



SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
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**Sean Ashton, Downey**

## MEETING OF THE

# TRANSPORTATION CONFORMITY WORKING GROUP

## REMOTE PARTICIPATION ONLY

***Tuesday, January 25, 2022***

***10:00 a.m. – 12:00 p.m.***

### ***To Participate on Your Computer:***

**<https://scag.zoom.us/j/153963916>**

### ***To Participate by Phone:***

**Call-in Number: (646) 558-8656 or (669) 900-6833**

**Meeting ID: 153 963 916**

## ***PUBLIC ADVISORY***

Given recent public health directives limiting public gatherings due to the threat of COVID-19 and in compliance with the Governor's recent Executive Order N-29-20, the meeting will be held telephonically and electronically.

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Karen Calderon at (213) 236-1983 or via email at [calderon@scag.ca.gov](mailto:calderon@scag.ca.gov). Agendas & Minutes for the Transportation Conformity Working Group are also available at: <https://scag.ca.gov/transportation-conformity-working-group>

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 630-1402. We request at least 72 hours (three days) notice to provide reasonable accommodations and will make every effort to arrange for assistance as soon as possible.



# TRANSPORTATION CONFORMITY WORKING GROUP

## AGENDA

### 1. CALL TO ORDER AND SELF-INTRODUCTIONS

*Paul Phan, TCWG Chair*

### 2. PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the TCWG, must use the “raise hand” function on your computer or dial \*9 by phone and wait for the Chair to announce your name/phone number. Limit oral comments to 3 minutes, or as otherwise directed by the Chair. The Chair may limit the total time for comments to twenty (20) minutes.

### 3. CONSENT CALENDAR

3.1. October 26, 2021 TCWG Meeting Minutes

**Attachment 3.1**

3.2. December 7, 2021 TCWG Meeting Minutes – Deferred to February TCWG Meeting

### 4. INFORMATION ITEMS

4.1. Review of PM Hot Spot Interagency Review Forms (10 minutes)

**Attachment 4.1-1 EA# 1M190 SR-243 Intersection Improvements in City of Banning**

**Attachment 4.1-2 RIV131202**

4.2. RTP Update (10 minutes)

*John Asuncion, SCAG*

4.3. FTIP Update (10 minutes)

*John Asuncion, SCAG*

4.4. EPA Update (10 minutes)

*Karina O’Connor, EPA*

4.5. ARB Update (10 minutes)

*Nesamani Kalandiyur, ARB*

4.6. Air Districts Update (10 minutes)

*District Representatives*

### 5. INFORMATION SHARING

### 6. ADJOURNMENT

The next meeting of the TCWG will be held on Tuesday, February 22, 2022 via teleconference and Zoom meeting only.



# TRANSPORTATION CONFORMITY WORKING GROUP

## Meeting Minutes

October 26, 2021

10:00 a.m. – 12:00 p.m.

The meeting was held via Zoom teleconference. A digital recording of the meeting is available for listening in SCAG's office.

## Attendee List

### SCAG Staff:

Asuncion, John  
Calderon, Karen  
Ekman, Annaleigh  
Luo, Rongsheng  
Milner, David  
Sangkapichai, Mana

### Via Teleconference:

Acebo, Mervin  
Anderson,  
Arellano, Lexie  
Bade, Rabindra  
Bagde, Abhijit  
Brugger, Ron  
Cacatian, Ben  
Cooper, Keith  
Eaton, Maurice  
Espinoza Araiza, Erika  
Hendrawan, Kevin  
Huddleston, Lori  
Kahrs, Jacqueline  
Kalandiyur, Nesamani  
Lay, Keith  
Lugaro, Julie  
Marroquin, Nancy  
Masters, Martha  
Miranda, Jude  
Mohai, Amie  
Moran, Nohemi  
Richmai, Michael  
Sanchez, Lucas  
Vaughn, Joseph  
Whiteaker, Warren  
Yoon, Andrew Caltrans

FTA Region 9  
Kelsie TCA  
Caltrans Headquarters  
Caltrans District 12  
Caltrans Headquarters  
LSA  
Ventura County APCD  
ERP  
Caltrans District 11  
Caltrans Headquarters  
CARB  
LA Metro  
Caltrans Headquarters  
CARB  
ICF  
Caltrans District 12  
LA Metro  
RCTC  
Caltrans District 12  
Caltrans Headquarters  
SBCTA  
LA Metro  
Caltrans Headquarters  
FHWA  
OCTA  
District 7



# TRANSPORTATION CONFORMITY WORKING GROUP

## MEETING SUMMARY

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### 1. CALL TO ORDER AND SELF-INTRODUCTIONS

Paul Phan, TCWG Chair, called the meeting to order at 10:05 am.

### 2. PUBLIC COMMENT PERIOD

None.

### 3. CONSENT CALENDAR

3.1. August 24, 2021 TCWG Meeting Minutes – Deferred to December TCWG Meeting

The meeting minutes were deferred to next TCWG Meeting.

3.2. September 26, 2021 TCWG Meeting Minutes – Deferred to December TCWG Meeting

The meeting minutes were deferred to next TCWG Meeting.

### 4. INFORMATION ITEMS

4.1. Draft Final PM<sub>2.5</sub> Maintenance Plan Motor Vehicle Emissions Budgets for the South Coast Air Basin

Kevin Hendrawan, CARB, presented the Draft Final PM<sub>2.5</sub> Maintenance Plan Motor Vehicle Emissions Budgets for the South Coast Air Basin.

Nesamani Kalandiyur, CARB, added that the budgets would be presented at CARB's November 2021 Board Meeting. The budgets were included in the South Coast AQMD [Draft Final 2021 Redesignation Request and Maintenance Plan for the 2006 and 1997 24-Hour PM<sub>2.5</sub> Standards for South Coast Air Basin](#). It was noted that these budgets were only for the PM<sub>2.5</sub> Standard Maintenance Plan; CARB would develop new budgets for the 2015 70 ppb Ozone Standard to be included in the 2022 AQMP.

4.2. RTP Update

John Asuncion, SCAG, reported that SCAG staff anticipated approval of the Connect SoCal Amendment #1 by the Regional Council in November 2021 and federal approval in January 2022.

4.2.1. Concurrent 2021 FTIP Modeling Amendment/2023 FTIP/Connect SoCal Consistency Amendment #2 Update

Mana Sangkapichai, SCAG, reported the following:

- SCAG had completed regional emissions analysis using EMFAC2014 and demonstrating that plan emissions of all pollutants and their precursors meet all applicable budget tests for all milestone, attainment, and planning horizon years in the SCAG region.

Rongsheng Luo, SCAG, clarified that because EMFAC2021 and EMFAC2017 adjustment factors were still not approved, SCAG staff did not plan on modeling any new projects until US EPA approves either EMFAC2021 or EMFAC2017 adjustment factors.

4.3. FTIP Update

John Asuncion, SCAG, reported the following:

- 2021 FTIP Amendment and Administrative Modification were expected to continue as scheduled.
- 2023 FTIP guidelines were approved by SCAG's Regional Council. Submittals of additional non-modeling projects for the 2023 FTIP were scheduled to be due to SCAG in early January 2022.

4.4. US EPA Update

None.



