



## City Council Staff Report

Date: June 1, 2016

CONSENT CALENDAR

Subject: APPROVAL OF AMENDMENT NO. 5 IN THE AMOUNT OF \$165,900 TO THE PROFESSIONAL SERVICES AGREEMENT NO. 4461 WITH DOKKEN ENGINEERING FOR ADDITIONAL DESIGN SERVICES FOR THE INDIAN CANYON DRIVE WIDENING & BRIDGE REPLACEMENT, CITY PROJECT NO. 01-11, FEDERAL AID PROJECT NO. BRLO 5282 (017)

From: David H. Ready, City Manager

Initiated by: Public Works and Engineering Department

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### SUMMARY

Approval of Amendment No. 5 to the professional services agreement with Dokken Engineering will approve additional design services associated with the Indian Canyon Drive Widening & Bridge Replacement, City Project 01-11, Federal Aid Project No. BRLO 5282 (017), (the "Project").

### RECOMMENDATION:

- 1) Approve Amendment No. 5 in the amount of \$165,900 to Professional Services Agreement No. 4461 with Dokken Engineering for a revised total contract amount of \$1,390,600 for additional design services; and
- 2) Authorize the City Manager to execute all necessary documents.

### STAFF ANALYSIS:

After the City initiated the Indian Canyon Drive / Interstate 10 Interchange Project ("I-10 Project") in 2000, the Public Works and Engineering Department ("Department") turned its attention to widening Indian Canyon Drive through the Whitewater River up to Garnet Avenue to correspond with the ultimate 6-lane roadway to be constructed from Garnet Avenue over Interstate 10 as part of the I-10 Project. In pursuit of this goal, the Department applied for and obtained federal grants for widening Indian Canyon Drive, from the Union Pacific Railroad ("UPRR") bridge to Garnet Avenue, from 2 lanes to 6 lanes. The Department was initially successful in being awarded a federal grant of \$4,286,000 from the Highway Bridge Program ("HBP"), administered through the

ITEM NO. 2-Q.

California Department of Transportation ("Caltrans"). Subsequently, as the scope of the Project had changed from widening of the existing UPRR bridge to complete replacement of the UPRR bridge, and the total cost of the Project has increased, the Department successfully increased the total federal funding for the Project to \$17.4 Million.

In May 2001, the Department obtained approval from Caltrans to proceed with the preliminary engineering phase for this project. The City Council awarded a contract to Dokken Engineering on March 20, 2002, for professional environmental and engineering design services, and right-of-way acquisition services, for the Project.

The Project extends through environmentally sensitive habitat occupied by certain protected species, and environmental analysis and approvals of the Project by resource agencies occurred concurrently as the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) was being developed and approved. The complexities and additional environmental analysis imposed by Caltrans and the scope change triggered by UPRR resulted in the following amendments for additional environmental and design services:

- Amendment No. 1 for additional technical studies to include a Biological Assessment and Section 7 Consultation in the amount of \$28,300 was approved by City Council on May 21, 2003
- Amendment No. 2 for additional environmental approval services in the amount of \$50,100 was approved by City Council on March 21, 2007
- Amendment No. 3 for a scope change as a result of replacing the bridge in the amount of \$713,800 was approved by City Council on July 6, 2011

Following final approvals of the CVMSHCP by the resource agencies in 2008, which lists the Project as a "Covered Project", the City obtained final environmental approvals for the Project from Caltrans and resources agencies in 2009. Dokken Engineering has continued with the final design and right-of-way acquisition phases, as well as provide interim design of Indian Canyon Drive between Garnet and the UPRR, and provided environmental monitoring for the sensitive habitat areas as required by the environmental document. This additional service was included in Amendment No. 4 for environmental monitoring services in the amount of \$11,000 approved by City Council on December 19, 2012.

Since 2012, the City has commenced with final design and right-of-way negotiations with affected property owners. In 2012, the City initiated an interim widening project on Indian Canyon Drive to help alleviate traffic congestion approaching the recently widened Indian Canyon Drive at Garnet Avenue completed as part of the I-10 Project. However, design costs incurred by Dokken Engineering to prepare construction documents for the interim widening project were incurred from within the existing budget for the Project, and it is necessary to augment the design phase budget for the Project by \$40,500 for the design services that were requested by the City and completed by

Dokken Engineering at that time. Staff is also recommending that the design of the Project include a raised and landscaped median along Indian Canyon Drive between the UPRR bridge and Garnet Avenue, design of a sand barrier wall along Indian Canyon Drive south of the UPRR bridge to address blowing sand, and design services associated with access improvements across the property owned by Granite Construction Co. on the east side of Indian Canyon Drive.

Staff has prepared contract amendment No. 5, included as **Attachment 1**, in the amount of \$165,900, to accommodate the additional professional services required for the Project. The amended total contract amount with Dokken Engineering is \$1,390,600 which represents 7% of the currently estimated total cost of the Project of \$19,682,000.

#### ENVIRONMENTAL IMPACT:

Section 21084 of the California Public Resources Code requires Guidelines for Implementation of the California Environmental Quality Act ("CEQA"). In accordance with the CEQA Guidelines, the City acting as "Lead Agency" pursuant to CEQA, previously completed an environmental analysis of the potential impacts resulting from construction of the Project. On November 4, 2009, the City Council adopted Resolution No. 22620, adopting and ordering the filing of a Mitigated Negative Declaration for the Project. Subsequently, on November 5, 2009, staff filed a Notice of Determination with the Riverside County Clerk and State Clearing House; a copy of the Notice of Determination is included as **Attachment 2**.

The Project is funded, in part, by federal funds, requiring local oversight by the State of California, Department of Transportation ("Caltrans"). As a federally funded project, the Project is subject to environmental review pursuant to the National Environmental Policy Act ("NEPA"). On September 24, 2009, Caltrans, acting as the lead agency pursuant to NEPA, made an environmental determination that the Project does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment ("EA") or Environmental Impact Statement ("EIS"), has considered unusual circumstances pursuant to 23 CFR 771.117(b), and that it qualifies for a Categorical Exclusion under Section 6005 of 23 U.S.C. 327. A copy of the NEPA Categorical Exclusion issued by Caltrans is included as **Attachment 3**.

