

RTIP ID# <i>(required)</i> : 20190010				
TCWG Consideration Date: February 25, 2020 <u>January 26, 2021</u>				
Project Description <i>(clearly describe project)</i> : <p>The San Bernardino County Transportation Authority (SBCTA), in coordination with the California Department of Transportation (Caltrans) and the City of Colton (City), proposes to replace the four-lane Mount Vernon Avenue bridge over Interstate 10 (I-10) with a six-lane structure. The project would address issues related to bicycle and pedestrian access by upgrading the bicycle lane from Class 3 to Class 2, and provide a wider sidewalk for pedestrians. The project would also address access issues by providing up-to-date curb ramps that would be Americans with Disabilities Act (ADA) compliant, crossing activators, and tactile sensors. And finally, the project would improve the intersection adjacent to the Caltrans right-of-way (ROW) at East Valley Boulevard. Regional location and project vicinity maps are provided in Figures 1-1 and 1-2, respectively (attached).</p> <p>Overall, the proposed modifications would improve traffic operations as well as bicycle and pedestrian facilities along Mount Vernon Avenue between East Valley Boulevard and the I-10 eastbound ramps/Mount Vernon Avenue intersection.</p> <p>Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).</p>				
Type of Project <i>(use Table 1 on instruction sheet)</i> : Change to existing regionally significant street				
County: San Bernardino		Narrative Location/Route & Postmiles: I-10, Milepost 22.7 – 24.3. Caltrans Projects – EA# 08-1G800		
Lead Agency: Caltrans/SBCTA				
Contact Person Keith Cooper		Phone# 213-312-1752	Fax# N/A	Email Keith.Cooper@icf.com
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 ✓ PM10 ✓				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	✓ EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: February 2021				
NEPA Assignment – Project Type <i>(check appropriate box)</i>				
Exempt		Section 326 –Categorical Exemption	✓ Section 327 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2016	2020	2020	2022
End	2021	2022	2024	2024

<p>Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i></p> <p>The purpose of the proposed project is to provide local circulation improvements in the city of Colton while also making operational and safety improvements to reduce local traffic congestion along Mount Vernon Avenue at I-10.</p> <p>This project is needed to improve traffic operations as well as bicycle and pedestrian facilities along Mount Vernon Avenue between East Valley Boulevard and the I-10 eastbound ramps/Mount Vernon Avenue intersection. The project would address issues related to bicycle and pedestrian access by upgrading the bicycle lane from Class 3 to Class 2 and providing a wider sidewalk for pedestrians. It would also address access issues by providing up-to-date curb ramps that would be ADA compliant, crossing activators, and tactile sensors. In addition, the project would improve the intersection adjacent to the Caltrans ROW at East Valley Boulevard.</p>
<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i></p> <p>Project vicinity land uses (identified in Figure 3-2) include a mix of residential, park, and public school uses.</p>
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>See Table 1.</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>See Table 2.</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>See Table 3.</p>
<p>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>See Table 4.</p>
<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i></p> <p>Without the project, project vicinity intersection and ramp operations would worsen by the opening year 2024. Under opening-year 2024 no-build conditions, two project vicinity intersections that currently operate at an unacceptable LOS under existing conditions would continue to operate at an unacceptable LOS, and storage capacity would continue to be exceeded on interchange ramps. Under design-year 2045 conditions, seven intersections would operate at an unacceptable LOS, and storage capacity would continue to be exceeded at the aforementioned ramps.</p> <p>The proposed project would improve existing roadway facilities rather than develop new facilities or provide access to areas that currently lack access. As such, no traffic redistribution effects are anticipated.</p>

Comments/Explanation/Details *(attach additional sheets as necessary)*

Project construction would require less than 5 years. As such, construction emissions analysis for project-level conformity is not required.

Under 40 CFR 93.123(b)—PM10 and PM2.5 Hot Spots—the following criteria are utilized to determine the potential for the proposed project to qualify as a Project of Air Quality Concern (POAQC):

(i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles.

Project improvements would include replacing a four-lane bridge with a six-lane bridge over I-10, improve the intersection adjacent to the Caltrans right-of-way (ROW) at East Valley Boulevard, and other non-capacity changing elements. Project improvements would not significantly increase the number of diesel vehicles operating within the project study area.

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.

The project would not significantly increase the number of diesel vehicles operating within the project study area and would not adversely impact nearby intersections that are at LOS D, or worse, and that have a significant number of diesel vehicles.

(iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.

The project is not a new or expanded bus or rail terminal, nor would the project adversely impact transfer points that have a significant number of diesel vehicles congregating at a single location.

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.

The project is not a new or expanded bus or rail terminal, nor would the project adversely impact transfer points that have a significant number of diesel vehicles congregating at a single location.

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM2.5 and PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

For the reasons noted above, the proposed project would not be considered a POAQC.

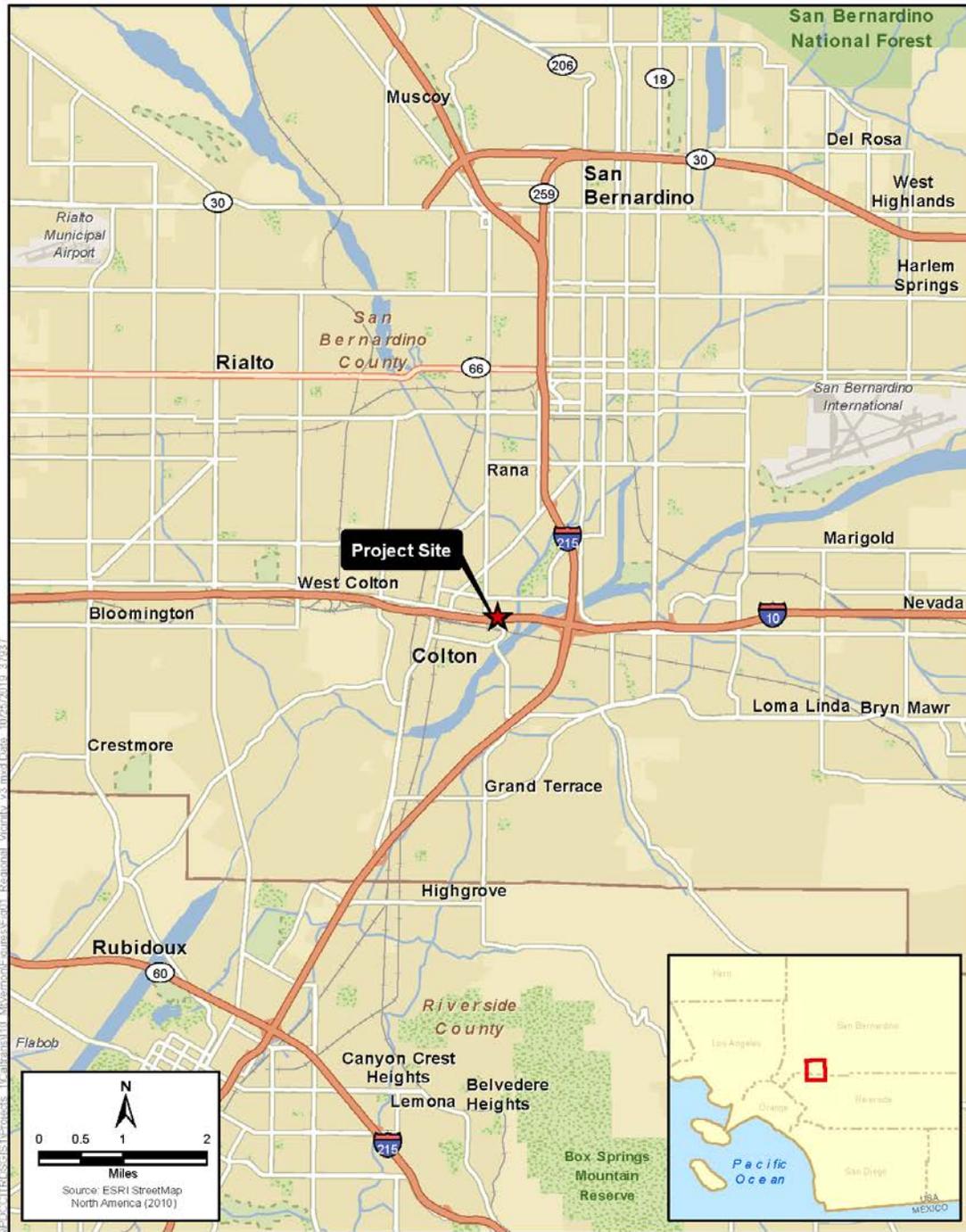


Figure 1-1
Regional Vicinity Map
I-10/Mt. Vernon Avenue Improvement Project



Figure 1-2
Local Vicinity Map
I-10/Mt. Vernon Avenue Improvement Project



Attachment 1

Summary of Opening-Year (2024) Traffic Conditions

Scenario/ Analysis Year	Location	No-Build			Build		
		AADT		Percent Truck	AADT		Percent Truck
		Truck	Non- Truck		Truck	Non- Truck	
Opening Year 2024	Mt. Vernon n/o Fairway Dr	<u>3,300</u> 1,700	<u>19,800</u> 9,900	<u>14.3%</u> 14.7%	The Build Alternative would not change AADT volumes or truck percentages on any project vicinity road segment. Similarly, the Build Alternative would not increase regional capacity or affect daily VMT on I-10. Travel times on Mount Vernon Avenue would decrease because of significant improvements in vehicle efficiency, flow, and movement with implementation of the proposed project.		
	Mt. Vernon n/o Valley Blvd	<u>2,500</u> 1,300	<u>15,000</u> 7,500	<u>14.3%</u> 14.8%			
	Mt. Vernon btwn the EB and WB ramps	<u>2,900</u> 1,500	<u>17,700</u> 8,800	<u>14.1%</u> 14.6%			
	Mt. Vernon n/o M St	<u>3,500</u> 1,800	<u>21,200</u> 10,600	<u>14.2%</u> 14.5%			
	Mt. Vernon s/o M St	<u>3,800</u> 1,900	<u>22,900</u> 11,500	14.2%			
	I-10 EB Mt. Vernon off-ramp	<u>1,200</u> 600	<u>7,000</u> 3,500	14.6%			
