

# Appendix F Environmental Commitments Record

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The California Environmental Quality Act (CEQA), Public Resources Code Section 21081, and Sections 15091 and 15097 of the State CEQA Guidelines require that a Mitigation Monitoring and Reporting Program be adopted when the Lead Agency (in this case the Riverside County Transportation Commission [RCTC]) adopts an environmental document. The purpose of the Environmental Commitments Record (ECR) is to fulfill this requirement under CEQA and to assign responsibility for the implementation, monitoring, and timing of each mitigation measure that has been identified to reduce an identified environmental impact to a less than significant level. The Lead Agency is required to ensure compliance with each of the adopted mitigation measures in the ECR because additional significant environmental impacts could result from the project if the mitigation measures are not implemented. Because RCTC will administer the design, right of way acquisition, and construction of the project, all the mitigation measures will be the responsibility of RCTC to implement.

The attached table lists all feasible mitigation measures adopted to reduce potentially significant impacts. Following the project mitigation measures are project design features and other project components that would also serve to avoid or substantially reduce adverse project impacts, where possible. The three columns on the right side of the table list the timing of the mitigation measure, project design feature, or project component and the party responsible for ensuring that the mitigation measure is implemented. The far-right column is left blank to allow staff to add the verification date of each mitigation measure, project design feature, or project component. This column should be used as a reference for verifying that each of the mitigation measures, project design features, or project components is implemented and that ongoing mitigation measures are regularly checked. Once the project is constructed, a report shall be submitted to FHWA that reports on the project's compliance with the mitigation measures and is also maintained in RCTC's files.

It should be noted that the mitigation measures and project design features for the MCP Build Alternatives do not necessarily apply along the entire length of each alternative. Because few of the identified impacts occur along the entire length of each alternative, the majority of the measures and project design features do not apply along the entire length of each alternative. For example, measures related to biological resources would apply only in those areas along the alignment where the

affected types of biological resources occur but would not apply in developed areas where none of those biological resources occurs. In summary, each measure and project design feature applies at those locations along each alignment where the type of impact addressed by that measure/project design feature could potentially occur. As part of the construction specifications for the selected alternatives, detailed information on the applicability of each measure/project design feature along the alignment will be described.

**Environmental Commitments Record**

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
<b>LAND USE</b>					
LU-1	During construction, the construction contractor shall be required by the Riverside County Transportation Commission (RCTC) to maintain pedestrian access to adjacent land uses the construction area throughout the construction period. If existing access points are disrupted, alternative access will be provided. Appropriate signage and temporary sidewalks will be provided as needed throughout construction, and the construction contractor shall provide and maintain appropriate signage to direct both pedestrian and vehicular traffic to businesses via alternate routes. Disabled access, consistent with the requirements of the Americans with Disabilities Act, shall also be maintained during construction.	RCTC/Project Development Director	During construction		
LU-2	<p>During construction, the Riverside County Transportation Commission (RCTC) shall require one or more public information field office(s) near the construction site(s) be established. The field office(s) will serve the following purposes:</p> <ul style="list-style-type: none"> <li>• Provide the community and businesses with a physical location where information pertaining to construction can be obtained in both English and Spanish</li> <li>• Enable RCTC staff to facilitate communication between RCTC staff and residents and business operators</li> <li>• Notify property owners, residents, and businesses of major construction activities (e.g., utility relocation/disruption, rerouting of delivery trucks) at least 14 days prior to the disruption</li> <li>• Respond to phone inquiries</li> <li>• Coordinate business outreach programs</li> </ul>	RCTC/Project Development Director	During construction		
LU-3	Following approval of the Mid County Parkway (MCP) project, the Riverside County Transportation Commission (RCTC) shall request that the County of Riverside and the Cities of Corona, Perris, and San Jacinto amend their respective General Plans to reflect the final MCP alignment, interchange locations, and modification of land use designations for property that will be acquired for the project.	RCTC/Project Development Director	During final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
LU-4	<p>Prior to completion of final design of the Mid County Parkway (MCP) project, the Riverside County Transportation Commission (RCTC) shall require replacement of the land used from Paragon Park, providing replacement park acreage and facilities east of Redlands Avenue and immediately north and south of the MCP alignment. Pedestrian access between Paragon Park and the new park facilities would be provided across the MCP alignment east of Redlands Avenue to ensure that park patrons can safely walk or ride bicycles between the two facilities. RCTC will coordinate closely with the City of Perris during final design of the replacement park areas to include, modify, relocate, and/or expand the existing uses at Paragon Park to best meet the park and recreation needs of the community.</p>	RCTC/Project Development Director	During final design		
<b>GROWTH</b>					
No mitigation measures for growth-related effects are required.					
<b>FARMLANDS AND TIMBERLANDS</b>					
AG-1	<p>Prior to the start of any construction activity adjacent to farmlands, the Riverside County Transportation Commission (RCTC) shall provide written notification to agricultural property owners or leaseholders immediately adjacent to the disturbance limits for the Mid County Parkway (MCP) project. The notification is to indicate the intent to begin construction, including an estimated date for the start of construction. In order to provide agricultural property owners or leaseholders sufficient lead time to make any changes to their operations due to MCP project construction, this notification shall be provided at least 3 but no more than 12 months prior to the start of construction activity.</p>	RCTC/Project Development Director	Prior to the start of any construction activity adjacent to farmlands		
AG-2	<p>Prior to the start of any construction activity adjacent to any farmlands, the Riverside County Transportation Commission (RCTC) shall coordinate with agricultural property owners or leaseholders to provide temporary livestock and equipment crossings of the MCP right of way to minimize impacts to livestock movement, and routine operations and normal business activities during project construction.</p>	RCTC/Project Development Director	Prior to the start of any construction activity adjacent to farmlands		
AG-3	<p>Prior to completion of right of way acquisition, the Riverside County Transportation Commission (RCTC) shall prepare and send all required notices to the Director of Conservation and the local governing body responsible for the administration of agricultural preserves pursuant to</p>	RCTC/Project Development Director	During right of way acquisition		

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	Section 51291 of the Williamson Act for any roadways within established agricultural preserves.				
<b>AG-4</b>	During final design, and in coordination with property owners of lands in use for agricultural operations, the Riverside County Transportation Commission (RCTC) will finalize the realignments of any affected access roads to provide equipment crossings to minimize impediments to routine agricultural operations and normal business activities that may result from long-term project operation.	RCTC/Project Development Director	During final design		
<b>COMMUNITY IMPACTS AND RELOCATION (INCLUDING ENVIRONMENTAL JUSTICE)</b>					
--	All property acquisition and relocation for the MCP Build Alternatives will be handled in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970 (Public Law 91-646, 84 Stat. 1894).	RCTC/Project Development Director	During right of way acquisition		
<b>UTILITIES AND EMERGENCY SERVICES</b>					
<b>U&amp;ES-1</b>	<p><b>Public Facility Acquisition.</b> During final design, the Riverside County Transportation Commission (RCTC) will refine the project design to avoid or minimize temporary use of and permanent acquisition of land currently occupied by public service facilities. The RCTC will coordinate with the affected public agencies to obtain their input in the design refinement process.</p> <p>Specifically for Station No. 90, RCTC will coordinate with the City of Perris to finalize the location, property acquisition, size, parking, design, and funding for the relocation of the City of Perris/Riverside County Fire Department (RCOFD)/Police Substation to the northeast corner of the Redlands Avenue/Placentia Avenue intersection, an approximate 0.49-hectare (1.21-acre) property.</p> <p>Specifically for the Temescal Public Safety Facility, RCTC will coordinate with the City of Corona to finalize the relocation of the loss of parking area if it cannot be accommodated on site. The driveway and facility will remain operational after the partial acquisition.</p>	RCTC/Project Development Director	During final design		
<b>U&amp;ES-2</b>	<b>Fire Protection.</b> During construction in areas subject to wildfires as determined by the Riverside County Fire Department (RCOFD), the Riverside County Transportation Commission (RCTC) shall require the	RCTC/Project Development Director	During construction		

