

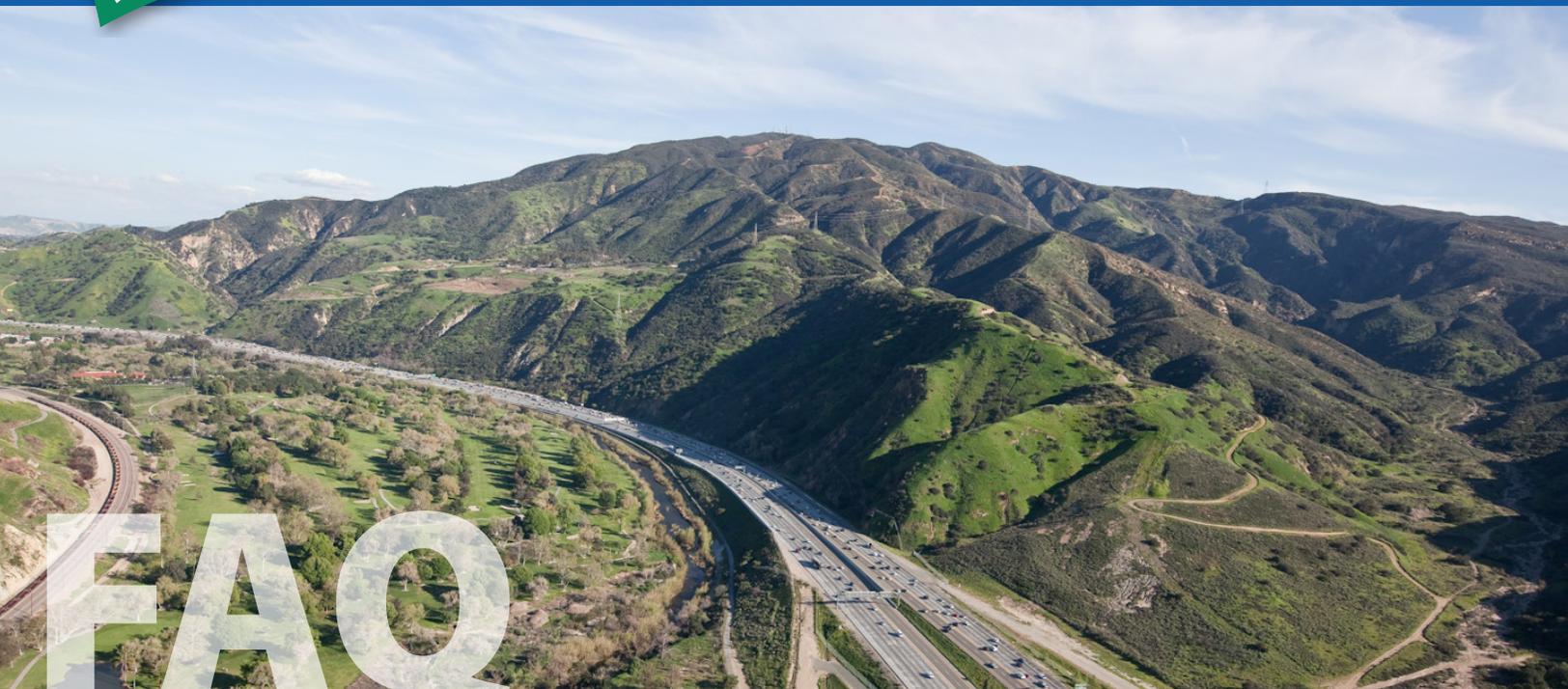


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91

FAST FORWARD

RIVERSIDE COUNTY TRANSPORTATION COMMISSION



1. Is the 91 Project incorporating sustainable efforts?

Yes. The Riverside County Transportation Commission developed a Sustainability Management Plan (SMP) for the 91 Project, based on criteria established by the Federal Highway Administration. These approaches are helping enhance the region's quality of life and serving the transportation needs of the present without compromising the needs of future generations. Goals of the SMP include:

1. Improve energy efficiency
2. Reduce dependence on oil
3. Reduce greenhouse gas emissions
4. Reduce transportation related impacts on the ecosystem
5. Conserve materials and resources
6. Manage waste
7. Promote sustainable project development, educational outreach and quality initiatives

2. In what ways will the project help reduce oil dependency?

Safe, convenient, and attractive pedestrian and bicycle facilities will be incorporated in the 91 Project. These facilities may help reduce the demand for fossil fuels by promoting walking and cycling as alternatives to vehicle use. Efforts include:

- Enhancements to pedestrian access by widening sidewalks, constructing ADA ramps and improving intersections at E. Grand Boulevard, Main Street, W. Grand Boulevard, Lincoln Avenue and Maple Street
- Improvements to bicycling safety, connectivity, comfort and aesthetics through the construction of a cul de sac at Green River Road and a parking lot adjacent to the Santa Ana River Trail. The parking lot will include ADA-compliant parking stalls for use by cyclists and other trail visitors.

