammal species should be conducted within 3 days of the start of project activities within the Whitewater River. Prior to construction, ESA fencing should be used to mark the boundary of the work area within the Whitewater River. If a special-status mammal species is observed within the work area, it should be avoided and all activities should stop within the immediate area until the individual moves out of the work area. If the individual needs to be relocated, the Resource Agencies shall be consulted to discuss the appropriate method for relocation. Specific measures to protect Palm Springs pocket mouse are included in the CVMSHCP.	Environmental Document: Section 2.3.4.4	Yes	District Design / District Biological Studies / Resident Engineer / Contractor	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Biology	BIO-8: All construction equipment will be inspected and cleaned prior to use in the project footprint to minimize the importation of non-native plant material. All mulch, topsoil, and	Environmental Document: Section 2.3.6.3	Yes	District Design / District Biological	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

Environmental Commitment Record for I-10/Jackson Interchange Improvement Project

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
	seed mixes used during post-construction landscaping activities and erosion control BMPs will be free of invasive plant species propagules. A weed abatement program will be implemented should invasive plant species colonize the area within the project footprint post-construction.			Studies / Resident Engineer / Contractor						
Community Impact Assessment	COM-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 Document: Section 2.1.6.4	Yes	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Other	GHG-1: The contractor must comply with SCAQMD's rules, ordinances, and regulations regarding air quality restrictions.	Environmental Document: Section 3.3	Yes	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Other	GHG-2: The project will incorporate the use of energy efficient lighting.	Environmental Document: Section 3.3	Yes	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Other	GHG-3: Bids will be solicited that include use of energy and fuel-efficient fleets in accordance with current practices.	Environmental Document: Section 3.3	Yes	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Other	GHG-4: The project will incorporate complete streets components, specifically pedestrian sidewalks, and bicycle and LSEV paths in the shoulder.	Environmental Document: Section 3.3	Yes	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Other	GHG-5: The project will maintain equipment in proper tune and working condition.	Environmental Document: Section 3.3	Yes	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No
Other	GHG-6: Idling is limited to 5 minutes for delivery and dump trucks and other diesel-powered equipment (with some exceptions).	Environmental Document: Section 3.3	Yes	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	No

PS&E/BEFORE RTL

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response

ROW/PURCHASING

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response

Environmental Commitment Record for I-10/Jackson Interchange Improvement Project

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
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PRE-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
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CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
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POST-CONSTRUCTION

Environmental Commitment Record for I-10/Jackson Interchange Improvement Project

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Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
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ENVIRONMENTAL COMPLIANCE REVIEW

Category	Task and Brief Description	Source	Included in PS&E package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA?
Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response
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Select a category	Enter task and brief description	Enter source	Select a response	Enter name	Enter action	Enter date	Enter Name	Enter date	Enter remarks	Select a response

Appendix D Acronyms and Abbreviations

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Appendix D Acronyms and Abbreviations

°F	Degrees Fahrenheit
AB	Assembly Bill
ACM	Asbestos-containing materials
ACCM	Asbestos-containing construction materials
ADA	Americans with Disabilities Act
ADI	Area of Direct Impact
ADL	Aerially Deposited Lead
ADT	Average Daily Traffic
AFY	Acre-foot per year
APE	Area of Potential Effects
AQMP	Air Quality Management Plan
ARB	Air Resources Board
ARNG	Department of the Army National Guard
AST	Aboveground Storage Tank
BLM	Bureau of Land Management
BMP	Best Management Practice
BSA	Biological Study Area
CAA	Clean Air Act
CARB	California Air Resources Control Board
CAFE	Corporate Average Fuel Economy
Caltrans	California Department of Transportation
CCAA	California Clean Air Act
CDCA	California Desert Conservation Area
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CERFA	Community Environmental Response Facilitation Act
CESA	California Endangered Species Act
CDCA	California Desert Conservation Area
CDFW	California Department of Fish and Wildlife
cf	Cubic feet
CFC	chlorofluorocarbons
CFR	Code of Federal Regulations