# TRANSPORTATION CONFORMITY WORKING GROUP

## 4.5. CARB Update

Nesamani Kalandiyur, CARB, reported the following:

- ARB had submitted the EMFAC2017 adjustment factors and EMFAC2021 to US EPA for approval.
- CARB and US EPA legal teams were coordinating to submit waiver requests related to the EMFAC model and the waiver requests were anticipated to be submitted in late November 2021.
- CARB staff had released the State SIP Strategies for the 2015 70 ppb ozone standard.
- TCWG members were invited to participate in South Coast AQMD's 2022 Air Quality Management Plan (AQMP) Control Measures Workshop on November 10, 2021.
- TCWG members were invited to review the draft measures for the 2022 State Strategy for the State Implementation Plan at: <https://ww2.arb.ca.gov/resources/documents/2022-state-strategy-state-implementation-plan-2022-state-sip-strategy>

## 4.6. Air District Updates

Ben Cacatian, VCAPCD, reported that VCAPCD was working on 2022 AQMP/SIP update for 2015 8-hour ozone standard and expected to release a draft in February 2022.

## 5. INFORMATION SHARING

Erika Espinosa Ariza, Caltrans Headquarters and Chair of the Statewide Conformity Working Group, shared that the next Statewide Conformity Working Group meeting would be held November 15, 2021 12:30 p.m. to 3:30 p.m. and would share the teleconference link.

## 6. ADJOURNMENT

The meeting was adjourned at 10:26 a.m. The next TCWG meeting will be held on Tuesday, December 7, 2021 via teleconference and Zoom meeting only.

## PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<b>FTIP ID#</b> N/A				
<b>TCWG Consideration Date</b> January 25, 2022				
<b>PROJECT DESCRIPTION</b>				
<p>The proposed project would complete intersection improvements along State Route (SR) 243 (SR-243 is 8<sup>th</sup> Street from the Interstate 10 [I-10] westbound (WB) ramps south to Lincoln Street and continues east as Lincoln Street) between Lincoln Street and the I-10 WB ramps on 8<sup>th</sup> Street in the City of Banning (see attached figures). The project improvements will include the installation of traffic signals and safely lighting at the intersections of Lincoln Street and 8<sup>th</sup> Street, 8<sup>th</sup> Street and I-10 eastbound (EB) Ramps, and 8<sup>th</sup> Street and I-10 WB Ramps. New signing and striping will be installed along 8<sup>th</sup> Street to provide a southbound left-turn pocket at Lincoln Street, a southbound left-turn pocket at 8<sup>th</sup> Street and the I-10 EB ramp, and a northbound left-turn pocket at 8<sup>th</sup> Street and the I-10 WB ramps. Existing roadway signs will be updated to meet Caltrans standards and new signs will be installed per <i>California Manual on Uniform Traffic Control Devices</i> (CA MUTCD) requirements. Existing Non-Americans with Disabilities Act (ADA) compliant ramps will be reconstructed.</p> <p>Based on the available preliminary project information, the proposed project appears to qualify for a CE under <i>CEQA Guidelines</i> Section 1530 Existing Facilities and NEPA under 23 CFR 771.117.</p>				
<b>Type of Project</b> Intersection channelization.				
<b>County</b> Riverside	<b>Narrative Location/Route &amp; Post Miles:</b> The project limits are Lincoln Street and the I-10 WB ramps on SR-243 (a.k.a. 8 <sup>th</sup> Street).  <b>Caltrans Projects – EA#</b> 1M190			
<b>Lead Agency:</b> Caltrans District 8				
<b>Contact Person</b> Arturo Vela, P.E. Director of Public Works/City Engineer City of Banning - Sponsoring Agency		<b>Phone#</b> (951) 922-3130	<b>Fax#</b>	<b>Email</b> Avela@banningca.gov
<b>Hot Spot Pollutant of Concern</b> ( <i>check one or both</i> ) <b>PM2.5 x</b> <b>PM10 x</b>				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> ( <i>check appropriate box</i> )				
<input checked="" type="checkbox"/>	<b>Categorical Exclusion (NEPA)</b>	<input type="checkbox"/>	<b>EA or Draft EIS</b>	<input type="checkbox"/>
		<input type="checkbox"/>	<b>FONSI or Final EIS</b>	<input type="checkbox"/>
			<input type="checkbox"/>	<b>PS&amp;E or Construction</b>
				<input type="checkbox"/>
				<b>Other</b>
<b>Scheduled Date of Federal Action:</b> February 2022				
<b>NEPA Assignment – Project Type</b> ( <i>check appropriate box</i> )				
<input type="checkbox"/>		<input type="checkbox"/>		<input checked="" type="checkbox"/>
<b>Exempt</b>		<b>Section 326 –Categorical Exemption</b>		<b>Section 327 – Non-Categorical Exemption</b>
<b>Current Programming Dates</b> ( <i>as appropriate</i> )				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	2021	2021		
<b>End</b>	2022	2022	N/A	2023

**Project Purpose and Need (Summary):** *(attach additional sheets as necessary)*

**Project Purpose**

The purpose of the proposed project is to provide a signalized corridor on 8<sup>th</sup> Street that includes optimal signal timing at the study area intersections to improve traffic operations to address future growth and mobility needs anticipated by year 2045 in the region. The project will also provide roadway striping that includes left-turn and right-turn lanes on 8<sup>th</sup> Street that will reduce delay to northbound and southbound through traffic.

**Project Need**

The 8<sup>th</sup> Street corridor from Ramsey Street to Lincoln Street is a two-lane roadway with no left-turn lanes at the I-10 ramps. Delay to local and regional traffic traveling northbound and southbound through the corridor occurs because they have to wait for the left-turning vehicles to find a gap in traffic to proceed onto the I-10 ramps. In addition, left-turning traffic from the I-10 ramps to 8<sup>th</sup> Street experience increased delays waiting for a gap in traffic because the intersections are unsignalized. With the implementation of the project, traffic operations on the 8<sup>th</sup> Street corridor will improve by reducing delays to vehicles.

**Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*

Vacant land, residential, and commercial.

**Opening Year (2024): Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

**Table F: Opening Year (2024) No Build and Opening Year (2024) With Improvements Levels of Service**

Intersection	Opening Year 2024 No Build					Opening Year 2024 With Improvements				
	Control	AM Peak Hour		PM Peak Hour		Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS
1. 8 <sup>th</sup> Street/Ramsey Street	Signal	25.1	C	38.4	D	Signal	25.7	C	40.5	D
2. 8 <sup>th</sup> Street/I-10 WB Ramps	OWSC	46.5	E	>100	F	Signal	7.8	A	8.2	A
3. 8 <sup>th</sup> Street/I-10 EB Ramps	OWSC	85.9	F	>100	F	Signal	39.5	D	18.3	B
4. 8 <sup>th</sup> Street/Lincoln Street	AWSC	8.3	A	7.6	A	Signal	20.2	C	30.6	C
5. 8 <sup>th</sup> Street/Cumulative Project Driveway	OWSC	5.7	A	7.3	A	OWSC	7.2	A	13.8	B

Note: For intersections #2 through #5 8<sup>th</sup> Street is SR-243, LOS = Level of Service, OWSC=One-Way Stop Control, AWSC=All-Way Stop Control, for OWSC, the worst-case movement is reported.