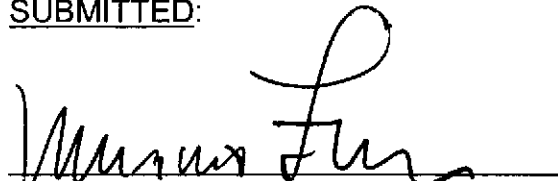
FISCAL IMPACT:

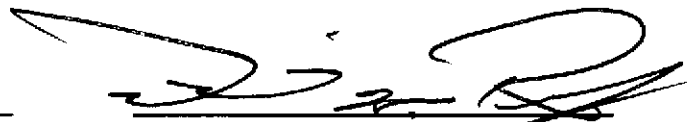
Funding for the Project is made possible by the federal HBP grant which will cover 88.53% of all eligible project costs. Regional and Local Measure A funds will pay for the 11.47% matching funds at a 75%/25% ratio. Sufficient funds for approval of Amendment No. 5 in the amount of \$165,900 are available in the Regional Measure A Fund, Account 134-4497-50196 (75%), and the Local Measure A Fund, Account No. 134-4498-50196 (25%). Funding for the Project is not required from the General Fund or Measure J Capital Fund.

Expenditures to encumber the contract amendment will be made as follows:

134-4497-50196: \$124,425 (75%)  
134-4498-50196: \$ 41,475 (25%)

SUBMITTED:

  
\_\_\_\_\_  
Marcus L. Fuller, MPA, P.E., P.L.S.  
Assistant City Manager/City Engineer

  
\_\_\_\_\_  
David H. Ready, Esq., Ph.D.  
City Manager

Attachments:

1. Amendment No. 5
2. CEQA Notice of Determination
3. NEPA Determination

# **ATTACHMENT 1**

**AMENDMENT NO. 5  
TO AGREEMENT NO. 4461  
CONTRACT SERVICES AGREEMENT FOR  
INDIAN CANYON DRIVE WIDENING & BRIDGE REPLACEMENT  
CITY PROJECT NO. 01-11, FEDERAL PROJECT NO. BRLO 5282 (017)**

THIS FIFTH AMENDMENT TO Agreement No. 4461 for professional engineering and consulting services, (herein "Amendment") made and entered into on the \_\_\_ day of \_\_\_\_\_, 2016, by and between CITY OF PALM SPRINGS, a California charter City and municipal corporation, (herein "City"), and Dokken Engineering., (herein "Consultant"), is hereby amended as follows:

**RECITALS**

WHEREAS, City and Consultant entered into that Agreement No. 4461 to provide professional engineering and consulting services in the City of Palm Springs ("Agreement"), as dully amended from time to time;

WHEREAS, City requests Consultant to provide additional design services for the Indian Canyon Drive Widening & Bridge Replacement, City Project No. 01-11, Federal Project No. BRLO 5282 (017); and

WHEREAS, the parties wish to amend the Agreement to extend the contract, to add additional design services associated with the project.

Section 1. Scope of Services, Exhibit "A", is hereby amended by adding those services identified below and as referenced in the Consultant's proposal dated May 18, 2016, attached hereto as Exhibit A.

Interim Widening - Design and support services for Indian Canyon Drive between Union Pacific Railroad (UPRR) and Garnet Avenue, City Project 01-11A.

Landscaped Median North of Bridge – Design of raised landscaped median between UPRR and Garnet Avenue.

Sand Barrier Wall – Design of a sand barrier wall at the southwest corner of Indian Canyon Drive and UPRR to minimize sand deposit onto the roadway.

Granite Access Road Realignment – Design and right-of-way support services associated with access improvements required across the Granite Construction Co. property, including removal and replacement of frontage landscaping.

Section 2. Section 2.1, Compensation of Consultant, is hereby revised to reflect the total amended contract amount as herein specified by this Amendment No. 5. The Schedule of Compensation, Exhibit "C", is hereby amended and increased by \$165,900 to add these additional services:

TASK NAME	ESTIMATED HOURS	ESTIMATED COSTS
A. Interim Widening	350	\$40,500
B. Landscaped Median North of Bridge	275	\$30,700
C. Sand Barrier Wall	175	\$20,700
D. Granite Access Road Realignment	500	\$69,000
<b>TOTAL NOT TO EXCEED</b>		<b>\$165,900</b>

Total maximum contract amount: \$1,390,600

Section 3. Full force and effect: Except as otherwise previously modified herein, all other provisions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed and entered into the Amendment as of the date first written below.

ATTEST:

CITY OF PALM SPRINGS, a California charter city and municipal corporation

By: \_\_\_\_\_  
James Thompson  
City Clerk

By: \_\_\_\_\_  
David H. Ready  
City Manager

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Douglas Holland  
City Clerk

CONSULTANT NAME:

By: Dokken Engineering

Check one:  Individual  Partnership  Corporation

Corporations require two notarized signatures: One signature **must** be from the Chairman of Board, President, or any Vice President. The second signature **must** be from the Secretary, Assistant Secretary, Treasurer, Assistant Treasurer, or Chief Financial Officer).

By: Notarized Signature of Chairman of Board, President or any Vice President

By: Notarized Signature Secretary, Asst. Secretary, Treasurer, Asst. Treasurer or Chief Financial Officer

By: \_\_\_\_\_  
Signature (notarized)

By: \_\_\_\_\_  
Signature (notarized)

Name: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Title: \_\_\_\_\_



# EXHIBIT “A”



May 18, 2016

Mr. Marcus Fuller  
City of Palm Springs  
3200 East Tahquitz Canyon Way  
Palm Springs, CA 92263

**RE: Indian Canyon Drive Widening over UPRR  
Amendment Five (5) Proposal**

Dear Mr. Fuller:

The purpose of this letter is to request funds for additional work, agreed to by the Project Development Team (PDT), on our contract for the Indian Canyon Drive Widening over UPRR Project.

**A. Interim Widening**

A bid package was requested by the City to alleviate the bottleneck between the existing bridge over UPRR and the intersection at Garnet Avenue. Work includes the preparation of seven (7) plan sheets, a project estimate, and specifications.

**B. Landscaped Median North of Bridge**

The City requested the addition of a raised landscaped median, north of the new structure, to be added to the project. Six (6) plan sheets are to be revised and seven (7) new plan sheets will be prepared. Project quantities, estimate, and specifications will be updated and submittals will be made at 95% and 100% in preparation of a Final Bid Ready Package by July 1, 2016.

**C. Sand Barrier Wall**

A traffic barrier with masonry wall on top will be added along the westerly edge of shoulder, for approximately 500' south of the new structure. In addition, the western barrier/fence on the new structure will be revised to include a taller parapet that will also aid in protection from drift sand. Work will include the revision of two (2) bridge plans and the addition of two (2) new plan sheets. Project quantities, estimate, and specifications will also be updated to include the sand barrier protection wall and bridge barrier/fence revision for the bid ready package. Submittals will be made at 95% and 100% in preparation of a Final Bid Ready Package by July 1, 2016.