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	contractor to install signs around construction sites warning of high fire risk and of area closings during the high fire season as declared by the RCOFD.				
U&ES-3	<b>Fire Protection.</b> During construction, the construction contractor will be required to maintain access by emergency personnel to any existing fire roads as identified and used by the Riverside County Fire Department (RCOFD).	RCTC/Project Development Director	During construction		
U&ES-4	<b>Fire Protection.</b> During final design, the long-term preservation/provision of access to the existing fire road grid for the Riverside County Fire Department (RCOFD) will be incorporated by the Riverside County Transportation Commission (RCTC) in the facility design, in consultation with RCOFD, California Department of Transportation (Caltrans), and local jurisdictions.	RCTC/Project Development Director	During final design		
U&ES-5	<b>Fire Protection.</b> During construction, the contractor will implement fuel modification techniques as required by the Riverside County Fire Department (RCOFD) in areas of fire hazard as determined by the RCOFD.	RCTC/Project Development Director	During construction		
U&ES-6	<b>Fire Protection.</b> To minimize the risk of wildfire during construction, the construction contractor shall ensure that all construction vehicles are equipped with fire extinguishers and shovels, and that all construction equipment is inspected to ensure it is in compliance with minimum fire safety standards. Inspections by the construction contractor will be documented in weekly reports to the Riverside County Transportation Commission (RCTC).	RCTC/Project Development Director	During construction		
U&ES-7	<b>Fire Protection.</b> Prior to completion of final design, the Riverside County Transportation Commission (RCTC) shall provide brush management zones in areas adjacent to existing reserves, the Multiple Species Habitat Conservation Plan (MSHCP) Conservation Area, and other undeveloped lands in accordance with Section 6.4 of the MSHCP.	RCTC/Project Development Director	Prior to completion of final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
U&ES-8	<b>Fire, Emergency Medical, and Law Enforcement.</b> Prior to completion of final design, emergency call boxes will be identified on project plans and installed during construction along the Mid County Parkway (MCP) roadway in undeveloped areas of high and extreme fire hazard consistent with existing Riverside County Fire Department (RCOFD), California Department of Transportation (Caltrans), and/or local jurisdictions' policies on emergency call boxes.	RCTC/Project Development Director	Prior to completion of final design		
U&ES-9	<b>Fire, Emergency Medical, and Law Enforcement.</b> Prior to and during construction, the Riverside County Transportation Commission (RCTC) and the construction contractor will coordinate all temporary ramp closures and detour plans with fire, emergency medical, and law enforcement providers to minimize temporary delays in emergency response times as part of the Traffic Management Plan identified in Mitigation Measure TR-2, including the identification of alternative routes and routes across the construction areas for emergency vehicles developed in coordination with the affected agencies.	RCTC/Project Development Director	Prior to and during construction		
U&ES-10	<b>Utilities.</b> During final design, the Riverside County Transportation Commission (RCTC) shall prepare utility relocations plans for utilities anticipated to be relocated, in consultation with the affected utility provider/owners. The Project Engineer will seek: (1) to avoid utility relocations; (2) if relocation is necessary, to relocate utilities across the MCP right of way or within other existing public right of ways and/or easements; (3) if relocation outside of existing or proposed public right of way and/or easements, to relocate in such a manner as to minimize environmental impacts as a result of construction and ongoing maintenance and repair activities.	RCTC/Project Development Director	During final design		
<b>TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES</b>					
TR-1	During final design, the Riverside County Transportation Commission (RCTC) shall conduct a study to determine the most beneficial and cost-effective transportation improvements that will mitigate the traffic impacts of the Mid County Parkway (MCP) project on Interstate 15 (I-15) and on the I-15/State Route 91 (SR-91) interchange. Prior to the opening of any segment of the project that substantially impacts traffic operations along I-15, RCTC shall implement the transportation improvements recommended by the study. It is not feasible to conduct	RCTC/Project Development Director	During final design		

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	<p>this study now because RCTC has initiated two other transportation projects on I-15 and SR-91 that may impact this section of I-15. The performance standard for this mitigation measure is to achieve level of service (LOS) D or better on this section of I-15.</p> <p>Potential improvements are listed below for the three separate facilities that would be substantially impacted by the project, the I-15 mainline, the I-15 northbound to SR-91 westbound ramp, and the SR-91 eastbound to I-15 southbound ramp:</p> <ul style="list-style-type: none"> <li>• <b>Potential I-15 Mainline Improvements</b> <ul style="list-style-type: none"> <li>• Provide an additional general purpose lane in each direction of travel from the Ontario Avenue interchange to the SR-91 interchange. This improvement would provide level of service (LOS) F conditions in 2035 with a density of 57.6 vehicles per mile per lane (vpmpl) with the project and mitigation, as compared to the 2035 No Build condition of LOS F and a density of 73.0 vpmpl.</li> <li>• Provide an additional high occupancy toll (HOT) lane in each direction of travel from the Ontario Avenue interchange to the SR-91 interchange. This improvement would provide LOS F conditions in 2035 with a density of 68.3 vpmpl with the project and mitigation, as compared to the 2035 No Build condition of LOS F and a density of 73.0 vpmpl.</li> <li>• Convert the planned high occupancy vehicle (HOV) lanes proposed for the I-15 freeway to HOT lanes, and add an additional HOT lane in each direction of travel from the Ontario Avenue interchange to the SR-91 interchange. The overall result would be to provide two HOT lanes in each direction of travel. This improvement would provide LOS F conditions in 2035 with a density of 65.4 vpmpl with the project and mitigation, as compared to the 2035 No Build condition of LOS F and a density of 73.0 vpmpl.</li> </ul> </li> </ul>				

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	<ul style="list-style-type: none"> <li>• <b>Potential I-15 Northbound to SR-91 Westbound Ramp Improvements</b> <ul style="list-style-type: none"> <li>• Widen the ramp to provide a continuous two-lane connection from I-15 northbound to SR-91 westbound. This improvement would provide LOS E conditions in 2035 with a density of 44.0 vpmpl with the project and mitigation, as compared to the 2035 No Build condition of LOS F and a density of 86.5 vpmpl.</li> <li>• Provide a direct HOV-to-HOV connector from I-15 northbound to SR-91 westbound. This improvement would provide LOS F conditions in 2035 with a density of 74.8 vpmpl with the project and mitigation, as compared to the 2035 No Build condition of LOS F and a density of 86.5 vpmpl.</li> <li>• Provide a direct HOT-to-HOT connector from I-15 northbound to SR-91 westbound. This improvement would provide LOS F conditions in 2035 with a density of 70.4 vpmpl with the project and mitigation, as compared to the 2035 No Build condition of LOS F and a density of 86.5 vpmpl.</li> </ul> </li>   <li>• <b>Potential SR-91 Eastbound to I-15 Southbound Ramp Improvements</b> <ul style="list-style-type: none"> <li>• Widen the ramp to provide an additional general purpose lane. This improvement would provide LOS D conditions in 2035 with a density of 32.6 vpmpl with the project and mitigation, as compared to the 2035 No Build condition of LOS F and a density of 48.1 vpmpl.</li> <li>• Provide a direct HOV-to-HOV connector from SR-91 eastbound to I-15 southbound. This improvement would provide LOS E conditions in 2035 with a density of 41.6 vpmpl with the project and mitigation, as compared to the 2035 No Build condition of LOS F and a density of 48.1 vpmpl.</li> <li>• Provide a direct HOT-to-HOT connector from SR-91 eastbound to I-15 southbound. This improvement would provide LOS E conditions in 2035 with a density of 39.1 vpmpl with the project and mitigation, as compared to the 2035 No Build condition of LOS F and a density of 48.1 vpmpl.</li> </ul> </li> </ul>				

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TR-2	<p>Prior to construction, the Riverside County Transportation Commission (RCTC) will prepare a Traffic Management Plan (TMP) in consultation with the California Department of Transportation (Caltrans) and affected local jurisdictions that will consist of, but not be limited to, the following standard measures to alleviate traffic inconvenience caused by construction activities.</p> <ul style="list-style-type: none"> <li>• <b>Traffic Control:</b> This project will require traffic control elements such as lane/shoulder closures and temporary signing/stripping on Interstate 15 (I-15) and Interstate 215 (I-215).</li> <li>• <b>Construction Zone Enhanced Enforcement Program (COZEEP):</b> Through coordination with Caltrans and the California Highway Patrol (CHP), this program was developed to provide a safer work zone for both construction workers and the motoring public. The program uses two CHP officers who enforce lane closures and also provide a visual deterrent to errant/speeding vehicles.</li> <li>• <b>Public Awareness Campaign (PAC):</b> Although the majority of the major closures will occur at night, vehicles traveling through the construction zone will likely experience longer than normal delays. To reduce these delays and confusion to the monitoring public during construction activities, the RCTC will implement a PAC. The purpose of the PAC is to keep the surrounding community abreast of the project's progress and construction activities that could affect their travel plans. Mailers/flyers, local newspaper advertising, local radio information, public meetings, a project Web site, and e-mail, as appropriate, will be used to disseminate this information.</li> <li>• <b>Signage:</b> Post information signing on I-15, I-215, and the local arterials prior to and during construction to inform motorists of delays, ramp or lane closures, and alternate travel routes.</li> <li>• <b>Pedestrian Access:</b> Provide a pedestrian detour plan to accommodate sidewalk closures.</li> <li>• <b>Business Access:</b> Provide a plan to maintain access to businesses.</li> <li>• <b>Haul Routes:</b> Identification of designated haul routes in consultation with the affected local jurisdictions.</li> </ul>	RCTC/Project Development Director	Prior to construction		