**Table Q: Opening Year 2024 Daily Volumes (No Build and Build Identical)**

Roadway Segment	Year 2024 Daily Total Vehicles	Truck Percentage	Trucks	Passenger Vehicles
8 <sup>th</sup> Street (SR-243) south of I-10 EB Ramps	7,671	4.0%	307	7,364
I-10 EB Off-Ramp	6,013	2.6%	159	5,854
I-10 EB On-Ramp	2,316	8.4%	194	2,122
I-10 WB Off-Ramp	2,166	3.8%	82	2,084
I-10 WB On-Ramp	6,069	4.3%	259	5,810

**RTP Horizon Year / Design Year (2045): Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

**Table G: Year 2045 No Build and Year 2045 With Improvements Levels of Service**

Intersection	Year 2045 No Build					Year 2045 With Improvements				
	Control	AM Peak Hour		PM Peak Hour		Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS
1. 8 <sup>th</sup> Street/Ramsey Street	Signal	32	C	>100	F	Signal	35.8	D	>100	F
2. 8 <sup>th</sup> Street/I-10 WB Ramps	OWSC	>100	F	>100	F	Signal	10.6	B	23.7	C
3. 8 <sup>th</sup> Street/I-10 EB Ramps	OWSC	>100	F	>100	F	Signal	49.3	D	67.9	E
4. 8 <sup>th</sup> Street/Lincoln Street	AWSC	17.4	C	>100	F	Signal	33.7	C	47.5	D
5. 8 <sup>th</sup> Street/Cumulative Project Driveway	OWSC	4	A	>100	F	OWSC	31.6	D	>100	F

Note: For intersections #2 through #5 8<sup>th</sup> Street is SR-243, LOS = Level of Service, OWSC=One-Way Stop Control, AWSC=All-Way Stop Control, for OWSC, the worst-case movement is reported.

**Table R: Year 2045 Daily Volumes (No Build and Build Identical)**

Roadway Segment	Year 2045 Daily Total Vehicles	Truck Percentage	Trucks	Passenger Vehicles
8 <sup>th</sup> Street (SR-243) south of I-10 EB Ramps	10,529	4.0%	421	10,108
I-10 EB Off-Ramp	6,216	2.6%	164	6,052
I-10 EB On-Ramp	2,976	8.4%	250	2,726
I-10 WB Off-Ramp	2,865	3.8%	109	2,756
I-10 WB On-Ramp	6,274	4.3%	268	6,006

**Opening Year (2024): If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

**Opening Year (2024) Cross-Street AADT, Truck Percentages, and Truck AADT (No Build and Build Identical)**

Intersection		Total AADT				Truck %	Truck AADT			
		North	South	East	West		North	South	East	West
8 <sup>th</sup> Street	Ramsey Street	7,020	11,660	9,820	10,220	4.0%	281	467	393	409
8 <sup>th</sup> Street	I-10 WB Ramps	11,660	9,220	1,800	4,860	4.1%	473	374	73	197
8 <sup>th</sup> Street	I-10 EB Ramps	9,220	7,490	1,520	4,610	5.5%	508	412	84	254
8 <sup>th</sup> Street	Lincoln Street	7,200	2,100	6,470	3,350	4.0%	288	84	259	134
8 <sup>th</sup> Street	Cumulative Project Driveway	7,400	7,210	270	0	4.0%	296	289	11	0

Note: For intersections #2 through #5 8<sup>th</sup> Street is SR-243

**RTP Horizon Year / Design Year (2045): If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

**Design Year (2045) Cross-Street AADT, Truck Percentages, and Truck AADT (No Build and Build Identical)**

Intersection		Total AADT				Truck %	Truck AADT			
		North	South	East	West		North	South	East	West
8 <sup>th</sup> Street	Ramsey Street	8,140	15,270	15,360	16,850	4.0%	326	611	615	674
8 <sup>th</sup> Street	I-10 WB Ramps	15,280	12,210	2,810	5,120	4.1%	619	495	114	208
8 <sup>th</sup> Street	I-10 EB Ramps	12,210	11,280	2,260	5,670	5.5%	672	621	125	312
8 <sup>th</sup> Street	Lincoln Street	10,990	4,550	16,200	15,360	4.0%	440	182	648	615
8 <sup>th</sup> Street	Cumulative Project Driveway	11,190	11,000	270	0	4.0%	448	440	11	0

Note: For intersections #2 through #5 8<sup>th</sup> Street is SR-243

**Describe potential traffic redistribution effects of congestion relief (impact on other facilities)**  
 The proposed project would complete intersection improvements that include the installation of traffic signals, safety lighting, new signing and striping along 8<sup>th</sup> Street, and left-turn pockets at several intersections. The project scope is not likely to lead to a measurable and substantial increase in VMT; therefore, neither an induced travel analysis nor a VMT-based CEQA significance determination is required.

**Comments/Explanation/Details (attach additional sheets as necessary)**  
 A queuing analysis was conducted to evaluate traffic operations under existing, opening year (2024), and year 2045 no build and with improvements conditions. Under all four scenarios (2024 and 2045, without and with improvements), the queues exceed the available storage space at multiple movements within the study area. Consistent with Caltrans guidelines, a failure year analysis scenario was evaluated to determine the last year at which the project would continue to operate at satisfactory levels of service. With construction of the proposed improvements, all intersections are forecast to operate at satisfactory levels of service in the failure year (2038); however, the queues exceed the available storage space at multiple movements within the study area.

**PM<sub>2.5</sub>/PM<sub>10</sub> Hot Spot Analysis**

The proposed project is located within a nonattainment area for federal PM<sub>2.5</sub> standards and within an attainment/maintenance area for the federal PM<sub>10</sub> standards. Therefore, per 40 CFR Part 93, hot spot analyses are required for conformity purposes. However, the Environmental Protection Agency (EPA) does not require hot spot analyses, qualitative or quantitative, for projects that are not listed in Section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) for the following reasons:

- i. The proposed project would improve the intersections along SR-243 (8<sup>th</sup> Street) from Lincoln Street to the I-10 WB ramps in the City of Banning. Based on the *Traffic Operations Analysis* (Translutions, December 2021), the tables above show the AADT for the 2024 and 2045 conditions, respectively. The traffic volume along SR-243 would not exceed the 125,000 average daily trips threshold or 10,000 truck trip threshold for a POAQC.
- ii. The tables above list the 2024 and 2045 intersection levels of service for the no build and build conditions. As shown, the proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.

## PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

- v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM<sub>2.5</sub> and PM<sub>10</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot spot analysis. The proposed project would not create a new, or worsen an existing, PM<sub>10</sub> or PM<sub>2.5</sub> violation.