	I-10 EB Mt. Vernon on-ramp	<u>800</u> 400	<u>4,800</u> 2,400	14.3%			
	I-10 WB Mt. Vernon off-ramp	<u>1,000</u> 500	<u>5,900</u> 3,000	<u>14.5%</u> 14.3%			
	I-10 WB Mt. Vernon on-ramp	<u>1,000</u> 500	<u>6,000</u> 3,000	14.3%			
	Sperry Dr n/o I-10 WB Mt. Vernon off-ramp	<u>1,100</u> 500	<u>6,300</u> 3,200	<u>14.9%</u> 13.5%			
	Valley Blvd e/o Mt. Vernon	<u>900</u> 500	<u>5,700</u> 2,800	<u>13.6%</u> 15.2%			
	Valley Blvd e/o 9 th St	<u>1,800</u> 900	<u>10,600</u> 5,300	14.5%			
	Valley Blvd e/o La Cadena Dr	<u>2,500</u> 1,200	<u>14,700</u> 7,400	<u>14.5%</u> 14.0%			
	Valley Blvd w/o La Cadena Dr	<u>1,800</u> 900	<u>10,500</u> 5,300	<u>14.6%</u> 14.5%			
	La Cadena Dr n/o Valley Blvd	<u>1,500</u> 800	<u>9,100</u> 4,500	<u>14.2%</u> 15.1%			
	La Cadena Dr n/o I-10 WB on-ramp	<u>3,100</u> 1,600	<u>18,800</u> 9,400	<u>14.2%</u> 14.5%			
	La Cadena Dr s/o I-10 WB on-ramp	<u>3,200</u> 1,600	<u>19,000</u> 9,500	14.4%			
	I-10 WB La Cadena on-ramp	<u>600</u> 300	<u>3,600</u> 1,800	14.3%			
	9 th St n/o Valley Blvd	<u>900</u> 500	<u>5,700</u> 2,800	<u>13.6%</u> 15.2%			
	9 th St n/o I-10 WB off-ramp	<u>1,700</u> 800	<u>9,900</u> 5,000	<u>14.7%</u> 13.8%			
9 th St n/o I-10 EB ramps	<u>1,000</u> 500	<u>5,900</u> 3,000	<u>14.5%</u> 14.3%				
I-10 WB 9 th St off-ramp	<u>700</u> 400	<u>4,400</u> 2,200	<u>13.7%</u> 15.4%				
I-10 EB 9 th St off-ramp	<u>500</u> 200	<u>2,900</u> 1,500	<u>14.7%</u> 11.8%				

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Scenario/ Analysis Year	Location	No-Build			Build		
		AADT		Percent Truck	AADT		Percent Truck
		Truck	Non- Truck		Truck	Non- Truck	
	I-10 EB 9 th St on-ramp	500 300	3,000 1,500	14.3% 16.7%			
	Fairway Dr e/o Mt. Vernon	900 1,800	10,600 5,300	14.5%			

Sources: Fehr and Peers ~~2019~~2020.
 AADT = annual average daily traffic; vhrs = vehicle hours of delay; VMT = vehicle miles traveled; EB = eastbound;
 WB = westbound; n/o = north of; s/o = south of; e/o = east of; w/o = west of.