3. What measures are being taken to reduce greenhouse gas emissions during construction?

The 91 Project is reducing emissions by implementing a non-idling policy for construction equipment. This policy is in place for all construction team members, including subcontractors.

4. How will the project reduce transportation related impacts to the ecosystem?

The project will restore habitats, improve stormwater quality, preserve environmental resources and promote training opportunities, which will help reduce impacts to local, regional, and global ecosystems.

5. What factors are considered for removing trees along the corridor?

A Tree Preservation and Removal Plan was prepared by a certified arborist, who identified all of the trees within the project limits: the trees to be removed, those to be avoided and those to be preserved. The plan includes the following elements:

- Trees that are removed will be replaced as soon as improvements are completed in those areas.
- Most trees will be replaced in the Caltrans right of way at a ratio of 1.25 trees replaced for every tree removed. Oak trees will be replaced at a ratio of three trees replaced for every tree removed. Oaks will be replanted in the Temescal Wash by the Riverside-Corona Resource Conservation District. California Black Walnut trees affected by the project will be replanted in Chino Hills State Park.
- Extra care will be taken for trees that are removed within the Grand Boulevard Historic District. Replacement trees that are similar to the ones removed will be replanted in the historic district.
- After trees are cut down, trunks and branches will be removed as quickly as possible and taken to an off-site facility to be mulched, used as firewood, or milled for other uses. Trees in sensitive wildlife habitat areas will be mitigated or replaced in-kind in the project area.
- Biologists will be present prior to and during the tree removal process to survey for nesting birds and to minimize impacts to these birds during the nesting season.

6. How will the project help sustain biodiversity?

RCTC is implementing project mitigation measures to sustain biodiversity in the sensitive Riverside County/Santa Ana Watershed area. Santa Ana Canyon is an important biodiversity area, due to the Santa Ana River, Cleveland National Forest and Puente-Chino Hills Wildlife Corridor. Mitigation efforts include creating wetlands, restoring riparian/riverine areas and restoring upland habitats. RCTC follows its Multiple Species Habitat Conservation Plan (MSHCP) to determine which lands will be set aside for conservation. The MSHCP is the largest in the nation, providing protection of 146 plant and animal species within 1.26 million acres.

RCTC plans to improve the B Canyon Wildlife Corridor, which is used by small to mid-sized mammals traveling between the Cleveland National Forest, Santa Ana River and Puente-Chino

Hills Wildlife Corridor. Plans call for widening an existing culvert and restoring native habitat between the Cleveland National Forest and Chino Hills State Park.

7. How will the 91 Project help improve air quality, once the project is completed?

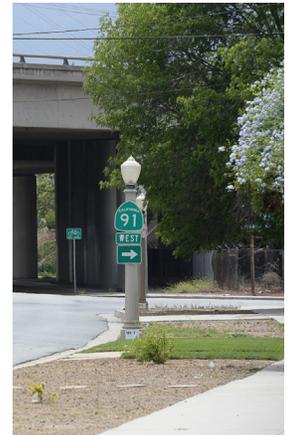
The project will reduce emissions caused by vehicles idling in traffic by providing new lanes, ramp metering, auxiliary lanes, interchange improvements and traffic signal coordination. Better air quality also will result from increased access to public transit.

8. How will the project help improve stormwater quality and runoff?

The 91 Project will preserve stormwater quality and control runoff to reduce impacts to water bodies and water resources. Detention ponds, biofilters and low-impact development/infiltration management techniques will be implemented to improve water quality, manage runoff and mimic natural area hydrology. Pollutants from at least 80 percent of the total annual runoff volume will be treated.

9. How will the project preserve historical, archeological and cultural features?

The Grand Boulevard Historic District is listed in the National Register of Historic Places. Historic acorn-style streetlights affected by construction in this area will be removed and stored in a protected location. Once construction is complete, the streetlights will be reinstalled at locations designated by the City of Corona. An architectural historian will be on site during the removal, dismantling, and reinstallation of the streetlights.



10. What efforts are being made to minimize waste?

The 91 Project is reducing and reusing existing materials throughout construction. Pavement preservation measures will be used to extend existing pavement life, and pavement reduction approaches will reduce the need for new materials. The team also will reuse existing pavement, structures, rebar, conduit and metal guardrail, instead of using new materials. Materials will be recycled whenever possible, and reclaimed asphalt pavement and recycled concrete aggregate will be used. Overall, the project is expected to divert half of construction and demolition waste from local and regional landfills.