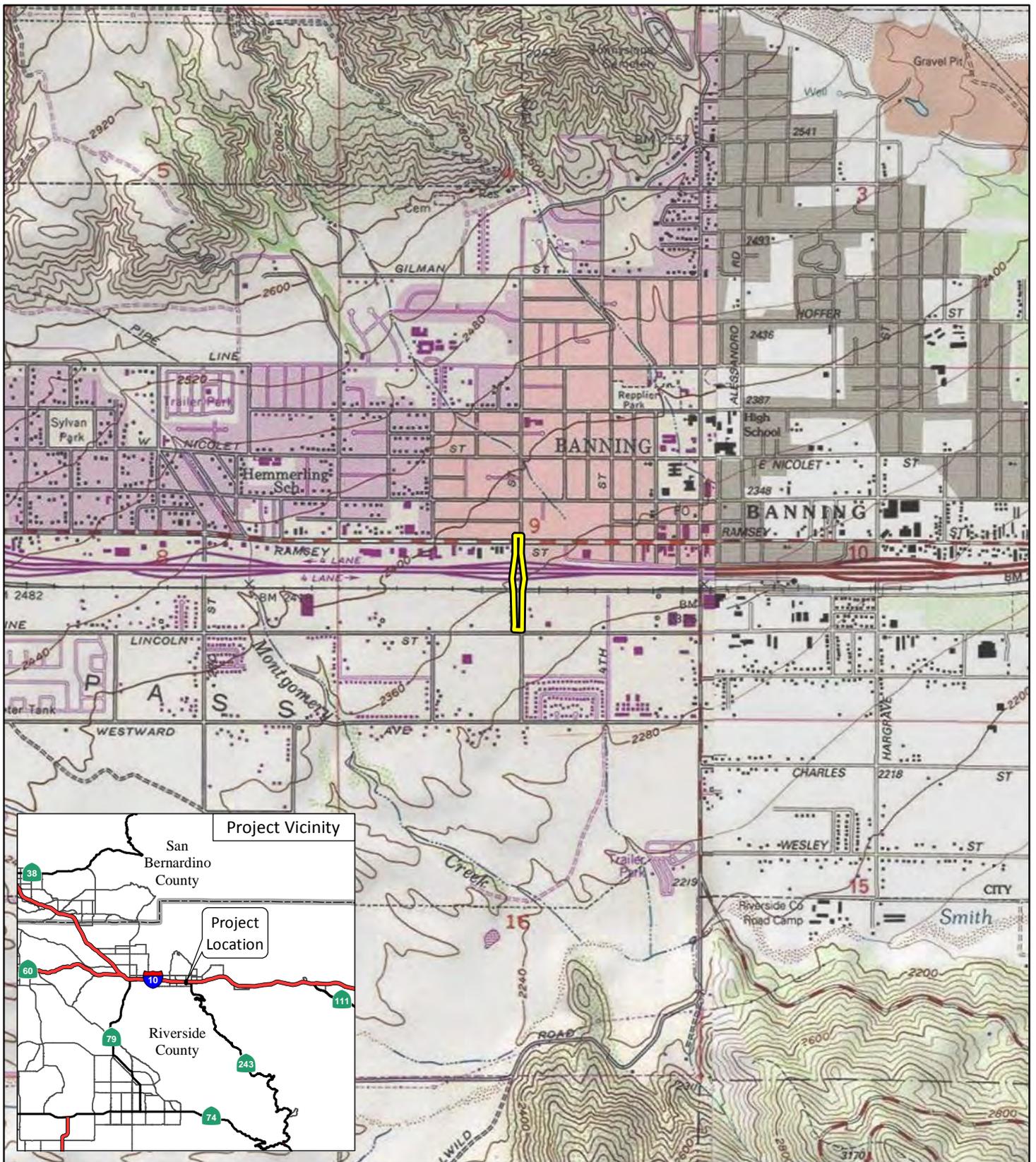


FIGURE 1

LEGEND

 Project Location



0 1000 2000  
FEET

SOURCE: USGS 7.5' Quad - *Baumont, CA* (1988) and *Cabazon, CA* (1988)

I:\DFD2102\GIS\MXD\ProjectLocation\_USGS.mxd (12/13/2021)

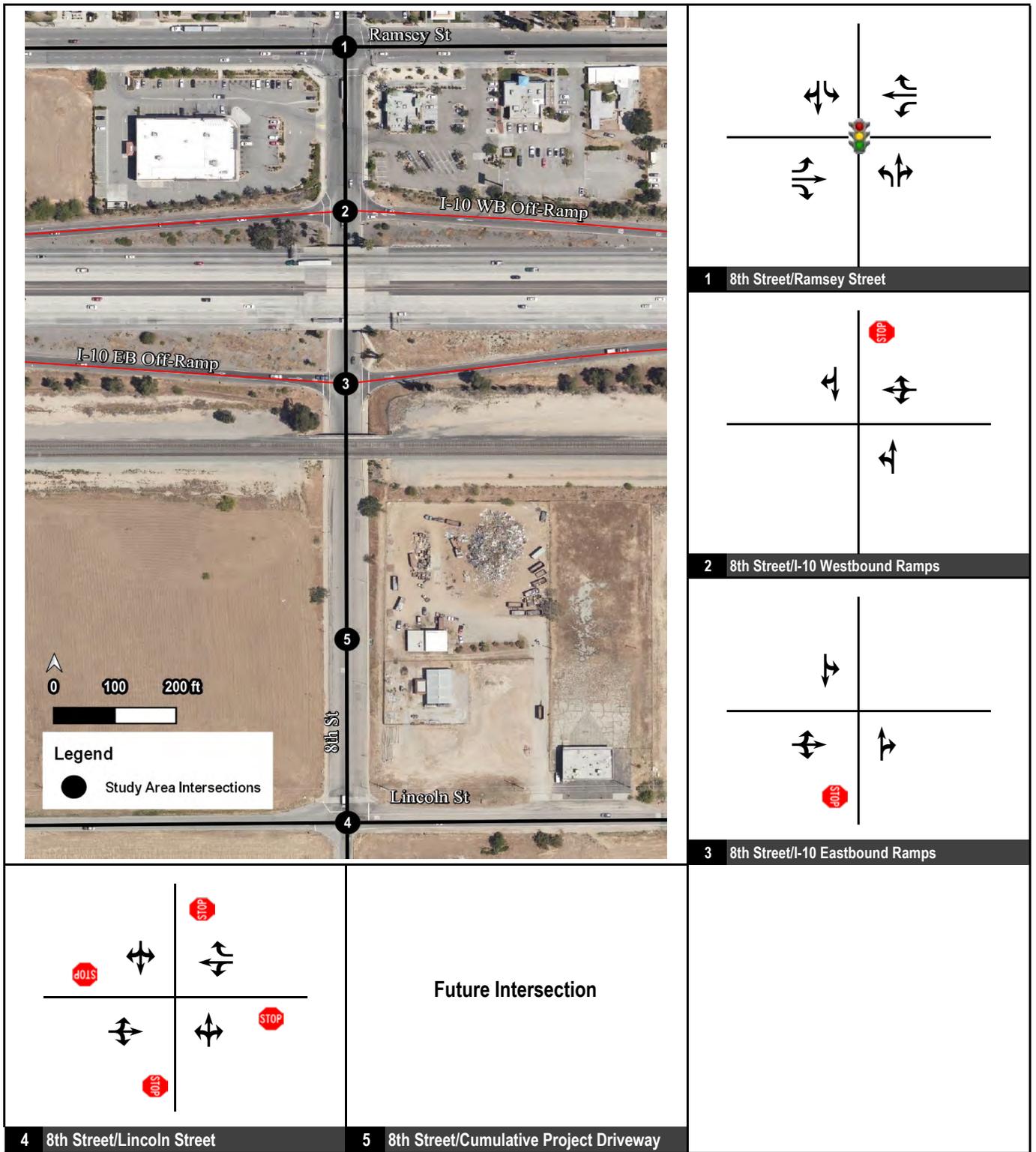


FIGURE 3

Legend

-  Signal
-  Stop Sign

8th Street/Interstate 10 Interchange Improvements Project  
Existing Intersection Lane Geometrics and Stop Controls