**D. Granite Access Road Realignment**

At the request of Granite Construction Company, their access road that intersects with Indian Canyon Drive needs to be relocated to accommodate proposed truck and equipment circulation and a new solar array on their property. Project plans, quantities and estimate will be updated to include the Granite Access Road Realignment for the bid ready package. Submittals will be made at 95% and 100% in preparation of a Final Bid Ready Package by July 1, 2016.

- **Staging Plan Updates per Road Realignment and Closures** - Due to the realignment of the Indian Canyon Drive/Granite Access Road/Palm Springs Station Road intersection, and to incorporate a temporary road closure, the stage construction plans will be updated. Twenty (20) plan sheets, quantities, estimate, and specifications will be updated. In addition, MSE wall plans to be used during construction to accommodate differing roadway grades will be developed. Submittals will be made at 95% and 100% in preparation of a Final Bid Ready Package by July 1, 2016.
- **Right of Way Updates (Plats/Legals and Appraisals) per Road Realignment** - Due to the realignment of the Indian Canyon Drive/Granite Access Road/Palm Springs Station Road intersection, the project's right of way mapping and appraisals will be updated. Work will include the revision of right of way documents including one (1) Property Owner Exhibit; one (1) Property Appraisal; three (3) Plat Maps and Legal Descriptions for acquisition, slope easement, and temporary construction easement areas. Project right of way documents will



Mr. Marcus Fuller  
May 18, 2016  
Page 2

be updated to include the revised acquisition areas in preparation of right of way negotiations. Submittals will be made as necessary to obtain City approval and right of way certification.

- **Replace Frontage Landscaping and Private Property Features per Right of Way Negotiations** - Due to the request from Granite Construction to have the City's contractor do the work to replace frontage landscaping, masonry block wall with chain link fence on top, and a swinging vehicular access gate along frontage we will be including additional details on the project plans. While many of the additional private property feature details will be standard plan (such as the masonry block wall and drive gate) there is substantial plan work involved in preparing the landscaping and irrigation plans. A screen-check submittal will be made at 100% and shared with the property owner in preparation of a Final Bid Ready Package by July 1, 2016.

Included in **Attachment A** is a breakdown of hours required to accomplish each the above tasks. Below is a summary of the effort and cost.

TASK NAME	ESTIMATED HOURS	ESTIMATED COSTS
A. Interim Widening	350	\$40,500
B. Landscaped Median North of Bridge	275	\$30,700
C. Sand Barrier Wall	175	\$20,700
D. Granite Access Road Realignment	500	\$69,000
<b>TOTAL NOT TO EXCEED</b>		<b>\$165,900</b>

Please let me know if you have any questions or comments.

Sincerely,

DOKKEN ENGINEERING

Richard T. Liptak, PE  
Project Manager

Michael Greer, PE  
Project Engineer

1309/RTL/MG

Attach.

**City of Palm Springs Indian Canyon Drive Widening over UPRR  
Construction Support**

**ATTACHMENT A**

TASKS	Dokken Engineering									Estrada Land Planning				TOTAL PROJECT HOURS	TOTAL PROJECT COST	
	Richard Lipiak, PE Project Manager	Michael Greer, PE Project Roadway Engineer	Charles Tomasi, PE Project Bridge Reviewer	Rob Burns, PE Project Bridge Engineer	Assistant Engineer	Jamie Formico ROW Manager	Jamie Azvedo ROW Assistant	Folsom Structures CAD Detailer	TOTAL HOURS	TOTAL COST	Vicki Estrada, PLS Principal Land Surveyor	Joe Esposito CAD Draftsperson/Designer	TOTAL HOURS			TOTAL COST
<b>A. INTERIM WIDENING</b>	0	225	0	0	125	0	0	0	350	\$40,500.00	0	0	0	\$0.00	350	\$40,500.00
Task 1.0 - Project Management		25							25	\$3,250.00			0	\$0.00	25	\$3,250.00
Task 2.0 - Plans, Specs, and Estimate		200			100				300	\$35,000.00			0	\$0.00	300	\$35,000.00
Task 3.0 - Design Support During Bidding					25				25	\$2,250.00			0	\$0.00	25	\$2,250.00
<b>B. LANDSCAPED MEDIAN NORTH OF BRIDGE</b>	0	20	0	0	110	0	0	0	130	\$12,500.00	20	125	145	\$18,133.50	275	\$30,633.50
Task 1.0 - Project Management		10							10	\$1,300.00			0	\$0.00	10	\$1,300.00
Task 2.0 - Plans, Specs, and Estimate					100				100	\$9,000.00	20	125	145	\$18,133.50	245	\$27,133.50
Task 3.0 - Design Support During Bidding		10			10				20	\$2,200.00			0	\$0.00	20	\$2,200.00
<b>C. SAND BARRIER WALL</b>	0	45	30	30	50	0	0	20	175	\$20,700.00	0	0	0	\$0.00	175	\$20,700.00
Task 1.0 - Project Management		5							5	\$650.00			0	\$0.00	5	\$650.00
Task 2.0 - Roadway Plans, Specs, and Estimate		40			50				90	\$8,700.00			0	\$0.00	90	\$8,700.00
Task 3.0 - Bridge Plans, Specs, and Estimate			30	30				20	80	\$10,350.00			0	\$0.00	80	\$10,350.00
<b>D. GRANITE ACCESS ROAD REALIGNMENT</b>	0	240	30	60	180	20	40	16	586	\$85,750.00	5	20	25	\$3,234.00	591	\$88,984.00
Task 1.0 - Project Management		100							100	\$13,000.00			0	\$0.00	100	\$13,000.00
Task 2.0 - Surveying and Right of Way						20	40		60	\$8,200.00			0	\$0.00	60	\$8,200.00
Task 3.0 - Plans, Specs, and Estimate		140	30	60	160			16	406	\$46,550.00	5	20	25	\$3,234.00	431	\$49,784.00
<b>TOTAL HOURS</b>	0	530	60	90	445	20	40	36	1221	\$139,450.00	25	145	170	\$21,367.50	1361	\$160,817.50
<b>OTHER DIRECT COSTS (ODCs)</b>						\$5,000				\$5,000.00				\$0.00		\$5,000.00
<b>TOTAL COST w/ ODCs</b>	\$0.00	\$88,900.00	\$9,900.00	\$11,700.00	\$40,050.00	\$7,800.00	\$3,400.00	\$2,700.00	<b>TOTAL</b>	<b>\$144,450.00</b>	<b>\$4,820.00</b>	<b>\$16,747.50</b>	<b>TOTAL</b>	<b>\$21,367.50</b>	<b>TOTAL</b>	<b>\$165,817.50</b>
<b>TOTAL COST</b>	\$0.00	\$68,900.00	\$9,900.00	\$11,700.00	\$40,050.00	\$7,800.00	\$3,400.00	\$2,700.00		\$144,450.00	\$4,820.00	\$16,747.50		\$21,367.50		\$165,817.50

