

4.15.5 Tier 2 Studies

The Tier 2 engineering and environmental studies will focus on the specific design, environmental analysis, mitigation, and permitting for construction of the selected alternative. No specific time frame has been established for those studies. There also could be a phasing of the Tier 2 engineering and environmental studies, corresponding to possible phases of construction. The Tier 2 studies would include confirmation of the ultimate facility type, cross-section and possible intermediate phases, more detailed engineering of the route, establishment of a centerline and specific right-of-way limits, identification of interchange locations (and possible phasing of those locations), and reconfiguration of local access, where required.

Acquisition of properties may be required to protect the right-of-way for the selected route between the time of the Tier 1 and Tier 2 studies, as well as during and following the Tier 2 studies. The Riverside County Transportation Commission is coordinating with the local jurisdictions that may be involved in assisting in the protection of this right-of-way. It is anticipated that Memorandums of Understanding or other agreements will be executed between RCTC, appropriate local jurisdictions, and Caltrans to coordinate the methods by which the protection of rights-of-way may occur. Protection of right-of-way may occur through property dedications, terms delineated in development agreements, outright acquisition, or other methods appropriate to the specific situation. Potential interchange locations, as well as the route itself, will be identified in the General Plan Circulation Elements of the appropriate local jurisdictions, and these may be the subject of right-of-way preservation as well. The bandwidths identified in this EIS/EIR are wider than will actually be needed for the actual corridor facility (to allow for flexibility in the engineering of the route and avoidance/minimization of resource impacts in the Tier 2 studies). If decisions must be made on reserving a right-of-way that is narrower than the identified bandwidth prior to the completion of the Tier 2 studies, RCTC will coordinate those decisions, to the extent practical, with appropriate local jurisdictions, Caltrans, FHWA, Federal and State resource agencies, and other appropriate authorities.