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	<ul style="list-style-type: none"> <li>• <b>Haul Routes:</b> Limiting construction truck and haul traffic to designated routes only.</li> <li>• <b>Construction Scheduling (start/stop times, major materials deliveries, export hauling, etc.):</b> Shall be scheduled to avoid a.m. and p.m. peak traffic periods on adjacent streets so that the majority of construction-related traffic occurs outside of peak commuting times.</li> <li>• <b>Signage:</b> Coordinate with Caltrans and local agencies to ensure that signage for haul routes, detour routes, and public information is consistent.</li> </ul>				
<b>TR-3</b>	Prior to completion of final design, the Riverside County Transportation Commission (RCTC) will coordinate with each affected local jurisdiction to determine an appropriate rerouting of any planned trail that would be impacted by the Mid County Parkway (MCP) project. Rerouting of trails shall be done to maintain continuity and connectivity of the regional trail system.	RCTC/Project Development Director	Prior to completion of final design		
<b>VISUAL AND AESTHETICS</b>					
<b>VIS-1</b>	Prior to construction, the Riverside County Transportation Commission (RCTC) will locate construction and staging areas within public rights of way and within the maximum project disturbance footprint defined for the Mid County Parkway (MCP).	RCTC/Project Development Director	Prior to construction		
<b>VIS-2</b>	Prior to construction, the Riverside County Transportation Commission (RCTC) will prepare a Landscape Plan that will be incorporated into the final design of the Mid County Parkway (MCP) project. RCTC or local entities will be responsible for long-term maintenance of the roadside landscaping until such time as California Department of Transportation (Caltrans) assumes responsibility for the MCP if it is designated as a State Highway. Highway planting is warranted on new highways where adjacent properties are developed at the time the highway is accepted. The Landscape Plan shall be submitted for review by the Caltrans District 8 Landscape Architect. The Caltrans District 8 Landscape Architect shall approve the parts of the Landscape Plan applicable to State Highway right of way.	RCTC/Project Development Director	Prior to construction		

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	<p>The Landscape Plan will include the following components:</p> <ul style="list-style-type: none"> <li>• Incorporation of applicable procedures and requirements as detailed in the publication Caltrans <i>Highway Design Manual</i>, Section 902.1, Planting Guidelines (November 2001), and any applicable local agency requirements.</li> <li>• Identification of areas within the project limits for revegetation, including landscaping for graded areas with plant species consistent with adjacent vegetation and enhancement of new project structures (ramps, sound walls, and retaining walls).</li> <li>• Planting of trees, shrubs, and groundcover along the MCP and at interchange locations to enhance the existing visual planting character of the area.</li> <li>• Planting of drought-resistant plants along the MCP so as to be consistent with Metropolitan Water District guidelines, which promote the use of xeric (adapted to arid conditions) landscaping techniques. The irrigation design and implementation practices will also conform to the water conservation measures established in Assembly Bill 325, the Water Conservation in Landscaping Act of 1990 (in effect January 1, 1993). Plants shall also be durable in relation to urban pollutants such as smog.</li> <li>• Incorporate soil erosion control planting (groundcover, native grasses, wildflowers) into the embankments and within the areas of steeper slopes. Vegetation planted adjacent to walls will not be highly sensitive to shadow and shade. All plantings will be drought-resistant and, in areas where shade occurs for most of the day, shadow-resistant to ensure plant longevity and the sustainable use of water resources.</li> <li>• Incorporate slope rounding and contour grading to minimize the slopes and visually soften grade changes.</li> </ul>				

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VIS-3	Prior to completion of the final design, the Riverside County Transportation Commission (RCTC) will require that the Project Engineer minimize removal of existing mature trees. If removal of mature trees cannot be avoided, additional landscape improvements will be incorporated into the final design. The replacement ratio of any trees removed shall be determined in consultation with the California Department of Transportation (Caltrans) District 8 Landscape Architect.	RCTC/Project Development Director	Prior to completion of final design		
VIS-4	Prior to completion of the final design, the Riverside County Transportation Commission (RCTC) will require that the Project Engineer incorporate attractive walls, medians, and other visually pleasing hardscape in the project design.	RCTC/Project Development Director	Prior to completion of final design		
VIS-5	<p>Prior to completion of the final design, the Riverside County Transportation Commission (RCTC) will include aesthetic enhancements for soundwalls in the final design. The design of soundwalls requires compliance with California Department of Transportation (Caltrans) standards for sound attenuation, safety requirements, and other pertinent standards. The design of soundwalls requires compliance with the Caltrans <i>Highway Design Manual</i> standards and aesthetic treatments shall be reviewed by the Caltrans District 8 Landscape Architect. The Caltrans District 8 Landscape Architect shall approve the design of any soundwalls within state highway right of way. The soundwalls shall include the following features:</p> <ul style="list-style-type: none"> <li>• Attractive, decorative elements such as local art shall be incorporated into soundwall design in order to increase the visual quality of the area and to provide an expression of the regional "sense of place."</li> <li>• Where landscaping can be accommodated within the public right of way, areas in front of soundwalls shall be landscaped, including trees, shrubs, and vines (depending upon the space available), to break the visual monotony, soften the appearance of soundwalls, and deter graffiti.</li> </ul>	RCTC/Project Development Director	Prior to completion of final design		

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<b>VIS-6</b>	Prior to completion of the final design, the Riverside County Transportation Commission (RCTC) will include aesthetic enhancements for retaining walls in the project design. Attractive, decorative elements such as local art shall be incorporated into architectural treatment wall design to increase the visual quality of the area and to provide an expression of the regional “sense of place.” The retaining walls along the Mid County Parkway (MCP) or interchange off- and on-ramps will require compliance with California Department of Transportation (Caltrans) standards for safety.	RCTC/Project Development Director	Prior to completion of final design		
<b>VIS-7</b>	Prior to completion of final design, a lighting plan will be prepared by the Riverside County Transportation Commission (RCTC) for approval by California Department of Transportation (Caltrans) District 8 in areas under state jurisdiction and for approval by the County or the affected Cities within their jurisdictions. The lighting fixtures will be designed to minimize glare on adjacent properties and into the night sky. Lighting will be shielded with nonglare hoods and focused within the Mid County Parkway (MCP) project right of way.	RCTC/Project Development Director	Prior to completion of final design		
<b>VIS-8</b>	Prior to completion of final design, a Mid County Parkway (MCP) Corridor Master Plan will be prepared by the Riverside County Transportation Commission (RCTC). In preparing the MCP Corridor Master Plan, RCTC shall coordinate with the County and affected Cities for the portions of the project within their respective jurisdictions. RCTC shall also involve the California Department of Transportation (Caltrans) in the Context Sensitive design process for the MCP Corridor Master Plan. The MCP Corridor Master Plan will include a design template for aesthetic features applied to any structures throughout the MCP corridor. The purpose of the MCP Corridor Master Plan is to create consistency in aesthetic design throughout the length of the MCP corridor. The Master Plan will be designed in conjunction with the landscape plan for the MCP.	RCTC/Project Development Director	Prior to completion of final design		
<b>CULTURAL RESOURCES</b>					
<b>AR-1</b>	During final design, the Riverside County Transportation Commission (RCTC), in consultation with California Department of Transportation (Caltrans), State Historic Preservation Officer (SHPO), and interested Native American tribes shall prepare an Archaeological Monitoring Plan	RCTC/Project Development Director	During final design		

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	<p>(AMP). The AMP shall establish procedures for archaeological resource surveillance, and procedures for temporarily halting or redirecting work to permit identification, sampling, and evaluation of archaeological resources. At a minimum, the AMP shall:</p> <ul style="list-style-type: none"> <li>• Require an archaeologist to be present during construction activities in native soils;</li> <li>• Require a Native American representative to be present during construction activities in native soils;</li> <li>• Require the archaeologist and tribal representative to be present at the pre-grading conference to explain the established procedures in the AMP;</li> <li>• Establish a protocol for the discovery of new archaeological resources;</li> <li>• Requires that the protocol for the unanticipated discovery of human remains is followed. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner shall be contacted. Pursuant to PRC Section 5097.98 and California Code of Regulations Section 15064.5, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendant (MLD). At this time, the person who discovered the remains will contact the District Environmental Branch Chief or the District Native American Coordinator (Gwyn Alcock, 909/383-4045) so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable;</li> <li>• Require monthly archaeological monitoring status reports;</li> <li>• Require a final archaeological monitoring report;</li> <li>• Establish a curation facility for collected archaeological material; and</li> <li>• Maintain Environmentally Sensitive Areas (ESAs) during construction near three sites (P-33-1649, P-33-12230, and LSA-JCV531-S-207) as detailed in the ESA Action Plan.</li> </ul>				

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	<p><b>P-33-1512.</b> The ability and nature of avoidance and minimization of adverse effects to Site P-33-1512 are not known at this time; therefore, mitigation measures are proposed based on current Alternative 9 Temescal Wash Area Design Variation (TWS DV) plans.</p> <ul style="list-style-type: none"> <li>• Prior to the start of construction at this location, data recovery shall be conducted at this site for all portions of the site within the area of potential effects (APE). Although the southern tip of the site is south of, and not within, the right of way, data recovery shall be conducted here because of the loss of physical and legal continuity between the northern (66 percent of the total site area) and southern (10 percent of the total site area) portions of the site. The data recovery shall attempt to exhaust all research potential that Site P-33-1512 has to offer. Methods shall include, but not be limited to, 1-square-meter units, surface collection grids, extensive research into site function, settlement patterns, etc. Nondestructive, noncollection, and nonexcavation mapping and analysis shall be conducted in the northern 66 percent of the site in order to adequately characterize the entire site in data recovery. Native American tribes shall be consulted throughout the data recovery process. Disposition arrangements shall be agreed to prior to initiating any data recovery efforts.</li> <li>• The portion of the site that is adjacent and north of the proposed Alternative 9 right of way shall be further protected with the designation of an ESA in accordance with the Caltrans Section 106 Programmatic Agreement. The northern 66 percent of the site shall be protected from any possible project impacts via the use of fencing during project construction and the presence of an archaeological monitor and a Native American monitor. No collection or excavation shall be conducted here unless plans change to include disturbance of this area.</li> </ul>				