# **ATTACHMENT 2**

STATE OF CALIFORNIA - THE RESOURCES AGENCY  
 DEPARTMENT OF FISH AND GAME  
**ENVIRONMENTAL FILING FEE CASH RECEIPT**

Receipt #: 200900795

State Clearinghouse # (if applicable): 2009071044

Lead Agency: CITY OF PALM SPRINGS

Date: 11/05/2009

County Agency of Filing: Riverside

Document No: 200900795

Project Title: INDIAN CANYON DRIVE & BRIDGE WIDENING

Project Applicant Name: DOKKEN ENGINEERING

Phone Number:

Project Applicant Address: 2365 IRON POINT RD, SUITE 200 FOLSOM, CA 95630-8709

Project Applicant: Private Entity

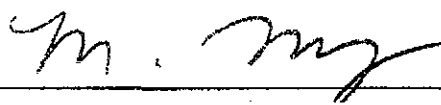
CHECK APPLICABLE FEES:

- Environmental Impact Report
- Negative Declaration
- Application Fee Water Diversion (State Water Resources Control Board Only)
- Project Subject to Certified Regulatory Programs
- County Administration Fee
  - Project that is exempt from fees (DFG No Effect Determination (Form Attached))
  - Project that is exempt from fees (Notice of Exemption)

	1993.00
	\$64.00

**Total Received** 2057.00

Signature and title of person receiving payment:



FROM : F&G 2009 00795  
 BY : HMEYER  
 FISH FISH & GAME 2057.00  
 TOTAL FEE -----> 2057.00  
 AMOUNT (Check) RECEIVED -----> ( 2057.00)  
 CHANGE -----> 0.00  
 1 Check Received  
 Check #625723  
 \*\*\* RECEIPT \*\*\*

Larry M. Ward  
 Riverside County  
 Clerk and Recorder  
 2724 Gateway Drive  
 Riverside, CA 92507  
 (951)486-7000  
 www.RiversideHCR.com

11/05/2009 \*\* REPRINT \*\* 12:22PM  
 RECEIPT # 2734467

Notice of Determination

Appendix D

To:

Office of Planning and Research
For U.S. Mail: P.O. Box 3044 Sacramento, CA 95812-3044
Street Address: 1400 Tenth St. Sacramento, CA 95814

County Clerk

County of: Riverside
Address: 2724 Gateway Drive Riverside, CA 92507

From:

Public Agency: City of Palm Springs
Address: 3200 E. Tahquitz Canyon Way Palm Springs, CA 92262
Contact: Marcus Fuller
Phone: (760) 323-8253

Lead Agency (if different from above):

Address:

Contact:
Phone:

FILED RIVERSIDE COUNTY

NOV 05 2009

LARRY W. WARD, CLERK

By M. Meyer Deputy

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2009071044

Project Title: Indian Canyon Drive and Bridge Widening

Project Location (include county): Indian Canyon Drive over UPRR, just south of Interstate 10, Riverside County.

Project Description:

The City of Palm Springs proposes to widen Indian Canyon Drive for a distance of approximately 4,000 feet south of its intersection with Garnet Avenue (south of Interstate 10). The Indian Canyon Drive Bridge, which crosses over the Union Pacific Railroad Tracks, would also be widened. The existing 2 lane road and bridge would be widened to a 6 lane facility.

This is to advise that the City of Palm Springs has approved the above described project on
Lead Agency or Responsible Agency

November 4, 2009 and has made the following determinations regarding the above described project
(Date)

- 1. The project [ ] will [X] will not have a significant effect on the environment.
2. [ ] An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
[X] A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [X] were [ ] were not made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [X] was [ ] was not adopted for this project.
5. A statement of Overriding Considerations [ ] was [X] was not adopted for this project.
6. Findings [X] were [ ] were not made pursuant to the provisions of CEQA.

COUNTY CLERK Neg Declaration/Ntc Determination Filed per P.R.C. 21152 POSTED

NOV 05 2009

By: County of Riverside, State of California Dept.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at: 3200 E. Tahquitz Canyon Way, Palm Springs, CA 92262

Signature (Public Agency) Marcus Fuller Title Assistant Director of Public Works, Ass. City Engineer

Date Nov. 5, 2009

Date Received for filing at OPR

# **ATTACHMENT 3**



**DEPARTMENT OF TRANSPORTATION**  
 DISTRICT 8  
 ENVIRONMENTAL LOCAL ASSISTANCE (MS 1162)  
 464 WEST 4<sup>TH</sup> STREET, 6<sup>TH</sup> FLOOR  
 SAN BERNARDINO, CA 92401  
 PHONE (909) 388-1804  
 FAX (909) 383-6494  
 TTY (909) 383-6300



*Flex your power!  
 Be energy efficient!*

September 24, 2009

Mr. Marcus Fuller  
 3200 East Tahquitz Canyon Way  
 Palm Springs, CA. 92201

File: 08-Riv-Local Assistance

FPN: BRLO 5282 (017)  
 STPLN 5282 (016)

Dear Mr. Fuller:


The California Department of Transportation (Caltrans) has prepared the NEPA environmental determination (Categorical Exclusion) for the proposed project in the City of Palm Springs in the County of Riverside consisting of widening the existing Indian Canyon Bridge from 2 to 6 lanes (86' - ultimate width) from UPRR overcrossing (bridge 56C0025) to Garnet Ave. The project will accommodate horizontal and vertical clearance requirements as dictated by CPUC and UPRR during final design.

Caltrans would also like to reiterate the requirements of the NEPA Pilot Program MOU that became effective July 1, 2007. Pursuant to the MOU and Section 6005 of SAFETEA-LU codified at 23 U.S.C. 327(a)(2)(A), effective July 1, 2007 FHWA has assigned, and Caltrans has assumed, all the United States Department of Transportation (USDOT) Secretary's responsibilities under NEPA. The assignment applies to all projects on the State Highway System (SHS) and all Local Assistance Projects off the SHS within the State of California.