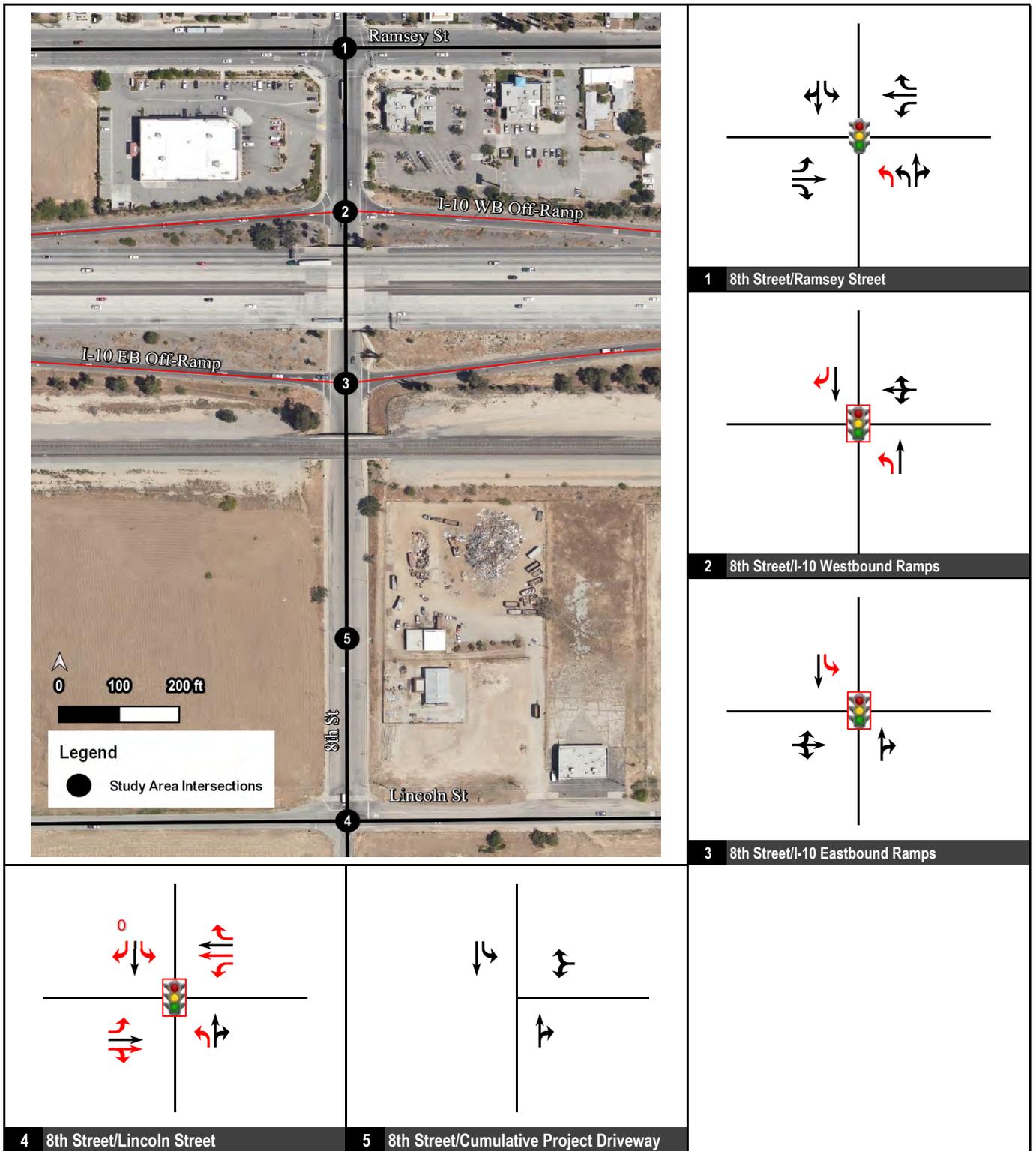


FIGURE 8

Legend

-  Signal
-  Stop Sign

**8th Street/Interstate 10 Interchange Improvements Project  
Design Year (2045) With Improvements Lane Geometrics and Stop Controls**



## PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

**RTIP ID#** *(required)* RIV131202

**TCWG Consideration Date** January 25, 2022

**Project Description** *(clearly describe project)*

The City of Riverside, in cooperation with the California Department of Transportation (Caltrans) and the County of Riverside, is proposing to reconfigure the State Route 91 (SR-91)/Adams Street interchange from post mile (PM) 15.1 to PM 16.2. The project alternatives include an offset intersection configuration (Build Alternative 3) and a hook ramp configuration (Build Alternative 7), along with the No-Build Alternative. The project improvements, lane restriping, and construction signage would extend along Adams Street from approximately 544 feet south of Magnolia Avenue to 990 feet south of Auto Center Drive as well as along SR-91 from PM 14.2 to PM 17.1 in the City of Riverside, Riverside County.

**No Build Alternative.** The No-Build Alternative would have this section of SR-91 remain in its present condition. No improvements to the existing SR-91/Adams Street interchange would be considered, and the existing conditions would remain. This alternative would not address traffic congestion issues or accommodate future demand within the project limits.

**Build Alternative 3.** Build Alternative 3 proposes an offset intersection configuration for the SR-91/Adams Street interchange. It would place the eastbound ramp intersection with Adams Street on the north side of SR-91 by constructing the eastbound on- and off-ramps over SR-91, creating a single offset intersection with the westbound ramps.

The intersection with the existing eastbound ramps at Adams Street would be eliminated. The off-ramp terminals in both directions would be widened from two lanes to three lanes. Both the eastbound and westbound off-ramp would consist of a dedicated left-turn lane, a through/left/right lane, and a dedicated right-turn lane. Both the eastbound and westbound on-ramps would consist of two lanes that would taper to one lane before joining SR-91.

Under Build Alternative 3, the existing Adams Street bridge would be replaced. In the northbound direction, the structure would consist of two through lanes, two dedicated left-turn lanes, a dedicated right-turn lane, a bike lane, and a six-foot-wide sidewalk. In the southbound direction, the structure would consist of one through lane, a through/right-turn lane, two dedicated left-turn lanes, a bike lane, and a six-foot-wide sidewalk.

**Built Alternative 7.** Build Alternative 7 proposes a hook ramp configuration for the SR-91/Adams Street interchange. It would eliminate the intersection between the eastbound ramps and Adams Street. The eastbound ramps would be moved to create a hook ramp that would intersect Indiana Avenue east of the Adams Street overcrossing. The off-ramp terminals in both directions would be widened from two lanes to three lanes. The eastbound off-ramp would consist of a dedicated left-turn lane, and two dedicated right-turn lanes. The westbound off-ramp would consist of a dedicated left-turn lane, a through/left/right-turn lane, and dedicated right-turn lane. The westbound on-ramp would consist of three lanes that would taper to one lane before joining SR-91. The eastbound on-ramp would consist of two lanes that would taper to one lane before joining SR-91. The portion of Indiana Avenue between the eastbound ramps and Adams Street would be widened from two lanes to three lanes in each direction. Indiana Avenue would be widened to provide dedicated turn lanes to the hook ramps.