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p><b>P-33-1650/P-33-16687.</b> The ability and nature of avoidance and minimization of adverse effects to Site P-33-1650/P-33-16687 are not known at this time. Therefore, mitigation measures are proposed based on current Alternative 9 TWS DV plans.</p> <ul style="list-style-type: none"> <li>• Prior to the start of construction at this location, data recovery shall be conducted at this site for all portions of the site within the right of way (the eastern 60 percent of the total site area). The data recovery shall attempt to exhaust all research potential that Site P-33-1650/P-33-16687 has to offer. Methods shall include, but not be limited to, 1-square-meter units, surface collection grids, extensive research into site function, settlement patterns, etc. Nondestructive, noncollection, and nonexcavation mapping and analysis shall be conducted in the western 40 percent of the site in order to adequately characterize the entire site in data recovery. Native American tribes shall be consulted throughout the data recovery process. Disposition arrangements shall be agreed to prior to initiating any data recovery efforts.</li> <li>• The portion of the site that is adjacent to the proposed Alternative 9 right of way shall be further protected with the designation of an ESA in accordance with the Caltrans Section 106 Programmatic Agreement. The western half of the site shall be protected from any possible project impacts via the use of fencing during project construction and the presence of an archaeological monitor and a Native American monitor. No collection or excavation shall be conducted here unless plans change to include disturbance of this area.</li> </ul> <p><b>P-33-16598.</b> The following mitigation is proposed for Site P-33-16598 based on direct effects to the portion of the site that is in Alternative 9 TWS DV.</p> <ul style="list-style-type: none"> <li>• The portion of the site that is adjacent to the proposed Alternative 9 right of way shall be further protected with the designation of an ESA in accordance with the Caltrans Section 106 Programmatic</li> </ul>				

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>Agreement. The site shall be protected from any possible project impacts via the use of fencing during project construction and the presence of an archaeological monitor and a Native American monitor during all ground disturbing activities in the area of Site P-33-16598.</p> <p><b>P-33-16679.</b> The ability and nature of avoidance and minimization of adverse effects to Site P-33-16679 are not known at this time. Therefore, mitigation measures are proposed based on current Alternative 9 plans.</p> <ul style="list-style-type: none"> <li>• Prior to the start of construction at this location, data recovery shall be conducted for all portions of this site, including the small portion of the southern tip of Locus A, which is outside of the right of way. Although the southern tip of the site is south of and not within the right of way, data recovery shall be conducted here because of the loss of association with the larger portion of the site. The data recovery shall attempt to exhaust all research potential that Site P-33-16679 has to offer. Methods shall include, but not be limited to, 1-square-meter units, trench-and-block excavation, and extensive research into site function, settlement patterns, etc. Native American tribes shall be consulted throughout the data recovery process. Disposition arrangements shall be agreed to prior to initiating any data recovery efforts.</li> </ul>				

**HYDROLOGY AND FLOODPLAINS**

Measures to minimize floodplain impacts were included in the design of the project and are described in detail in Chapter 2.0, Project Description.

**WATER QUALITY AND STORM WATER RUNOFF**

<b>WQ-1</b>	<p>Prior to and during construction, the Riverside County Transportation Commission (RCTC) will comply with the provisions of the <i>National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity (General Permit)</i> Order No. 99-08-DWQ, NPDES No. CAS000002, and any subsequent permit or individual permit if required by the Regional Water Quality Control Board (RWQCB) as they relate to construction activities for the project, including dewatering. This will include submitting a</p>	RCTC/Project Development Director	Prior to and during construction		
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No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	Notice of Intent (NOI) to the State Water Resources Control Board (SWRCB) at least 30 days prior to the start of construction; preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP); and submitting a Notice of Termination to the Santa Ana Regional Water Quality Control Board (RWQCB) upon completion of construction and stabilization of the site.				
<b>WQ-2</b>	Prior to and during construction, the Riverside County Transportation Commission (RCTC) will comply with the provisions of the <i>General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimus) Threat to Water Quality</i> , Order No. R8-2003-0061 National Pollutant Discharge Elimination System (NPDES) No. CAG998001, as they relate to discharge of non-storm water dewatering wastes for the project. This will include submitting to the Santa Ana Regional Water Quality Control Board (RWQCB) a Notice of Intent (NOI) at least 60 days prior to the start of construction, notification of discharge at least 5 days prior to any planned discharges, and monitoring reports by the 30th day of each month following the monitoring period.	RCTC/Project Development Director	Prior to and during construction		
<b>WQ-3</b>	Prior to completion of final design, the Riverside County Transportation Commission (RCTC) will follow the procedures outlined in the California Department of Transportation's (Caltrans) <i>Storm Water Quality Handbooks, Project Planning and Design Guide</i> for implementing Design Pollution Prevention and Treatment Best Management Practices (BMPs) for the project. This will include coordination with the Santa Ana Regional Water Quality Control Board (RWQCB) with respect to feasibility, maintenance, and monitoring of Treatment BMPs as set forth in Caltrans <i>Statewide Storm Water Management Plan</i> .	RCTC/Project Development Director	Prior to completion of final design		
<b>WQ-4</b>	Prior to completion of final design, the Riverside County Transportation Commission (RCTC) will identify opportunities where infiltration basins and biostrips can be used in lieu of detention basins and bioswales. As a part of final design, opportunities to convey storm water runoff to bioswales or biostrips before conveying it to infiltration basins, detention basins, or sand filters will be identified and included in project plans.	RCTC/Project Development Director	Prior to completion of final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
<b>GEOLOGY, SOILS, SEISMIC, AND TOPOGRAPHY</b>					
<b>GEO-1</b>	<p>Prior to completion of final design, the Riverside County Transportation Commission (RCTC) will prepare a design-level geotechnical report. It is not feasible to prepare such a study at this time because the design is at a preliminary/conceptual stage. This report will document soil-related constraints and hazards such as slope instability, settlement, liquefaction, or related secondary seismic impacts that may be present. Acceptance of this report will be subject to the local agencies with jurisdiction over the MCP project right of way and the California Department of Transportation (Caltrans) for portions of the MCP project within State highway right of way. The performance standard for this report will be the geotechnical design standards of the State of California, Caltrans, and the affected local jurisdictions. The report shall also include:</p> <ul style="list-style-type: none"> <li>• Evaluation of expansive soils and recommendations regarding construction procedures and/or design criteria to minimize the effect of these soils on the development of the project.</li> <li>• Identification of potential liquefiable areas within the project limits and recommendations for mitigation. Any areas that require mitigation would be within the disturbed areas, and no additional impacts would result.</li> </ul> <p>Demonstration that side slopes can be designed and graded so that surface erosion of the engineered fill is not increased compared to existing, natural conditions.</p>	RCTC/Project Development Director	Prior to completion of final design		
<b>GEO-2</b>	<p>During construction, and as included on project plans during final design, the Riverside County Transportation Commission (RCTC) will require planting of native vegetation with good soil-binding characteristics and low water requirements on engineered slopes to reduce erosion and slope instability. These types of plants include species that are compatible with existing adjacent habitat and native to the project area, including but not limited to the following: brittlebush (<i>California encelia</i>), California buckwheat (<i>Eriogonum fasciculatum</i>),</p>	RCTC/Project Development Director	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	California sagebrush ( <i>Artemisia californica</i> ), and deerweed ( <i>Lotus scoparius</i> ). Sixty percent of the planting coverage shall be completed within the first 5 years of construction.				
<b>GEO-3</b>	The Riverside County Transportation Commission (RCTC) will maintain a quality assurance/quality control plan during construction. The plan will include observing, monitoring, and testing by a geotechnical engineer and/or geologist during construction to confirm that geotechnical/geologic recommendations are fulfilled, or if different site conditions are encountered, appropriate changes are made to accommodate such issues. The geotechnical engineer will submit weekly reports to RCTC while grading, excavation, and construction activities are underway.	RCTC/Project Development Director	During construction	--	--
<b>GEO-4</b>	Prior to completion of final design, the Riverside County Transportation Commission (RCTC) will undertake a detailed review of available well information to locate all groundwater wells within the MCP project right of way. Any groundwater wells that occur within the MCP project right of way will be identified on a well management plan and abandoned properly during project construction in accordance with California Department of Water Resources Standards (Bulletin 74-90). Any water supply provided by active wells will be replaced. Replacement water may be provided by a variety of means, such as installing a new well or by creating a connection to a municipal supply. The project engineer will document the location of existing wells, the abandonment approval by the agencies with jurisdiction for those wells within the MCP project right of way, and the replacement water supply as needed for active wells in a report submitted to RCTC for review and approval prior to initiation of construction activities.	RCTC/Project Development Director	Prior to the completion of final design		
<b>PALEONTOLOGY</b>					
<b>PAL-1</b>	Prior to the beginning of construction, the Riverside County Transportation Commission (RCTC), in accordance with the guidelines on the California Department of Transportation (Caltrans) Standard Environmental Reference Web site, the County of Riverside guidelines, guidelines of the Bureau of Land Management (BLM), and the guidelines of the Society of Vertebrate Paleontology, shall develop a Paleontological Mitigation Plan (PMP) for implementation during the	RCTC/Project Development Director	Prior to the beginning of construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>excavation phase of the MCP project. The PMP shall include the following steps:</p> <ul style="list-style-type: none"> <li>• Prior to the start of construction activity, RCTC shall retain a qualified vertebrate paleontologist. The paleontologist shall establish procedures (monitoring plan) for paleontological resource monitoring and procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the paleontological resources as appropriate. The paleontologist shall also be present at the pregrading conferences to explain the established procedures based on a preapproved monitoring plan. If paleontological resources are discovered, a qualified project paleontologist shall determine appropriate actions, in cooperation with RCTC, for testing and/or data recovery, plans for which may be developed in advance to avoid construction delays. The paleontologist shall submit a follow-up report to RCTC that shall include the period of inspection, an analysis of any fossils found, the results of any testing or data recovery, and the present repository of the fossil specimens. Paleontological monitoring reports shall be submitted to RCTC on a monthly or more frequent basis during grading and excavation activities of the construction phase of the MCP project.</li> <li>• A qualified paleontological monitor will be present during ground-disturbing activities within the project disturbance limits in potentially fossiliferous formations crossed by the MCP project. These sediments are likely to contain paleontological resources. The monitoring for paleontological resources will be conducted on a full-time basis where fossiliferous sediments are exposed at the surface (High A) and at elevations where excavation is 0.9 meter (3 feet) below the surface where paleontological resources are anticipated at depth (High B). The monitor will be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. The monitor will be equipped to rapidly remove any large fossil specimens encountered during excavation. During monitoring, samples will be collected and processed to recover microvertebrate fossils. Processing will include</li> </ul>				