- Local Agency or its consultant *must do* formal QC of environmental documents and technical reports paralleling Caltrans standards, to be confirmed by use of "External QC Form" provided to Caltrans. <http://www.dot.ca.gov/set/forms.htm>
- Local Assistance documents *must use* Annotated Outlines for EAs and EISs
  - Annotated Outlines are effective and efficient tools to ensure all requirements are met and to ensure consistency of terminology and treatment of issues. Agencies may use either the combined CEQA/NEPA outlines, or the NEPA-only outline. <http://www.dot.ca.gov/set/forms.htm>
  - One Caltrans standard for federal environmental documents is required.
  - If challenged, Caltrans must defend Local Agency documents in federal court; documents that follow standardized formats and procedures are more defensible
- Local Agencies *must send* copies of:
  - 1) Environmental documents, 2) technical reports, 3) summary lists of environmental commitments to be incorporated into PS&E, and 4) permits to Caltrans' DLAE for files to facilitate audits and process reviews. The requirement to have environmental commitments and permits is not new (Local Assistance Procedures Manual Chapters 6, 12, 15, 17), but providing copy to DLAE is now mandated because of the need to provide rapid response to FHWA in process reviews and audits and because FHWA nationally is placing new emphasis on ensuring these commitments are carried out.

If you have any questions regarding the CE, please call Julie Lugaro at (909) 383-1570.

Sincerely,

  
 Aaron Burton  
 Senior Environmental Planner  
 Environmental Local Assistance

**CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM**

**08-RIV-Palm Springs**

**0-Riv**

**BRLO 5282 (017) and STPLN 5282 (016)**

Dist.-Co.-Rte. (or Local Agency)

P./M/P.M.

E.A. (State project)

Federal-Aid Project No. (Local project)/ Proj. No.

**PROJECT DESCRIPTION:**

(Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved.)

*Enter project description in this box. Use Continuation Sheet, if necessary*

The proposed project in the City of Palm Springs in the County of Riverside consists of widening the existing Indian Canyon Bridge from 2 to 6 lanes (86' - ultimate width) from UPRR overcrossing (bridge 56C0025) to Garnet Ave, also construct north and south bridge approaches to improve traffic circulation and safety. The project will accommodate horizontal and vertical clearance requirements as dictated by CPUC and UPRR during final design.

**CEQA COMPLIANCE** (for State Projects only)

Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

**CALTRANS CEQA DETERMINATION** (Check one)

**Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)

Based on an examination of this proposal, supporting information, and the above statements, the project is:

**Categorically Exempt. Class \_\_\_\_.** (PRC 21084; 14 CCR 15300 et seq.)

**Categorically Exempt. General Rule exemption.** [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b][3])

N/A

N/A

Print Name: Environmental Branch Chief

Print Name: Project Manager/DLA Engineer

N/A

N/A

Signature

Date

Signature

Date

**NEPA COMPLIANCE**

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b) (<http://www.fhwa.dot.gov/hep/23cfr771.htm> - sec. 771.117).

In non-attainment or maintenance areas for Federal air quality standards, the project is either exempt from all conformity requirements, or conformity analysis has been completed pursuant to 42 USC 7506(c) and 40 CFR 93.

**CALTRANS NEPA DETERMINATION** (Check one)

**Section 6004:** The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding (MOU) dated June 7, 2007, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c) ()
- 23 CFR 771.117(d): activity (d) ()
- Activity listed in the MOU between FHWA and the State

**Section 6005:** Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under Section 6005 of 23 U.S.C. 327.

Print Name: Environmental Branch Chief

Print Name: Project Manager/DLA Engineer

Signature

Date

Signature

Date

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of conformity exemption, FHWA conformity determination if Section 6005 project; §106 commitments; §4(f); §7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions). **Revised September 15, 2008**

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
**Continuation Sheet**

**08-RIV-Palm Springs**

**0-Riv**

**BRLO 5282 (017) and STPLN 5282 (016)**

Dist.-Co.-Rte. (or Local Agency)

P.M/P.M.

E.A. (State project)

Federal-Aid Project No. (Local project)/ Proj. No.

Continued from page 1:

**Project Components**

- Widen Indian Canyon Drive from 2 lanes to 6 lanes from UPRR overcrossing (bridge 56C0025) to Garnet Ave
- Construct north and south bridge approaches to improve traffic circulation and safety.
- The project will accommodate horizontal and vertical clearance requirements as dictated by CPUC and UPRR during final design.
- PES form signed July 9, 2002

**Technical Study Results**

Noise

- Noise Analysis was approved on February 24, 2003

Water Quality

- For project areas exceeding 0.4 hectare (1 acre), NPDES guidelines necessitate the development of a SWPPP by the contractor prior to construction to establish project-specific permanent and temporary BMPs. During the design phase, a Water Pollution Control Plan would be prepared to determine the minimum control requirements to be included in the SWPPP.
- BMPs include any facilities and methods used to remove, reduce, or prevent storm water runoff pollutants from entering receiving waters. Implementation of BMP goals may involve providing bioswales to reduce downstream pollutant concentrations, informing the public about runoff concerns to lessen impacts on receiving waters, and minimizing cuts and fills to curtail erosion.
- Erosion control methods, temporary and permanent BMPs, and improvement of drainage facilities along the roadway would minimize impacts from storm water runoff. The SWPPP and NPDES-compliant measures would ensure no adverse impacts would occur to water quality associated with the Build Alternative (Locally Preferred).

Floodplain

- The Location Hydraulic Study and the Summary Floodplain Encroachment Report found that the project was assessed as a low level of risk to the floodplain and Caltrans approved of the study August 20, 2009.

Natural Environment Study

- Appended Biological Opinion was signed on October 11, 2007
- Biological Assessment dated August 2006
- Avoidance, Minimization, and/or Mitigation Measures:
- The Programmatic Biological Opinion (USFWS 2005) and appended PBO with conservation measures (October 11, 2007) shall be followed.

Invasive Species

- Minimization measures for effects on invasive species would be implemented to comply with regulations under the California Department of Fish and Game.
- All construction equipment should be cleaned prior to movement to the construction site.
- Only weed-free mulches and erosion control mixes should be included in specification.
- Only appropriate native plants should be included in project landscaping.
- No topsoil should be imported.
- A weed eradication program should be implemented over the first year after construction.

Conservation Measures (Appended PBO, October 11, 2007)

Caltrans and the City proposed the following measures as part of the proposed action to avoid and minimize adverse effects for listed species:

1. Conservation measures 1 through 20 of the PBO shall be implemented by the Caltrans/City for the appended Project with the possible exception of PBO #4. If loose sand is to be removed from the

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
**Continuation Sheet**

Project site and deposited on the Preserve in accordance with the existing agreement between CVWD and the City, then PBO conservation measure #14 would be null.