Under Build Alternative 7, the existing Adams Street bridge would be replaced. In the northbound direction, the structure would consist of two through lanes, two dedicated left-turn lanes, a bike lane, and a six-foot-wide sidewalk. In the southbound direction the structure would consist of two through lanes, two dedicated left-turn lanes, a bike lane, and a six-foot-wide sidewalk.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> Change to existing regionally significant street				
<b>County</b> Riverside		<b>Narrative Location/Route &amp; Postmiles</b> 08-RIV-91-15.1/16.2 <b>Caltrans Projects – EA#</b> 1H180		
<b>Lead Agency:</b> Caltrans				
<b>Contact Person</b> Michael B. Makary		<b>Phone#</b> 909-501-1258	<b>Fax#</b> N/A	<b>Email</b> michael.makary@dot.ca.gov
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5</b> x <b>PM10</b> x				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
<b>Categorical Exclusion (NEPA)</b>	x	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>
				<b>Other</b>
<b>Scheduled Date of Federal Action:</b> February 2023				
<b>NEPA Assignment – Project Type</b> <i>(check appropriate box)</i>				
<b>Exempt</b>		<b>Section 326 –Categorical Exemption</b>	x	<b>Section 327 – Non-Categorical Exemption</b>
<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	2019	2019	2021	2023
<b>End</b>	2022	2022	2023	2024
<b>Project Purpose and Need (Summary):</b> <i>(attach additional sheets as necessary)</i> The proposed project is needed to improve traffic flow along the freeway as well as circulation on local streets surrounding the interchange. The SR-91 at Adams Street interchange is one of the busiest entrance/exit points in the City of Riverside. Because of high traffic demands and close intersection spacing along Adams Street in the vicinity of the interchange, severe congestion occurs throughout the interchange area and on surrounding city streets when storage lanes overflow during peak periods. Furthermore, travel demand in the project area is expected to continue to increase. Project improvements will increase operational efficiency and help the Adams Street intersection at SR-91 meet existing and projected access demands.				
<b>Surrounding Land Use/Traffic Generators</b> <i>(especially effect on diesel traffic)</i> The land uses within the project area include single-family and multi-family residences, an auto center, a university, and commercial uses.				

<p><b>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p><b>SR-91</b> 2027 No Build: ADT=175,500; Truck ADT=11,320 (6.45%); LOS=D 2027 Alternative 3: ADT=175,500; Truck ADT=11,320 (6.45%); LOS=D 2027 Alternative 7: ADT=175,500; Truck ADT=11,320 (6.45%); LOS=D</p>
<p><b>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p><b>SR-91</b> 2047 No Build: ADT=190,900; Truck ADT=12,310 (6.45%); LOS=D 2047 Alternative 3: ADT=190,900; Truck ADT=12,310 (6.45%); LOS=D 2047 Alternative 7: ADT=190,900; Truck ADT=12,310 (6.45%); LOS=D</p>
<p><b>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</b></p> <p><b>Adams Street</b> 2027 No Build: ADT=31,340; Truck ADT=1,191 (3.8%); LOS=E 2027 Alternative 3: ADT=31,340; Truck ADT=1,191 (3.8%); LOS=D 2027 Alternative 7: ADT=31,340; Truck ADT=1,191 (3.8%); LOS=C</p> <p><b>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</b></p> <p><b>Adams Street</b> 2047 No Build: ADT=37,470; Truck ADT=1,424 (3.8%); LOS=F 2047 Alternative 3: ADT=37,470; Truck ADT=1,424 (3.8%); LOS=F 2047 Alternative 7: ADT=36,360; Truck ADT=1,382 (3.8%); LOS=D</p>
<p><b>Describe potential traffic redistribution effects of congestion relief (impact on other facilities)</b> See attached analysis</p>
<p><b>Comments/Explanation/Details (attach additional sheets as necessary)</b> See attached analysis</p>

## **PM<sub>2.5</sub>/PM<sub>10</sub> Hot-Spot Analysis**

The SR-91/Adams Street Interchange Project is located within a nonattainment area for federal PM<sub>2.5</sub> standards and within an attainment/maintenance area for the federal PM<sub>10</sub> standards. Therefore, per 40 CFR Part 93 hot-spot analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern.

According to 40 CFR Part 93.123(b)(1), the following are Projects of Air Quality Concern (POAQC):

- i. New highway projects have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;
- ii. Projects affecting intersections that are at a 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;
- iii. New bus and rail terminals and 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; and
- v. Projects in or affecting locations, areas or categories of sites which are identified in the PM<sub>2.5</sub> and PM<sub>10</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project does not qualify as a POAQC because of the following reasons:

- i) The proposed Project is not a new or expanded highway project. The proposed Project reconstructs the existing SR-91/Adams Street interchange without increasing capacity. Tables A and B summarize the traffic volumes along SR-91 and Adams Street in the project area. As shown, the traffic volumes along SR-91 would not change with either build alternative. In addition, Alternative 7 would redistribute traffic along Adams Street without increasing the total traffic volumes. Therefore, the project alternatives would not result in a significant increase in the number of diesel vehicles.
- ii) As discussed above, the proposed Project would not significantly increase the number of diesel vehicles operating within the project study area. Therefore, the proposed Project would not affect intersections that are at a Level of Service D, E, or F with a significant number of diesel vehicles.
- iii) The proposed build alternatives do not include the construction of a new bus or rail terminal.
- iv) The proposed build alternatives do not expand an existing bus or rail terminal.
- v) The proposed build alternatives are not in or affecting locations, areas, or categories of sites that are identified in the PM<sub>2.5</sub> and PM<sub>10</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed SR-91/Adams Street Interchange Project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis and would not create a new, or worsen an existing, PM<sub>2.5</sub> and PM<sub>10</sub> violation.