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>wet screen washing and microscopic examination of the residual materials to identify small vertebrate remains.</p> <ul style="list-style-type: none"> <li>• On encountering a large deposit of fossils, the monitor will salvage all fossils in the area using additional field staff and in accordance with modern paleontological techniques.</li> <li>• All fossils collected will be prepared to a reasonable point of identification. Excess sediment or matrix will be removed from the specimens to reduce the bulk of the material and the storage cost. Itemized catalogs of all material collected and identified will be provided to the repository along with the specimens.</li> <li>• A compliance report addressing Caltrans and Riverside County guidelines that document the results of the monitoring and salvage activities and the significance of the fossils will be prepared and submitted for filing at RCTC within 4 months of the end of project construction. Consideration shall be given to budgeting for tasks of wet screen matrix processing, fossil preparation, and identification to start while excavation monitoring is ongoing.</li> <li>• All fossils collected during this work, along with the itemized inventory of these specimens and the compliance report, will be deposited for permanent curation and storage into an established repository (Society of Vertebrate Paleontology [SVP], 1995 and 1996) such as the Riverside Metropolitan Museum.</li> <li>• There are two federal land (Bureau of Land Management [BLM]) parcels traversed by the Locally Preferred Alternative. If the qualified paleontologist determines that the formations in these areas have paleontological sensitivity and construction activities will occur that may disturb these formations, an appropriate BLM paleontological resource use permit will be obtained.</li> </ul>				
<b>HAZARDOUS WASTE AND MATERIALS</b>					
HW-1	<p>Prior to completion of right of way acquisition, the Riverside County Transportation Commission (RCTC) will conduct a Site Investigation for hazardous materials sites identified in the Initial Site Assessment that are within the right of way of the approved alternative. It is not feasible to conduct these site investigations prior to completion of the Final Environmental Impact Report/Environmental Impact Statement</p>	RCTC/Project Development Director	Prior to completion of right of way acquisition		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>(EIR/EIS) because new contamination may occur if the investigations are completed too far in advance of right of way acquisition. The performance standard for this measure is compliance with applicable federal, state, and local regulations. The Site Investigation will meet or exceed the requirements of the United States Environmental Protection Agency's (EPA) Standards and Practices for All Appropriate Inquiries (FR 66070, Vol. 70, No. 210, November 1, 2005). If contaminants are determined to be present during the Site Investigation, one or more of the following specialized reports may be necessary: Remedial Actions Options Report, Sensitive Receptor Survey, Human Health/Ecological Risk Assessment, and/or Quarterly Monitoring Report. Site Investigations for any active leaking underground storage tank (LUST) cases will be coordinated with the Riverside County Department of Environmental Health (RCDEH), and if groundwater has been impacted, the Regional Water Quality Control Board (RWQCB), Santa Ana Region. Site Investigations for any automotive or industrial uses will be coordinated with the RCDEH. Site Investigations for any clandestine drug lab locations will be coordinated with the RCDEH, Department of Toxic Substances Control (DTSC), and law enforcement agencies. Prior to completion of final design, RCTC shall provide a Hazardous Substances Disclosure Document (HSDD) that clears affected right of way for acquisition to the California Department of Transportation (Caltrans) District Hazardous Waste Coordinator for review and approval.</p>				
<p><b>HW-2</b></p>	<p>During final design, the Riverside County Transportation Commission (RCTC) will conduct soil sampling for aerially deposited lead in unpaved locations adjacent to existing state highway right of way within the project limits, if not previously tested. It is not feasible to conduct these site investigations prior to completion of the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) because new contamination may occur if the investigations are completed too far in advance of right of way acquisition. The performance standard for this measure is compliance with applicable federal, state, and local regulations. The analytical results of the soil sampling will determine the appropriate handling of the soil in those areas and disposal of surplus</p>	<p>RCTC/Project Development Director</p>	<p>During final design</p>		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	materials. Soil will be reused within the California Department of Transportation (Caltrans) right of way in accordance with the California Environmental Protection Agency, Department of Toxic Substances Control (DTSC), Variance No. 00-H-VAR-04, September 22, 2000, or a subsequent applicable variance. If it is not feasible to reuse soils, then the excavated hazardous soils will require off-site disposal as hazardous waste at a permitted facility (Class I or II). Refer to Standard Special Provision XE 19-900 for additional information on the disposal of soils impacted with aerially deposited lead.				
<b>HW-3</b>	Prior to construction, the Riverside County Transportation Commission (RCTC) will retain a certified consultant to conduct predemolition asbestos, lead-based paint, and polychlorinated biphenyl (PCB) surveys of any structures that will be renovated or demolished. Building materials that exceed California Health and Safety Code criteria for hazardous waste will be disposed of at the appropriate Class I or II facility.	RCTC/Project Development Director	Prior to construction		
<b>HW-4</b>	Prior to construction, the Riverside County Transportation Commission (RCTC) will conduct inspections of utility pole-mounted transformers that will be relocated or removed as part of the project. Leaking transformers will be considered a polychlorinated biphenyl (PCB) hazard unless tested and confirmed otherwise, and will be handled accordingly.	RCTC/Project Development Director	Prior to construction		
<b>HW-5</b>	Prior to construction, the Riverside County Transportation Commission (RCTC) will test and remove any yellow traffic striping and pavement-marking material in accordance with Standard Special Provision XE 15-300.	RCTC/Project Development Director	Prior to construction		
<b>HW-6</b>	Prior to construction, the Riverside County Transportation Commission (RCTC) will determine whether groundwater removal will be required during construction of the project. The need for dewatering cannot be determined until the final design phase. Any dewatering will require compliance with the State General Permit or an individual permit from the Regional Water Quality Control Board (RWQCB), Santa Ana Region, consistent with National Pollutant Discharge Elimination System (NPDES) requirements. The RWQCB will decide which permit is applicable and whether sampling is required once it receives and	RCTC/Project Development Director	Prior to construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>reviews the Notice of Intent (NOI). Additional coordination with the Riverside County Department of Environmental Health (RCDEH), Department of Toxic Substances Control (DTSC), and the Department of Defense may be necessary, and will be conducted by RCTC, if groundwater dewatering occurs in the vicinity of the March Air Reserve Base. RCTC will provide the Resident Engineer with the Waste Discharge Identification Number or a copy of an individual permit (as applicable) issued by the RWQCB prior to construction.</p>				
<b>HW-7</b>	<p>During final design, the Riverside County Transportation Commission (RCTC) will sample soils adjacent to the Burlington Northern Santa Fe railroad tracks that will be disturbed during construction of the project for petroleum hydrocarbons, metals, solvents, and other potential contaminants to determine whether they require special handling and disposal. Soils exceeding California Health and Safety Code criteria for hazardous waste will be disposed of at the appropriate Class I or II facility.</p>	<p>RCTC/Project Development Director</p>	<p>During final design</p>		
<b>HW-8</b>	<p>Prior to completion of right of way acquisition, the Riverside County Transportation Commission (RCTC) will conduct soil sampling for pesticides in former or current agricultural properties that will be disturbed by the project where soil has not been disturbed (through grading, etc.). It is not feasible to conduct these site investigations prior to completion of the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) because new contamination may occur if the investigations are completed too far in advance of right of way acquisition. The performance standard for this measure is compliance with applicable federal, state, and local regulations. The analytical results of the soil sampling will determine the appropriate handling and disposal of the soil. Sampling will be conducted in general accordance with Department of Toxic Substances Control (DTSC) Interim Guidance for Sampling Agricultural Fields for School Sites (August 26, 2002).</p>	<p>RCTC/Project Development Director</p>	<p>Prior to completion of right of way acquisition</p>		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
HW-9	The Riverside County Transportation Commission (RCTC) will notify and submit fees to the South Coast Air Quality Management District (SCAQMD) at least 10 days prior to proceeding with any demolition or renovation of a structure (refer to SCAQMD Rule 1403). Contractors will adhere to the requirements of SCAQMD Rule 1403 during renovation/demolition activities.	RCTC/Project Development Director	10 days prior to demolition or removal of any structure		
HW-10	If suspect hazardous waste or underground tanks are encountered during construction, the contractor will stop work and follow the procedures outlined in Appendix E, Caltrans Unknown Hazards Procedures for Construction.	RCTC/Project Development Director	During construction		