CH ₄	Methane
CHP	California Highway Patrol
City	City of Indio
CNDDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	Carbon Monoxide
County	County of Riverside
CREC	Controlled Recognized Environmental Condition
CRHR	California Register of Historic Resources
CTP	California Transportation Plan
CVAG	Coachella Valley Association of Governments
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
CVSC	Coachella Valley Stormwater Channel, also known as Whitewater
CVWD	Coachella Valley Water District
CV Link	Coachella Valley Link
CWA	Clean Water Act
dB	Decibel
dBA	A-Weighted Decibel
DPPIA	Design Pollution Prevention Infiltration Areas
DSA	Disturbed surface area
DWA	Desert Water Agency
EB	eastbound
EIC	Eastern Information Center
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EO	Executive Order
F&E	State Freeway and Express
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIE	Final Inventory and Evaluation
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FMMP	Farmland Monitoring and Mitigation Program
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
FTA	Federal Transit Administration

FTIP	Federal Transportation Improvement Program
FY	Fiscal Year
GHG	Greenhouse gases
H ₂ S	Hydrogen sulfide
HCFC	hydro chlorofluorocarbons
HCM	Highway Capacity Manual
HHS	Department of Health and Human Services
HOV	High occupancy vehicle
Hr.	Hour
HREC	Historical Recognized Environmental Condition
HSA	Hydrologic Sub-area
I-10	Interstate 10 b
ICE	Intersection Control Evaluation
IPCC	Intergovernmental Panel on Climate Change
ISA	Initial Site Assessment
IRRS	State Interregional Road System
IS/EA	Initial Study/Environmental Assessment
LBP	Lead-based paint
LCP	Lead-containing paint
LED	Light-emitting diode
LEDPA	Least environmentally damaging practical alternative
LOS	Level of Service
Leq	Equivalent sound level
LPA	Locally Preferred Alternative
LRA	Local Responsibility Area
LST	Localized Significance Threshold
LUST	Leaking Underground Storage Tank
LSEV	Low-speed electric bicycles
MOE	Measures of effectiveness
MMBtu	Millions of British Thermal Units
MOU	Memorandum of Understanding
MGD	Millions of gallons per day
mph	Miles per hour
MS4	Multiple separate storm sewer systems
MPO	Metropolitan Planning Organization
MSAT	Mobile-source air toxics
MTCO _{2e}	Metric tons of carbon dioxide equivalent

MUN	Municipal and Domestic Supply
NAC	Noise abatement criteria
NB	northbound
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCHRP	National Cooperative Highway Research Program Report
ND	Negative Declaration
NEPA	National Environmental Policy Act
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NMFS	National Marine Fisheries Service
No.	Number
NO _x	Nitrous Oxides
NO ₂	Nitrous Dioxide
NOA	Naturally occurring asbestos
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollution Discharge Elimination System
NPHA	National Historic Preservation Act
NRCS	National Resources Conservation Service
NRHP	National Register of Historic Places
NSR	Noise Study Report
NWI	National Wetland Inventory
NZE	Net-zero emissions
O ₃	Ozone
OC	Overcrossing
OHWM	Ordinary High Water Mark
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Act
PB	lead
PCB	polychlorinated biphenyls
PDT	Project Development Team
PA	Preferred Alternative
Pilot Program	Surface Transportation Project Delivery Pilot Program
PeMS	Caltrans' Freeway Performance Measurement System
PLM	Polarized Light Microscopy

PM	Post Mile
PM	Particulate Matter
PRC	Public Resources Code
RAC	Replenishment Assessment Recharge
RAP	Relocation Assistance Program
RARE	Rare, threatened, or endangered species
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Condition
RivTAM	Riverside County Traffic Analysis Model
ROG	Reactive Organic Gases
ROW	Right-of-way
RTP	Regional Transportation Plan
RSIS	Rural and Single Interstate Routing System
RWQCB	Colorado River Regional Water Quality Control Board
SB	Southbound
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SDC	Seismic Design Criteria
SED	Socio-Economic Data
SF ₆	Sulfur hexafluoride
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SLF	Sacred lands file
SMARTS	Stormwater Multi-Application Tracking System
SO ₂	Sulfur dioxide
SoCalGas	Southern California Gas Company
SPUI	Single Point Interchange
SR-60	State Route 60
SRA	Source Receptor Area
SRA	State Responsibility Area
STAA	Surface Transportation Assistance Act
STRAHNET	Strategic Highway Corridor Network
SWMP	State Storm Water Management Plan
SWPPP	Stormwater Pollution Prevention Plan