**Table A. 2027 Traffic Volumes**

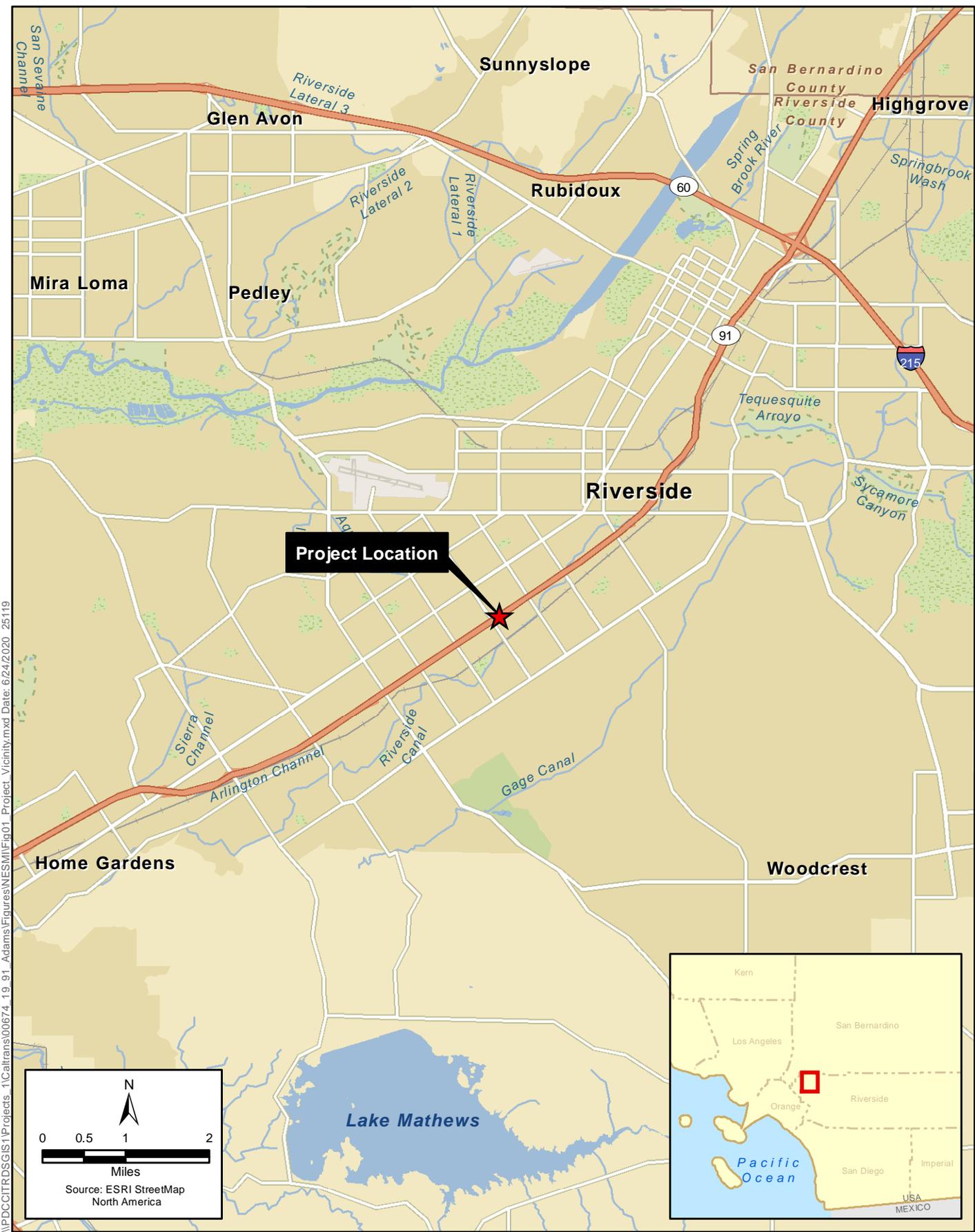
Roadway Segment	No Build			Alternative 3			Alternative 7		
	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %
<b>SR-91</b>									
West of Van Buren	179,045	11,548	6.45	179,045	11,548	6.45	179,045	11,548	6.45
Between Van Buren and Adams	174,217	11,237	6.45	174,217	11,237	6.45	174,217	11,237	6.45
Between Adams and Madison	175,500	11,320	6.45	175,500	11,320	6.45	175,500	11,320	6.45
East of Madison	177,973	11,479	6.45	177,973	11,479	6.45	177,973	11,479	6.45
<b>Adams Street</b>									
North of SR-91	31,340	1,191	3.8	31,340	1,191	3.8	31,340	1,191	3.8
South of SR-91	28,130	1,069	3.8	28,130	1,069	3.8	28,550	1,085	3.8

ADT = average daily traffic; SR = State Route

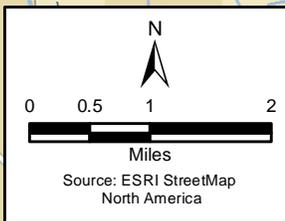
**Table B. 2047 Traffic Volumes**

I-15 Freeway Segment	No Build			Alternative 3			Alternative 7		
	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %
<b>SR-91</b>									
West of Van Buren	188,808	12,178	6.45	188,808	12,178	6.45	188,808	12,178	6.45
Between Van Buren and Adams	190,752	12,304	6.45	190,752	12,304	6.45	190,752	12,304	6.45
Between Adams and Madison	190,886	12,312	6.45	190,886	12,312	6.45	190,886	12,312	6.45
East of Madison	195,782	12,628	6.45	195,782	12,628	6.45	195,782	12,628	6.45
<b>Adams Street</b>									
North of SR-91	35,660	1,355	3.8	35,660	1,355	3.8	35,660	1,355	3.8
South of SR-91	37,470	1,424	3.8	37,470	1,424	3.8	36,360	1,382	3.8

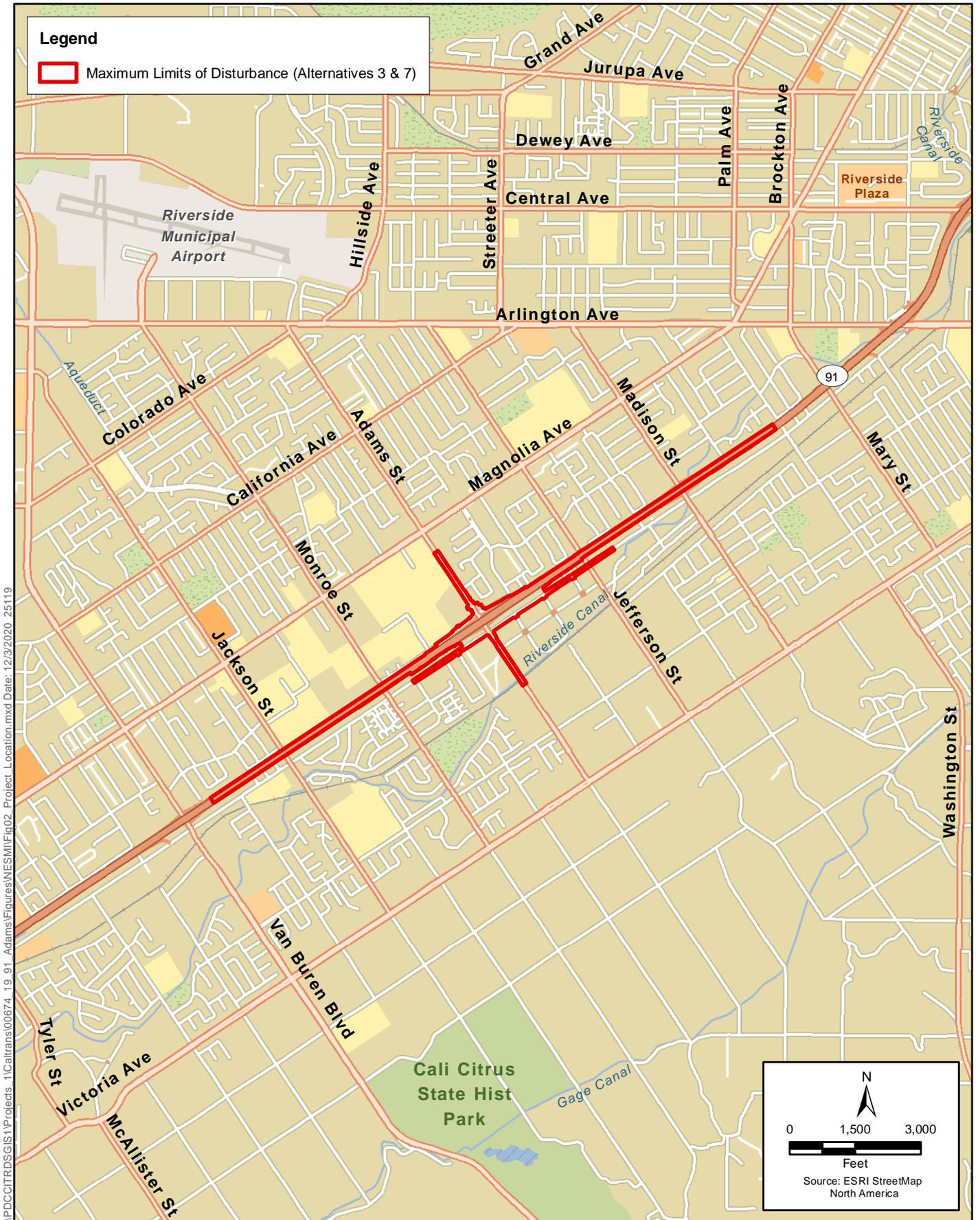
ADT = average daily traffic; SR = State Route