**AIR QUALITY**

SC-1	During construction, the Riverside County Transportation Commission (RCTC) shall ensure that the construction contractor shall adhere to the requirements of South Coast Air Quality Management District (SCAQMD) rules and regulations on cutback and emulsified asphalt paving materials.	RCTC/Project Development Director	During construction		
SC-2	To reduce fugitive dust emissions during construction, the Riverside County Transportation Commission (RCTC) shall ensure that the construction contractor shall adhere to the requirements of South Coast Air Quality Management District (SCAQMD) Rule 403. The Best Available Control Measures (BACMs) specified in SCAQMD's Rule 403 will be incorporated into the project construction.	RCTC/Project Development Director	During construction		
SC-3	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that all disturbed areas, including storage piles, not being actively utilized for construction purposes shall be effectively stabilized for dust emissions using water, chemical stabilizers/suppressants, or vegetative ground cover, as appropriate.	RCTC/Project Development Director	During construction		
SC-4	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that all on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized for dust emissions using water or chemical stabilizers/suppressants.	RCTC/Project Development Director	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
SC-5	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that all land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled for fugitive dust emissions by utilizing applications of water or by presoaking.	RCTC/Project Development Director	During construction		
SC-6	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that when materials are transported off site, all material shall be covered or effectively wetted to limit visible dust emissions, or at least 15.2 centimeters (6 inches) of freeboard space from the top of the container will be maintained.	RCTC/Project Development Director	During construction		
SC-7	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that all operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. The use of blower devices is expressly prohibited.	RCTC/Project Development Director	During construction		
SC-8	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that, following the addition of materials to or the removal of materials from the surface of outdoor storage piles, those piles shall be effectively stabilized for fugitive dust emissions utilizing sufficient water or chemical stabilizers/suppressants.	RCTC/Project Development Director	During construction		
SC-9	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that traffic speeds on unpaved roads shall be limited to 24 kilometers per hour (kph) (15 miles per hour [mph]).	RCTC/Project Development Director	During construction		
SC-10	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than 1 percent.	RCTC/Project Development Director	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
SC-11	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that wheel washers for all exiting trucks shall be installed, or all trucks and equipment shall be washed off before leaving the site.	RCTC/Project Development Director	During construction		
SC-12	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that wind breaks shall be installed at windward side(s) of construction areas.	RCTC/Project Development Director	During construction		
SC-13	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that excavation and grading activities shall be suspended when winds exceed 32 kilometers per hour (kph) (20 miles per hour [mph]).	RCTC/Project Development Director	During construction	--	--
SC-14	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall ensure that areas subject to excavation, grading, and other construction activity shall be limited consistent with other construction activities underway.	RCTC/Project Development Director	During construction		
AQ-1	During construction activity, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative. This applies to both inactive and active sites during workdays, weekends, holidays, and windy conditions.	RCTC/Project Development Director	During construction		
AQ-2	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall install wind fencing and phase grading operations and operate water trucks for stabilization of surfaces under windy conditions.	RCTC/Project Development Director	During construction		
AQ-3	During construction, the Riverside County Transportation Commission (RCTC), through the construction contractor, shall, when hauling material and operating nonearthmoving equipment, prevent spillage and limit speeds to 24 kilometers per hour (kph) (15 miles per hour [mph]). Limit speed of earthmoving equipment to 16 kph (10 mph).	RCTC/Project Development Director	During construction		
AQ-4	During construction, the Riverside County Transportation Commission (RCTC) shall require that the construction contractor reduce use, trips, and unnecessary idling from heavy equipment.	RCTC/Project Development Director	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
AQ-5	During construction, the Riverside County Transportation Commission (RCTC) shall require that the construction contractor maintain and tune engines per manufacturers' specifications to perform at United States Environmental Protection Agency (EPA) certification levels and to perform at verified standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.	RCTC/Project Development Director	During construction		
AQ-6	During construction, the Riverside County Transportation Commission (RCTC) shall require that the construction contractor prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.	RCTC/Project Development Director	During construction		
AQ-7	During construction, the Riverside County Transportation Commission (RCTC) shall require that leased equipment be 1996 model or newer unless cost exceeds 110 percent or average lease cost, and require that 75 percent or more of total horsepower of owned equipment to be used be 1996 or newer models.	RCTC/Project Development Director	During construction		
AQ-8	During construction, the Riverside County Transportation Commission (RCTC) shall require that the construction contractor utilize United States Environmental Protection Agency (EPA) registered particulate traps and other appropriate controls to reduce emissions of diesel particulate matter (DPM) and other pollutants at the construction site.	RCTC/Project Development Director	During construction		
AQ-9	During construction, the Riverside County Transportation Commission (RCTC) and its contractors shall identify where implementation of mitigation measures for short-term air quality is rejected based on economic infeasibility.	RCTC/Project Development Director	During construction		
AQ-10	Prior to construction, the Riverside County Transportation Commission (RCTC) shall require that the construction contractor prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be damage caused to the construction equipment engine, or whether there may be a risk to nearby workers or the public.)	RCTC/Project Development Director	Prior to construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
AQ-11	During construction, the Riverside County Transportation Commission (RCTC) shall require that the construction contractor utilize the cleanest available fuel engines in construction equipment and identify opportunities for electrification, and use low sulfur fuel (diesel with 15 parts per million [ppm] or less) in engines where alternative fuels such as biodiesel and natural gas are not possible.	RCTC/Project Development Director	During construction		
AQ-12	Prior to construction, the Riverside County Transportation Commission (RCTC) shall require that the construction contractor develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.	RCTC/Project Development Director	Prior to construction		
AQ-13	Prior to construction, the Riverside County Transportation Commission (RCTC) shall require that the construction contractor identify sensitive receptors in the project area, such as children, the elderly, and the infirm, and specify the means by which impacts to these populations will be minimized. For example, construction equipment and staging zones shall be located away from sensitive receptors and away from fresh air intakes to building and air conditioners.	RCTC/Project Development Director	Prior to construction		

**NOISE**

--	<p>Feasible and reasonable soundwalls have been identified for all MCP Build Alternatives. During final design of the selected alternative, the precise locations and heights for soundwalls at locations where walls are determined to be feasible and reasonable will be identified and included in the project plans.</p> <p>To minimize the construction noise impact for sensitive land uses adjacent to the project site, construction noise is regulated by Caltrans' Standard Specifications, Section 5-1, "Sound Control Requirements," in the Standard Special Provisions. These provisions are:</p> <p>"Sound control shall conform to the provisions in Section 7-1.011 (Sound Control Requirements) of the Standard Specifications and these special provisions. The noise level from the Contractor's operations, between the hours of 9:00 p.m. and 6:00 a.m., shall not exceed 86 dBA at a distance of 15 m (50 ft). This requirement in no way relieves the contractor</p>	RCTC/Project Development Director	During final design		
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No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>from responsibility for complying with local ordinances regulating noise level. The noise level requirement shall apply to the equipment on the job or related to the job, including but not limited to trucks, transit mixer or transient equipment that may or may not be owned by the contractor. The use of loud signals shall be avoided in favor of light warnings except those required by safety laws for the protection of personnel. Full compensation for conforming to the requirements of this section shall be considered as included in the prices paid for the various contract items of work involved and no additional cost will be allowed therefore.”</p>				

**ENERGY**

The Mid County Parkway (MCP) project would result in a nominal (maximum of 0.03 percent) increase in regional energy consumption compared to the No Build Alternatives due to project operation as a result of increased vehicle miles traveled. Mitigation Measures AQ-1 through AQ-8, AQ-11, and AQ-12 discussed in Section 3.14 will reduce impacts related to increased energy consumption and global climate change.