SWRCB	California State Water Resources Control Board
TAC	Toxic Air Contaminant
TCE	Temporary construction easement
TCR	Transportation Concept Report
TCWG	Transportation Conformity Working Group
TMDL	Total Maximum Daily Loads
TMP	Traffic Management Plan
TeNS	Technical Noise Supplement
TNM	Traffic Noise Model
TOAR	Traffic Operations Analysis Report
TOPD	Traffic Operations Policy Directive
TRB	Transportation Research Board
TSCA	Toxic Substances Control Act
TSM	Transportation system management
UCMPDB	University of California Museum of Paleontology database
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGCRP	United States Global Change Research Program
USGS	United States Geological Survey
UST	Underground Storage Tank
VA	Value analysis
WHD	Vehicle-hours-delay
VHFHSZ	Very high Fire Hazard Severity Zone
vplpm	Vehicles per lane per mile
VMT	Vehicle miles traveled
WARM	Warm Freshwater Habitat
WB	Westbound
WDID	Waste Discharge Identification
WDR	Waste discharge requirements
WILD	Wildlife Habitat
WPCP	Water Pollution Control Program
WQPT	Water Quality Planning Tool
WUI	Wildland-Urban Interface

Appendix E References

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Appendix E References

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Appendix F List of Technical Studies

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Appendix F List of Technical Studies

The technical studies listed below were used as supporting documentation in the preparation of this Initial Study/Environmental Assessment. All of the technical studies listed were prepared specifically for the proposed I-10/Jackson Street Interchange Improvement Project.

- *Aerially Deposited Lead Report for Interstate 10/Jackson Interchange Project* (April 2019)
- *Asbestos and Lead Survey Report for Interstate 10/Jackson Interchange Project* (May 2019)
- *Air Quality Report for the Interstate 10/Jackson Street Interchange Project* (August 2019)
- *Combined Paleontological Identification Report and Paleontological Evaluation Report (PIR/PER) for the Interstate 10/Jackson Street Interchange Improvement Project* (November 2018)
- *District Preliminary Geotechnical Report, Interstate 10/Jackson Street Interchange Improvement Project* (April 2019)
- *Energy Analysis Report for the Interstate 10/Jackson Street Interchange Project* (April 2020)
- *Hazardous Material Assessment for the Interstate 10/Jackson Street Interchange Project* (May 2019)
- *Interstate 10/Jackson Street Interchange Project Natural Environment Study (Minimal Impacts)* (August 2019)
- *Interstate 10/Jackson Street Interchange Project Preliminary Jurisdictional Delineation Report* (February 2019)
- *Interstate 10/Jackson Street Interchange Project Historic Property Survey Report* (August 2019)
- *Interstate 10/Jackson Street Interchange Project Archaeological Survey Report* (August 2019)
- *Interstate 10/Jackson Street Interchange Project Historical Resources Evaluation Report* (August 2019)
- *Interstate 10/Jackson Street Interchange Project Area of Potential Effects Map* (August 2019)
- *Initial Site Assessment for the Interstate 10/Jackson Street Interchange Project* (September 2020)
- *Interstate 10/Jackson Street Interchange Project Noise Study Report* (June 2020)
- *Interstate 10/Jackson Street Interchange Project Location Hydraulic Study* (February 2019)
- *Interstate 10/Jackson Street Interchange Project Traffic Operations Report* (September 2019)

- *Scenic Resource Evaluation and Visual Impact Assessment for the Interstate 10/Jackson Street Interchange Project (February 2019)*
- *Water Quality Assessment Report for the Interstate 10/Jackson Street Interchange Project (April 2019)*