2. Approximately 14.2 acres (7.1 acres at a 2:1 ratio or 14.2 acres) of suitable habitats for the Coachella Valley milk-vetch and Coachella Valley fringe-toed lizards shall be preserved in an established conservation area near the action area as agreed to on Page 5 of the Appended BO for the Tiered Date Palm Drive Interchange Project (1-6-05-P-3282, EA 455900). Prior to construction, the Coachella Valley Association of Governments (CVAG), acting on behalf of Caltrans, has committed to the purchase and establishment of a conservation area, the finalization of a conservation agreement, and the establishment of an endowment fund for the management of the conservation area in perpetuity. The 26.34 acres (Table 1) of conservation habitat, required to offset the indirect impacts for this proposed Project, was previously purchased and accounted for as identified in the Appended BO for the Tiered Indian Avenue Interchange Project (1-6-05-P-3282).
3. The 14.2 acres (Table 1) of sandy habitat suitable for the fringe-toed lizard and milkvetch shall be purchased prior to the commencement of construction activities (including brush clearing and grading) associated with the Project.
4. Sand removed from the project footprint shall be deposited in accordance with an agreement between the City and CVWD. The Service shall approve the removal of sand and the deposition area prior to pickup, transportation and deposition of sand. If the quality of loose sand to be removed from the Project site and deposited on the Preserve is not suitable (consisting of rocks, fine sediment, and gravel), then conservation measure #4 would be null and the sand would not be removed to the Preserve.
5. During construction, soils to be impacted shall be watered down to prevent fugitive dust from drifting into adjacent habitat.
6. All construction equipment shall be cleaned prior to initial movement to the construction site.
7. Caltrans/City shall ensure that the Contractor avoids entering or damaging habitat located outside of the project footprint. The Contractor's operations shall be limited to the immediate project footprint and other designated work areas shown on the plans, except as authorized in writing by the authorized biologist. The Contractor shall avoid killing or injuring any wildlife within the habitat and shall avoid killing or injuring any wildlife that crosses into the work area, except as required for the immediate safety of project personnel. The Contractor shall notify the authorized biologist of any wildlife killed or injured by construction activities or the contractor's employees in the course of work.

Native plants located inside the habitat, that are not shown on the plans to be removed, and that are injured or damaged by reason of the Contractor's operations, shall be replaced by the Contractor in accordance with Section 7 1.11 "Preservation of Property" of the Standard Specifications.

8. The Contractor shall retain, and have available, the services of an authorized biologist who will perform the duties of the biological monitor. The monitor is required to provide a pre-construction survey of the project site and any associated staging areas, provide employee training, monitor the temporary silt/wildlife fence installation, perform construction monitoring, and conduct endangered species relocation.

USFWS Conservation Measures (PBO September 23, 2004)

9. All areas outside of the project footprint will be delineated as Environmentally Sensitive Areas (ESAs). All parties in conjunction with this operation will strictly avoid these areas. No construction activities, materials, or equipment will be permitted in the ESAs. These areas must be placed on the design plans and included in the construction contract.

ESAs will be designated by erecting protective fencing delineating the project impact boundary and sensitive habitats. This barrier fencing will be constructed in such a way as to restrict the movement of reptiles into impacted areas. Fencing material can vary; however, it should consist of a cloth-like material that can withstand high winds, sun and heat. This fence should be buried 24-inches below the surface, to prevent terrestrial species from burrowing underneath, and extend above ground at least 24-inches.

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
**Continuation Sheet**

10. An employee education program will be developed. Each employee (including temporary, contractors, and subcontractors) will receive a training/awareness program within two weeks of working on the proposed project. They will be advised of the potential impact to the listed species and the potential penalties for taking such species. At a minimum, the program will include the following topics: occurrence of the listed and sensitive species in the area, their general ecology, sensitivity of the species to human activities, legal protection afforded these species, penalties for violations of Federal and State laws, reporting requirements, and project features designed to reduce the impacts to these species and promote continued successful occupation of the project area environs. Included in this program will be color photos of the listed species, which will be shown to the employees. Following the education program, the photos will be posted in the contractor and resident engineer's office, where they will remain throughout the duration of the project. The contractor, Resident Engineer, and Service-approved biological monitor will be responsible for ensuring that employees are aware of the listed species.
11. The project proponent will designate a Service-approved qualified biologist who will be responsible for overseeing compliance with protective measures for the listed species. The biologist will have the authority to halt all associated project activities that may be in violation of this biological opinion. In such an event, the biologist will contact the Service within 24 hours.
12. Construction work areas will be delineated and marked clearly in the field prior to habitat removal, and the marked boundaries maintained and clearly visible to personnel on foot and by heavy equipment operators. Employees will strictly limit their activities and vehicles to the proposed project areas, staging areas, and routes of travel. The project proponent and/or the biological monitor will contact the Service to verify that the limits of construction have been properly staked and are readily identifiable.
13. A biologist will monitor construction to ensure that vegetation removal, Best Management Practices (BMPs), ESA fencing, and all avoidance and minimization measures are properly constructed and followed.
14. All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities, will occur in designated upland areas. The designated upland areas will be located in such a manner as to prevent any runoff from entering waters of the United States, including wetlands.
15. Typical erosion control measures, BMPs, in the vicinity of streams will be employed in accordance with the conditions in the 401 Water Quality Certification requirements of the Regional Water Quality Control Board.
16. Use of invasive exotic plant species in landscaped areas adjacent to or near sensitive vegetation communities will be restricted. In compliance with Executive Order 13112, impacted areas will be revegetated with plant species native to desert habitat types and the Coachella Valley, and will avoid the use of species listed in Lists A & B of the California Exotic Pest Plant Council's list of Exotic Pest Plants of Greatest Ecological Concern in California as of October 1999.
17. The seed of Coachella Valley milk-vetch will be collected off of plants from within the boundaries of permanent and temporary impacts from project construction. Seed collection will occur when the seed is past soft dough and prior to being naturally dispersed. The top four inches of soil surrounding the milk-vetch plants to be impacted will be collected and placed in plastic bags. This seed and soil will be distributed at an area consisting of aeolian habitat immediately following collection. The location where seed will be dispersed will be coordinated with the Service prior to collection.
18. All construction equipment will be inspected and cleaned prior to use in the proposed project footprint to minimize the importation of non-native plant material. All mulch, topsoil and seed mixes used during post construction landscaping activities and erosion control BMPs will be free of invasive plant species propagules. A weed abatement program will be implemented should invasive plant species colonize the area within the project footprint post-construction.
19. No off-road vehicle activity from construction personnel or other persons affiliated with the project will occur outside of the project footprint.
20. To reduce attraction of ravens and crows, which may eat fringe-toed lizards, all trash will be placed in raven-proof containers and promptly removed from the site.