Summary of Design-Year (2045) Traffic Conditions

Scenario/ Analysis Year	Location	No-Build			Build		
		AADT		Percent Truck	AADT		Percent Truck
		Truck	Non- Truck		Truck	Non- Truck	
Opening Year 2045	Mt. Vernon n/o Fairway Dr	<u>3,900</u> 2,000	<u>23,400</u> 11,700	<u>14.3%</u> 14.6%	The Build Alternative would not change AADT volumes or truck percentages on any project vicinity road segment. Similarly, the Build Alternative would not increase regional capacity or affect daily VMT on I-10. Travel times on Mount Vernon Avenue would decrease because of significant improvements in vehicle efficiency, flow, and movement with implementation of the proposed project.		
	Mt. Vernon n/o Valley Blvd	<u>3,100</u> 1,500	<u>18,400</u> 9,300	<u>14.4%</u> 13.9%			
	Mt. Vernon btwn the EB and WB ramps	<u>3,800</u> 1,900	<u>22,500</u> 11,300	14.4%			
	Mt. Vernon n/o M St	<u>4,600</u> 2,300	<u>28,000</u> 14,000	14.1%			
	Mt. Vernon s/o M St	<u>4,900</u> 2,500	<u>29,500</u> 14,700	<u>14.2%</u> 14.5%			
	I-10 EB Mt. Vernon off-ramp	<u>1,500</u> 800	<u>9,200</u> 4,600	<u>14.0%</u> 14.8%			
	I-10 EB Mt. Vernon on-ramp	<u>1,000</u> 500	<u>6,300</u> 3,200	<u>13.7%</u> 13.5%			
	I-10 WB Mt. Vernon off-ramp	<u>1,100</u> 600	<u>6,900</u> 3,400	<u>13.8%</u> 15.0%			
	I-10 WB Mt. Vernon on-ramp	<u>1,200</u> 600	<u>7,500</u> 3,800	<u>13.8%</u> 13.6%			
	Sperry Dr n/o I-10 WB Mt. Vernon off-ramp	<u>1,300</u> 600	<u>7,500</u> 3,800	<u>14.8%</u> 13.6%			
	Valley Blvd e/o Mt. Vernon	<u>1,100</u> 600	<u>6,800</u> 3,400	<u>13.9%</u> 15.0%			
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	La Cadena Dr n/o I-10 WB on-ramp	<u>3,900</u> 2,000	<u>23,700</u> 11,800	<u>14.1%</u> 14.5%			
	La Cadena Dr s/o I-10 WB on-ramp	<u>4,000</u> 2,000	<u>24,300</u> 12,200	14.1%			
	I-10 WB La Cadena on-ramp	<u>700</u> 400	<u>4,500</u> 2,200	<u>13.5%</u> 15.4%			
	9 th St n/o Valley Blvd	<u>1,100</u> 600	<u>6,700</u> 3,300	<u>14.1%</u> 15.4%			
	9 th St n/o I-10 WB off-ramp	<u>2,000</u> 1,000	<u>11,800</u> 5,900	14.5%			
	9 th St n/o I-10 EB ramps	<u>1,200</u> 600	<u>7,000</u> 3,500	14.6%			
	I-10 WB 9 th St off-ramp	<u>900</u> 400	<u>5,200</u> 2,700	<u>14.8%</u> 12.9%			
	I-10 EB 9 th St off-ramp	<u>600</u> 300	<u>3,600</u> 1,800	14.3%			
	I-10 EB 9 th St on-ramp	<u>600</u> 300	<u>3,700</u> 1,800	<u>14.0%</u>			

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Scenario/ Analysis Year	Location	No-Build			Build		
		AADT		Percent Truck	AADT		Percent Truck
		Truck	Non- Truck		Truck	Non- Truck	
		300	1,900	13.6%			
	Fairway Dr e/o Mt. Vernon	2,000 1,000	12,300 6,200	14.0% 13.9%			

Sources: Fehr and Peers ~~2019~~2020.
 AADT = annual average daily traffic; vhrs = vehicle hours of delay; VMT = vehicle miles traveled; EB = eastbound;
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