**NATURAL COMMUNITIES**

<b>HCP-1</b>	<p>Prior to and during construction, the Riverside County Transportation Commission (RCTC) will adhere to the guidelines in the Multiple Species Habitat Conservation Plan (MSHCP) Section 6.1.4, Section 6.4, Section 7.5.3, and Appendix C to reduce edge effects on the MSHCP Conservation Area.</p>	<p>RCTC/Project Development Director</p>	<p>Prior to and during construction</p>		
<b>HCP-2</b>	<p>During final design, the Riverside County Transportation Commission (RCTC) will coordinate with USA Waste of California, Inc. to amend the El Sobrante Landfill Multiple Species Habitat Conservation Plan (El Sobrante Landfill MSHCP) to address the Mid County Parkway (MCP) project and its effects on the Plan’s easterly conservation area. The amendment will address the addition of mitigation lands to the Plan that would offset the loss of functions, values, and species covered under the Plan.</p>	<p>RCTC/Project Development Director</p>	<p>During final design</p>		
<b>HCP-3</b>	<p>During final design, the Riverside County Transportation Commission (RCTC) will coordinate with the Riverside County Habitat Conservation Authority (RCHCA) to amend the Habitat Conservation Plan for the Stephens’ Kangaroo Rat to address the Mid County Parkway (MCP) project and its effects on the Habitat Conservation Plan Conservation Area. The amendment will address the addition of mitigation lands to</p>	<p>RCTC/Project Development Director</p>	<p>During final design</p>		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	the Habitat Conservation Plan on a 1:1 basis per the Habitat Conservation Plan to offset the loss of functions, values, and species covered under this Habitat Conservation Plan. The replacement habitat for the Habitat Conservation Plan for the Stephens' Kangaroo Rat must be approved by the wildlife agencies and must be contiguous to the current Stephens' Kangaroo Rat Reserve lands. In addition, replacement lands for lands impacted in the Stephens' Kangaroo Rat Reserve lands that are managed by the federal Bureau of Land Management (BLM) shall also require BLM approval through a right of way encroachment application. These lands would be managed by the RCHCA through an agreement with RCTC.				
<b>BIO-1</b>	During construction, the Riverside County Transportation Commission (RCTC) will ensure that impacts to areas that provide long-term conservation value for species identified in the Multiple Species Habitat Conservation Plan (MSHCP) as Narrow Endemic Plant Species, Criteria Area Plant Species, and Additional Survey Species are avoided and minimized, as defined in the MSHCP. Avoidance and minimization will be achieved by confining disturbance to areas not identified as having long-term conservation value, and not exceeding the limits identified in this Environmental Impact Report/Environmental Impact Statement (EIR/EIS). Disturbance will be controlled by erecting barrier fencing or other appropriate means of demarcating construction limits.	RCTC/Project Development Director	During construction		
<b>BIO-2</b>	During final design, the Riverside County Transportation Commission (RCTC) will ensure that notes are placed on project construction plans, informing contractors that areas designated with long-term conservation value outside the project footprint are environmentally sensitive and that construction activity is excluded from those areas.	RCTC/Project Development Director	During final design		
<b>BIO-3</b>	During construction, the Riverside County Transportation Commission (RCTC) will contract a qualified/authorized biological monitor to ensure that disturbance outside the footprint is avoided and seasonal restrictions are observed.	RCTC/Project Development Director	During construction		
<b>WETLANDS AND OTHER WATERS OF THE UNITED STATES</b>					
<b>WET-1</b>	Prior to construction, the Riverside County Transportation Commission (RCTC) shall obtain a Section 404 permit from the United States Army Corps of Engineers (USACE), a Section 1602 Agreement for	RCTC/Project Development Director	Prior to construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	Streambed Alteration from the California Department of Fish and Game (CDFG), and a Section 401 water quality certification or waiver from the Santa Ana Regional Water Quality Control Board (RWQCB). Specific mitigation requirements shall be negotiated with each agency during the permit process and shall incorporate approaches and measures identified in the Conceptual Mitigation Plan (Appendix Q) and those described below.				
<b>WET-2</b>	<p>Prior to and during construction, the Riverside County Transportation Commission (RCTC) will mitigate permanent impacts to wetlands at a minimum ratio of 1.5:1 in order to achieve no net loss of wetlands. Mitigation will occur through habitat restoration and/or enhancement of on-site areas along the length of the Mid County Parkway (MCP) to the extent practical. If it is infeasible to mitigate entirely on site, in accordance with the Conceptual Mitigation Plan, alternative off-site mitigation would occur. Off-site mitigation such as enhancement, creation, and restoration would occur. Mitigation for temporal loss of habitat value and other compensatory mitigation beyond the basic 1.5:1 replacement ratio could then occur through purchase of mitigation bank credits for removal of giant reed (<i>Arundo donax</i>) from a location approved by the United States Army Corps of Engineers (USACE) and California Department of Fish and Game (CDFG) under guidelines described by the resource and regulatory agencies through the permitting process, or through participation in another approved habitat mitigation bank. The actual amount of mitigation will be determined in coordination with the resource and regulatory agencies based on the quality and quantity of jurisdictional resources to be affected with consideration of the results from the study entitled Potential Impacts of Alternative Corridor Alignments to Waters of the United States, Riparian Ecosystems, and Threatened and Endangered Species: Mid County Parkway Project, Riverside County, California (ERDC 2008).</p> <p>Temporary impacts to USACE jurisdictional areas will be mitigated at a 1:1 replacement ratio on site through revegetation efforts or through an approved mitigation bank.</p>	RCTC/Project Development Director	Prior to and during construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
<b>WET-3</b>	<p>Prior to and during construction, the Riverside County Transportation Commission (RCTC) will mitigate impacts to aquatic resources (i.e., nonwetland aquatic habitat such as deep streams and ponds without hydrophytic vegetation) at a minimum ratio of 3:1. Mitigation will occur through habitat restoration and/or enhancement of on-site areas along the length of the Mid County Parkway (MCP) to the extent practical. If it is infeasible to mitigate entirely on site, in accordance with the Conceptual Mitigation Plan, alternative off-site mitigation would occur. Off-site mitigation such as enhancement, creation, and restoration would occur. Mitigation for temporal loss of habitat value and other compensatory mitigation beyond the basic 1:1 replacement ratio could then occur through purchase of mitigation bank credits for removal of giant reed (<i>Arundo donax</i>) from a location approved by the United States Army Corps of Engineers (USACE) and California Department of Fish and Game (CDFG) under guidelines described by the resource and regulatory agencies through the permitting process, or through participation in another approved habitat mitigation bank. The actual amount of mitigation will be determined in coordination with the resource and regulatory agencies based on the quality and quantity of jurisdictional resources to be affected with consideration of the results from the study entitled Potential Impacts of Alternative Corridor Alignments to Waters of the United States, Riparian Ecosystems, and Threatened and Endangered Species: Mid County Parkway Project, Riverside County, California (ERDC 2008). Temporary impacts to aquatic areas will be mitigated at a 1:1 replacement ratio on site through revegetation efforts or through an approved mitigation bank.</p>	RCTC/Project Development Director	Prior to and during construction		
<b>WET-4</b>	<p>During final design, the Riverside County Transportation Commission (RCTC) will develop a Habitat Mitigation Monitoring Plan (HMMP) to restore impacted riparian habitats and shall incorporate the applicable approaches and measures identified in the Conceptual Mitigation Plan (Appendix Q). The HMMP will be subject to United States Army Corps of Engineers (USACE) and California Department of Fish and Game (CDFG) approval. The HMMP will, at a minimum, meet the following requirements:</p>	RCTC/Project Development Director	During final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<ul style="list-style-type: none"> <li>• A habitat replacement and/or enhancement ratio of at least 1:1 for temporary impacts, 1.5:1 for permanent impacts to wetlands, and 3:1 for permanent impacts to nonwetland aquatic resources;</li> <li>• A success criterion of at least 80 percent cover of native riparian vegetation for replaced habitat; and</li> <li>• Additional requirements, including a 3-year establishment period for the replacement habitat, regular trash removal, and regular maintenance and monitoring activities to ensure the success of the mitigation plan.</li> </ul>				
<b>PLANT SPECIES</b>					
<b>PS-1</b>	<p>Prior to construction, the Riverside County Transportation Commission (RCTC) will obtain a Determination of Biologically Equivalent or Superior Preservation (DBESP) for impacts to smooth tarplant and Coulter's goldfields pursuant to Section 6.1.3 of the western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), where 10 percent or more of those portions of the site that provide for the long-term conservation value of smooth tarplant or Coulter's goldfields are impacted. A DBESP may also be required for any impacts to areas that are occupied by many-stemmed dudleya (based on the results of the 2008 focused surveys in the area north of the El Sobrante Landfill MSHCP Plan Area). Mitigation provided in the DBESP will demonstrate that equivalent or superior conservation for the species will be achieved through either location and preservation of populations that are not already proposed for conservation in the MSHCP, and/or restoration or enhancement of existing populations within the proposed conservation area.</p>	RCTC/Project Development Director	Prior to construction		
<b>ANIMAL SPECIES</b>					
<b>AS-1</b>	<p>Within 30 days prior to ground disturbance, the Riverside County Transportation Commission (RCTC) will conduct focused burrowing owl surveys in accordance with the Riverside County Environmental Programs Department Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species Habitat Conservation Plan (dated Oct 24, 2005), where suitable habitat occurs within the Multiple Species Habitat Conservation Plan (MSHCP) Conservation Area.</p>	RCTC/Project Development Director	Within 30 days prior to ground disturbance		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
AS-2	Prior to and during construction, the Riverside County Transportation Commission (RCTC) will ensure that take of active burrowing owl nests is avoided. If focused burrowing owl surveys determine that the project site supports burrowing owls, the burrowing owls will be passively relocated. Passive relocation (use of one-way doors and collapse of burrows) will take place when owls are present outside of the nesting season.	RCTC/Project Development Director	Prior to and during construction		
AS-3	Prior to construction, the Riverside County Transportation Commission (RCTC) will obtain a Determination of Biologically Equivalent or Superior Preservation (DBESP) for impacts to Los Angeles pocket mouse near Lake Perris, where 90 percent or more of those portions of the site that provide for the long-term conservation value of Los Angeles pocket mouse cannot be avoided. As part of the DBESP, the RCTC will determine appropriate mitigation that will consist of acquisition of occupied or other suitable habitat off site or participation in an approved habitat mitigation bank. Land to be acquired could be either habitat that is occupied by the Los Angeles pocket mouse and/or could be habitat that is restored or enhanced in order to provide suitable habitat for the Los Angeles pocket mouse.	RCTC/Project Development Director	Prior to construction		
AS-4	During construction, the Riverside County Transportation Commission (RCTC) will ensure that vegetation clearing is conducted outside nesting season (March 1–September 15). If suitable habitat is present for species protected by the Migratory Bird Treaty Act (MBTA), clearing within nesting season shall be preceded by surveys to ensure that non-listed nesting birds are not taken.	RCTC/Project Development Director	During construction		
<b>THREATENED AND ENDANGERED SPECIES</b>					
TE-1	Prior to construction, the Riverside County Transportation Commission (RCTC) will obtain a Determination of Biologically Equivalent or Superior Preservation (DBESP) for impacts to habitat suitable for long-term conservation for spreading navarretia, least Bell's vireo, and San Bernardino kangaroo rat where 10 percent or more of those portions of the site that provide for the long-term conservation value are impacted, pursuant to Section 6.1.2 and Section 6.1.3 of the western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). A DBESP may also be required for any impacts to habitat suitable for	RCTC/Project Development Director	Prior to construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	long-term conservation for Munz's onion (pending the results of the focused surveys in the area north of the El Sobrante Landfill MSHCP Area in late 2008). Mitigation provided in the DBESP will demonstrate that equivalent or superior conservation for the species will be achieved through either location and preservation of populations that are not already proposed for conservation in the MSHCP, and/or restoration or enhancement of existing populations within the proposed conservation area.				
<b>TE-2</b>	During construction, the Riverside County Transportation Commission (RCTC) will adhere to the Guidelines for the Siting and Design of Planned Roads Within the Criteria Area and Public/Quasi-Public Lands (Multiple Species Habitat Conservation Plan, Sections 7.5.1, 7.5.3, and Appendix C) for avoiding take of active nests.	RCTC/Project Development Director	During construction		
<b>TE-3</b>	Prior to construction, the Riverside County Transportation Commission (RCTC) will mitigate for impacts to the Habitat Conservation Plan for the Stephens' Kangaroo Rat Reserve lands through replacement mitigation lands pursuant to the requirements of the Habitat Conservation Plan for the Stephens' kangaroo rat (replacement of occupied habitat at a ratio of 1:1). This mitigation will occur through RCTC's purchase of mitigation lands that are known to be occupied by Stephens' kangaroo rat (surveys to confirm presence of Stephens' kangaroo rat will be conducted prior to acquisition of these mitigation lands). These lands would then be managed by the Riverside County Habitat Conservation Agency through an agreement with RCTC. The 1:1 replacement of occupied habitat will also provide replacement of Public/Quasi-Public Lands at a 1:1 ratio, consistent with the Multiple Species Habitat Conservation Plan (MSHCP) requirements. The 1:1 replacement of occupied habitat will also meet the requirements for the 14 parcels managed by the federal Bureau of Land Management.	RCTC/Project Development Director	Prior to construction		
<b>INVASIVE SPECIES</b>					
<b>IS-1</b>	Prior to and during construction, the Riverside County Transportation Commission (RCTC) will ensure that bare soil will be landscaped with California Department of Transportation (Caltrans) recommended seed mix and container plants from locally adapted species to preclude the invasion of noxious weeds. Seed mixtures for portions of the project	RCTC/Project Development Director	Prior to and during construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	<p>under Caltrans jurisdiction shall be approved by a Caltrans District Landscape Architect. The use of site-specific materials adapted to local conditions increases the likelihood that revegetation will be successful and maintains the genetic integrity of the local ecosystem. Prior to construction, RCTC will require the Project Biologist to make arrangements well in advance of planting (at least 9 months prior) to ensure that plant materials are located and available for the scheduled planting time. Sufficient time shall be allocated for a professional seed company to visit the project site during the appropriate season and collect the native plant seed. If local propagules are not available or cannot be collected in sufficient quantities, materials collected or grown from other sources within southern California shall be substituted. For widespread native herbaceous species that are more likely to be genetically homogeneous, site specificity is a less important consideration, and seed and container plants from commercial sources may be used.</p>				
IS-2	<p>Prior to construction, the Riverside County Transportation Commission (RCTC) will require that the Project Biologist certify seed purity by planting seed labeled under the California Food and Agricultural Code or that has been tested within a year by a seed laboratory certified by the Association of Official Seed Analysts or by a seed technologist certified by the Society of Commercial Seed Technologists.</p>	RCTC/Project Development Director	Prior to construction		
IS-3	<p>During construction, the Riverside County Transportation Commission (RCTC) will require that the Construction Contractor ensure that construction equipment is cleaned of mud or other debris that may contain invasive plants and/or seeds and inspected to reduce the potential of spreading noxious weeds both before mobilizing to arrive at the site and before leaving the site. Construction equipment will be cleaned at established truck wash facilities within the project vicinity.</p>	RCTC/Project Development Director	During construction		
IS-4	<p>During construction, the Riverside County Transportation Commission (RCTC) will require that the Construction Contractor ensure that trucks carrying vegetation shall be covered and that vegetative materials removed from the site shall be disposed of in accordance with all applicable laws and regulations.</p>	RCTC/Project Development Director	During construction		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
IS-5	During construction, prior to the initiation of grading, the Riverside County Transportation Commission (RCTC) will require that the Construction Contractor ensure that if material is obtained from a borrow site, the material will be inspected for the presence of noxious weeds and invasive plants to ensure that the material does not contain noxious weeds or invasive plants.	RCTC/Project Development Director	During construction		
IS-6	The Riverside County Transportation Commission (RCTC) will require that, during construction, the Construction Contractor control, kill, and remove noxious weeds and invasive plants from the project site, subject to verification by the Project Biologist.	RCTC/Project Development Director	During construction		
<b>PROJECT DESIGN FEATURES AND OTHER PROJECT COMPONENTS</b>					
Bridges for water and other natural resources		RCTC/Project Development Director	During final design		
Bridges for local roads		RCTC/Project Development Director	During final design		
Bridges for wildlife crossings (overcrossings/land crossings and undercrossings)		RCTC/Project Development Director	During final design		
Culverts and viaducts for joint wildlife crossings and flood control/drainage		RCTC/Project Development Director	During final design		
Bridges for other crossings		RCTC/Project Development Director	During final design		
Elevated flyover bridges, viaducts, and culverts to span floodplains		RCTC/Project Development Director	During final design		
Earthen channel bottoms to provide flood protection		RCTC/Project Development Director	During final design		
Bridge abutments and piers to avoid impacts to jurisdictional waters		RCTC/Project Development Director	During final design		