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
**Continuation Sheet**

21. No pets or firearms will be permitted inside the project's construction boundaries or other associated work areas.
22. All sand removal and storage activities will be restricted to the project footprint. No maintenance activities will be authorized that extend beyond the boundaries of the project footprint.
23. To the extent possible, no sand removal activities will take place from 1 November – 30 March (to avoid winter dormancy periods for the lizards) or if ambient air temperature exceeds 102 degrees Fahrenheit (the temperature at which lizard activity tends to be reduced).
24. Vehicle speeds on unpaved access roads will be restricted to a maximum of 25 MPH.
25. All culverts, bridges, and associated water passage structures will be maintained such that water and sediment may pass between upstream and downstream locations and so as not to block the passage of wildlife.
26. Impacts resulting from this project will be offset by implementing the agreements established in the Conservation Bank Plan Addressing the Direct, Indirect, and Cumulative Effects of Interstate 10 Coachella Valley Interchange Projects (Plan). The Plan assesses potential effects and offsetting measures for the proposed projects. The Plan establishes mitigation ratios at 2:1 for direct impacts of the interchange and associated arterial improvements covered under this Opinion and 1:1 for indirect impacts. Required offsetting measures will be provided through the acquisition of land and the final conservation bank agreement. Caltrans and/or Coachella Valley Association of Governments (CVAG) will set up an endowment fund for the purpose of managing the proposed conservation bank in perpetuity.
27. Prior to beginning construction, CVAG, Caltrans, and FHWA will purchase and establish a conservation bank (Bank), as per the Plan; finalize a conservation bank agreement with the Service and CDFG, and set up the endowment fund for managing the property in perpetuity. Sufficient land will be purchased for the bank prior to start of construction for any given project. CVAG, Caltrans, and FHWA will coordinate with the Service and CDFG to locate and acquire Bank lands. All Bank lands will be approved by the Service and CDFG prior to purchase to ensure that these conservation lands benefit the fringed-toed lizard and milk-vetch. In addition, CVAG or its designee will be the manager of all Bank lands.
28. Geotechnical borings in areas with aeolian sand deposits will include the following measures:
  - a. No cross country-travel and geotechnical borings will take place from 1 November - 30 March (to avoid winter dormancy periods for the lizards) or if ambient air temperature exceeds 102 degrees Fahrenheit (the temperature at which lizard activity tends to be reduced).
  - b. When traveling cross-country, a route will be established and followed that avoids, to the maximum extent practicable, all sand hummocks and dunes.
  - c. The surface area will be returned to the pre-disturbance state. If sand dunes or hummocks were impacted, then the surface sand will be placed in a separate pile and replaced as a dune or hummock.
29. Archaeological surveys in areas with aeolian sand deposits will include the following measures:
  - a. The outer perimeter of all survey areas will be delineated and the area within this perimeter will be calculated and deducted from the Conservation Bank.
  - b. All work including staging, depositing excavated materials, storing equipment, etc, will be conducted within the perimeter of the survey area.

**Air**

- Air Quality Analysis was approved on January 16, 2003.
- On July 13, 2009, FHWA found that the Conformity Determination for the Indian Canyon Drive and Bridge Widening Project conforms to the State Implementation Plan (SIP) in accordance with 40 C.F.R. Part 93.
- Avoidance, Minimization, and/or Mitigation Measures:
  - Upon development of the project construction details and schedule, the City shall reestimate NOX emissions; and

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
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- If emissions are forecast to exceed the SCAQMD NOX threshold, the contractor shall use aqueous diesel fuel or one or more pieces of construction equipment with exhaust gas recirculation-type engines as necessary to reduce forecast emissions to less than the threshold limit.
- A Fugitive Dust (PM10) Mitigation Plan shall be prepared in compliance with Ordinance 1439 of the City of Palm Springs Municipal Code and shall be included as part of the construction contract specifications prior to the issuance of a grading permit. The Fugitive Dust Mitigation Plan shall specify steps that will be taken to comply with the City's Fugitive Dust and Erosion Control Ordinance, which restricts fugitive dust emissions. Measures outlined in the plan shall include but not be limited to daily watering of graded areas, washing of equipment tires before leaving the construction site, and use of SCAQMD-approved chemical stabilizers or soil binders.
- The proposed project shall incorporate into the project specifications the applicable provisions of the Final Coachella Valley PM10 SIP and SCAQMD Rule 403 and 403.1, as shown in the air quality technical report.
- The contractor shall discontinue construction activities during first- and second-stage smog alerts.
- When feasible, the contractor shall utilize existing power sources (i.e., temporary power poles) to minimize the use of diesel generators.
- The proposed project shall incorporate into the project specifications the applicable provisions of the Final Coachella Valley PM10 SIP and SCAQMD Rule 403 and 403.1, as shown in the air quality technical report.

**Hazardous Waste – ISA**

- ISA approved on February 24, 2003
- ISA re-approved September 2009
- ADL approved on February 24, 2003
- All hazardous waste testing should be done during WBS 165, prior to completion of PAED so that any special handling, treatment, or disposal provisions associated with hazardous wastes may be included in construction documents.

**Traffic**

- Traffic study was approved on June 5, 2007.
- Avoidance, Minimization, and/or Mitigation Measures:
  - Impacts to traffic flow as a result of construction activities could be reduced by developing and implementing a traffic management plan and a construction-phasing plan.

**Cultural Resources**

- State Historic Preservation Officer (SHPO) concurred with Caltrans' determination that there are no historic properties within the APE on June 11, 2004.

**Climate Change**

- Avoidance, Minimization, and/or Mitigation Measures:
  - The project would incorporate the use of energy efficient lighting, such as LED traffic signals. LED bulbs — or balls, in the stoplight vernacular — cost \$60 to \$70 apiece but last five to six years, compared to the one-year average lifespan of the incandescent bulbs previously used. The LED balls themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the projects CO2 emissions.
  - Portland cement will be used where possible and if feasible, fly ash will be added to Portland cement mixes. The use of lighter color surfaces such as Portland cement helps to reduce the albedo effect and cool the surface. Adding fly ash reduces the GHG emissions associated with cement production and it also can make the pavement stronger.

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
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**Indian Canyon Drive Street and Bridge Widening  
Mitigation Monitoring Program Checklist**

Mitigation Measure No.	Avoidance, Minimization, and/or Mitigation Measure	Method of Verification	Timing of Verification			Responsible Party Initials	Completed Date	Comments
			Pre-construction	During Construction	Post-construction			
1	<p><b>AIR QUALITY</b></p> <p>The following measures would mitigate air quality-related impacts:</p> <p>Grading activities for the bridge construction and the road widening shall occur sequentially, not simultaneously.</p> <p>Minimize land disturbance during construction.</p> <p>Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas.</p> <p>Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.</p> <p>Cover trucks when hauling dirt.</p> <p>Stabilize the surface of dirt piles if not removed immediately.</p> <p>Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.</p> <p>Minimize unnecessary vehicular and machinery activities.</p> <p>Sweep paved streets at least once per day where there is evidence of dirt that has been carried onto the roadway.</p> <p>Revegetate disturbed land, including vehicular paths created during construction, to avoid future off-road vehicular activities.</p> <p>Remove unused material.</p> <p>Discontinue construction activities during first- and second-stage smog alerts.</p> <p>Incorporate into the project specifications the applicable provisions of the Final Coachella Valley PM<sub>10</sub> SIP and South Coast Air Quality Management District Rule 403 and 403.1, as shown in the air quality technical report.</p> <p>A Fugitive Dust (PM<sub>10</sub>) Mitigation Plan shall be prepared in compliance with Ordinance 1439 of the City of Palm Springs Municipal Code and shall be included as part</p>	Place as notes on the project plans	X	X	X	City of Palms Springs, Construction Contractor		Develop air quality measures prior to construction and implement during construction. Monitor during construction.



**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
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Mitigation Measure No.	Avoidance, Minimization, and/or Mitigation Measure	Method of Verification	Timing of Verification			Responsible Party Initials	Completed Date	Comments
			Pre-construction	During Construction	Post-construction			
	of the construction contract specifications prior to the issuance of a grading permit.							
2	<p>The following measure would minimize exposure to diesel particulate emissions:</p> <p>When feasible, replace at least one piece of diesel-operated equipment with a gas-operated piece equipment.</p> <p>When feasible, utilize existing power sources (i.e., temporary power poles) to minimize the use of diesel generators.</p> <p>Locate construction equipment and truck staging and maintenance areas as far as feasible and nominally downwind of schools, active recreation areas, and other areas of high population density.</p>	Place as notes on the project plans	X	X	X	National City, Construction Contractor		Inform construction contractor prior to grading and monitor during construction.
	<b>HYDROLOGY, WATER QUALITY, AND STORM WATER RUNOFF</b>							
3	<p>The following measures shall be implemented to minimize storm water and hydrology-related impacts:</p> <p>A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared to address erosion control and sedimentation issues related to the grading aspect of the project. The SWPPP shall specify and describe the implementation process of all best management practices that will address equipment operation and materials management, prevention of erosion, and prevention of sedimentation. The City Engineer of the City of Palms Springs shall ensure that the SWPPP is properly implemented.</p>	Completed plan	X	X		City Engineer, City of Palms Springs, Construction Contractor		Prepare plan prior to construction. Implement during construction.
	<b>WILDLIFE</b>							
4	<p>The following measure shall be implemented to reduce wildlife impacts:</p> <p>Implementation of the required mitigation measures outlined in the <i>Conservation Plan Addressing the Direct, Indirect, and Cumulative Effects of Interstate 10 Coachella Valley Interchange Projects</i> (Caltrans 2003) regarding impacts to wildlife habitat. These measures include the purchase and conservation of comparable habitat in an established Conservation Bank under the auspices of the Draft Coachella Valley Multi-Species Habitat</p>	Approval by the resource agencies	X	X		City of Palms Springs, Construction Contractor		Prepare plan prior to construction. Implement during construction.

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
Continuation Sheet

Mitigation Measure No.	Avoidance, Minimization, and/or Mitigation Measure	Method of Verification	Timing of Verification			Responsible Party Initials	Completed Date	Comments
			Pre-construction	During Construction	Post-construction			
	Conservation Plan (CVMSHCP).							
	<b>THREATENED AND ENDANGERED SPECIES</b>							
5	<p>The following measures shall be implemented to reduce threatened and endangered species impacts:</p> <p>Implementation of the required mitigation measures outlined in the Conservation Plan (Caltrans 2003) regarding threatened and endangered species. Required mitigation shall be met through the replacement of desert sand fields habitat, on a 2:1 basis in the case of direct impacts, and a 1:1 basis in the case of indirect impacts, in an established Conservation Bank under the auspices of the CVMSHCP.</p> <p>All areas outside of the project footprint will be delineated as Environmentally Sensitive Areas with protective fencing.</p> <p>An education program will be developed to advise construction staff of potential impacts to listed species.</p> <p>Biological monitoring will be provided to oversee compliance with protective measures for listed species.</p> <p>Seed of the Coachella Valley milk-vetch will be collected from plants that are within the Area of Effect prior to construction.</p> <p>All equipment will be inspected and cleaned prior to use in the project area to minimize exotic species introductions.</p> <p>To the extent feasible, no sand removal activities will take place from November 1 – March 30 to avoid winter dormancy periods for lizards or if ambient air temperatures exceed 102 degrees Fahrenheit (the temperature at which lizard activity tends to be reduced.</p>	Approval by the resource agencies	X	X		City of Palms Springs, Construction Contractor		Prepare plan prior to construction. Implement during construction.
	<b>CLIMATE CHANGE</b>							
6	To the extent that equipment and technology is available and cost effective, the applicant shall encourage contractors to use alternate fuels, catalyst and filtration technologies, and retrofit existing engines in construction equipment.	Place as notes on the project plans	X	X		City of Palms Springs, Construction Contractor		Before and during construction – Note shall be written on all construction documents for implementation during

**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
**Continuation Sheet**

Mitigation Measure No.	Avoidance, Minimization, and/or Mitigation Measure	Method of Verification	Timing of Verification			Responsible Party Initials	Completed Date	Comments
			Pre-construction	During Construction	Post-construction			
	<p>Minimize idling time to 5 minutes when construction equipment is not in use, unless per engine manufacturer's specifications or for safety reasons more time is required.</p> <p>To the extent practicable, manage operation of heavy-duty equipment to reduce emissions such as maintain heavy-duty earthmoving, stationary and mobile equipment in optimum running conditions which can result in 5% fewer emissions. Properly maintain equipment according to manufacturers' specifications.</p> <p>Use electric equipment when feasible.</p> <p>The project would incorporate the use of energy efficient lighting, such as LED traffic signals. LED bulbs — or balls, in the stoplight vernacular — cost \$60 to \$70 apiece but last five to six years, compared to the one-year average lifespan of the incandescent bulbs previously used. The LED balls themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the projects CO2 emissions.</p> <p>Portland cement will be used where possible and if feasible, fly ash will be added to Portland cement mixes. The use of lighter color surfaces such as Portland cement helps to reduce the albedo effect and cool the surface. Adding fly ash reduces the GHG emissions associated with cement production and it also can make the pavement stronger.</p>						construction.	