No.	Avoidance, Minimization, and Mitigation Measures	Responsible Party	Timing/Phase	Action Taken to Comply with Avoidance, Minimization, and Mitigation Measures	Date
	Retaining walls to minimize cut and fill, avoid or minimize right of way acquisitions, avoid or minimize impacts to sensitive resources, and minimize floodplain impacts	RCTC/Project Development Director	During final design		
	Thrie-beam median barriers to reduce visual impacts and to avoid trapping animals in the median	RCTC/Project Development Director	During final design		
	Design pollution prevention Best Management Practices (BMPs): <ul style="list-style-type: none"> <li>- Erosion control measures</li> <li>- Slope surface protection</li> <li>- Concentration flow conveyance systems</li> <li>- Erosion control measures at locations where existing vegetation is removed</li> </ul>	RCTC/Project Development Director	During final design		
	Permanent treatment BMPs: <ul style="list-style-type: none"> <li>- Multichambered treatment trains</li> <li>- Biofiltration swales/strips</li> <li>- Infiltration devices</li> <li>- Detention devices</li> <li>- Media filters</li> <li>- Wet basins</li> </ul>	RCTC/Project Development Director	During final design		
	Designation and monitoring of Environmentally Sensitive Areas (ESAs) for three cultural sites	RCTC/Project Development Director	Prior to construction		

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