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**Figure 1**  
**Project Vicinity**  
**SR-91/Adams Street Interchange Project**



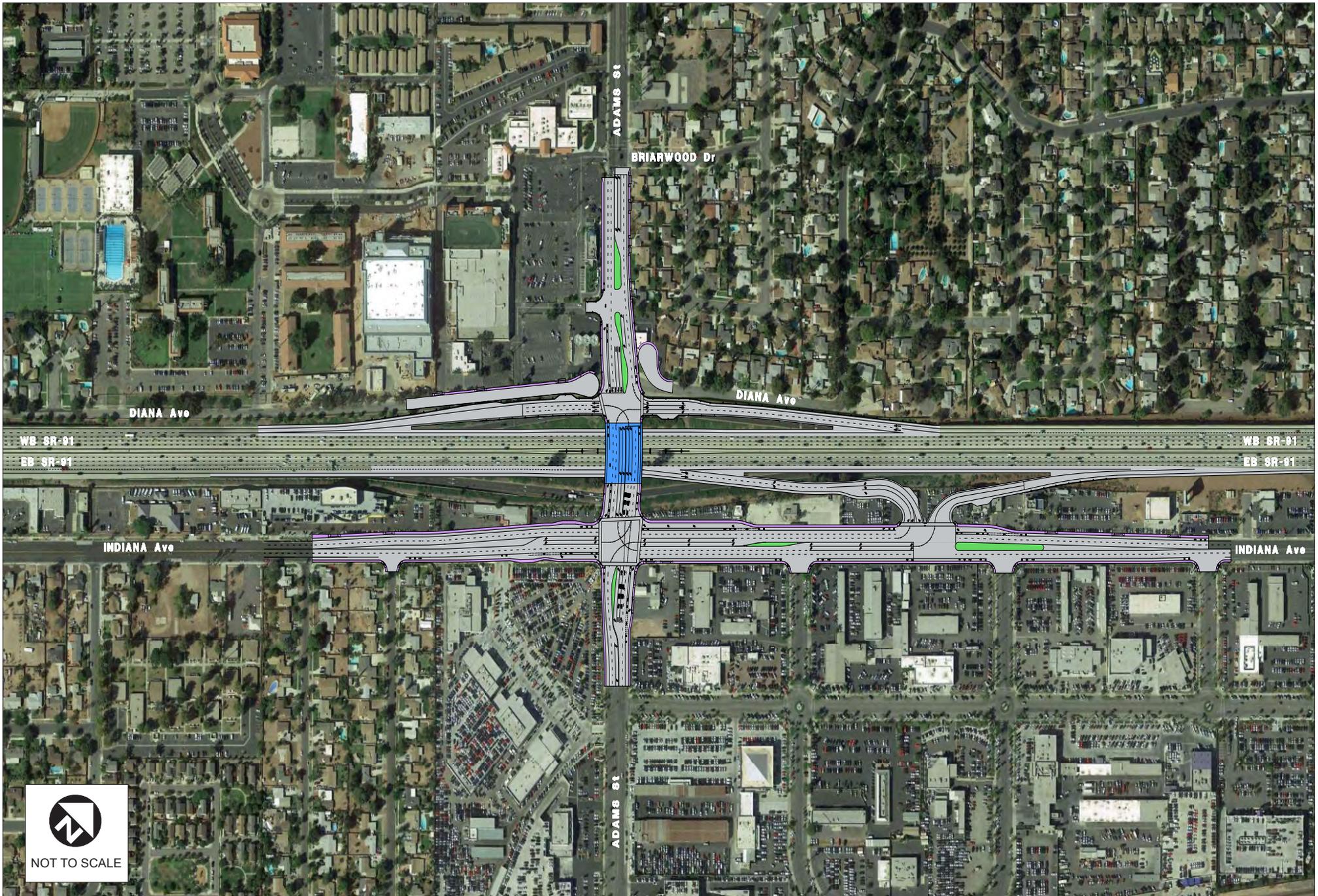
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**Figure 2**  
**Project Location**  
**SR-91/Adams Street Interchange Project**



SR-91/Adams Street Interchange Reconfiguration PA/ED

Figure 3  
Build Alternative 3 Design



SR-91/Adams Street Interchange Reconfiguration PA/ED

Figure 4  
Build Alternative 7 Design

**TABLE 1 FTIP Projects - Continued**

County	System	FTIP ID	Route #	Description	Project Cost (\$1,000's)
RIVERSIDE	STATE HIGHWAY	RIV110122	215	ON I-215 IN SW RIVERSIDE COUNTY FROM ONE AND ONE-HALF MILES N/O MURRIETA HOT SPRINGS RD TO FRENCH VALLEY PKWY OFFRAMP: CONSTRUCT A THIRD MIXED-FLOW LANE IN THE MEDIAN AND AUX-LANE FROM MURRIETA HOT SPRINGS SB ENTRANCE RAMP TO ONE-HALF MILE S/O FRENCH VALLEY PKWY OFF-RAMP (WIDEN) I215/I-15 SEPARATION FROM 2 TO 4 LANES) (EA: OF163).	\$14,874
RIVERSIDE	STATE HIGHWAY	RIV120201	60	ON SR-60 IN UNINCORPORATED RIVERSIDE CO: CONSTRUCT NEW EASTBOUND CLIMBING AND WESTBOUND DESCENDING TRUCK LANES FROM GILMAN SPRINGS RD TO APPROX. 1.37 MILES W/O JACK RABBIT TRAIL AND UPGRADE EXISTING INSIDE AND OUTSIDE SHOULDERS TO STANDARD WIDTHS (10-FT INSIDE SHOULDER AND 12-FT OUTSIDE SHOULDER) (EA: 0N69U) - CMAQ PM2.5 BENEFITS PROJECT.	\$138,375
RIVERSIDE	STATE HIGHWAY	RIV131001	111	IN EASTERN RIVERSIDE COUNTY IN THE CITY OF PALM SPRINGS - CONSTRUCT A SECOND LEFT TURN LANE (NON-CAPACITY INCREASING) NORTH BOUND ON GENE AUTRY TRAIL AT THE INTERSECTION OF GENE AUTRY TRAIL AND VISTA CHINO (HWY 111) (PM 2.5 BENEFITS .007KG/DAY).	\$326
RIVERSIDE	STATE HIGHWAY	RIV131003	215	IN CENTRAL RIVERSIDE COUNTY IN THE CITY OF PERRIS - I-215 AT NUEVO INTERCHANGE IMPROVEMENTS: WIDENING OF OC FROM 4 TO 6 LANES (3 LANES IN EA DIRECTION) AND WIDENING OF NB AND SB ENTRY RAMP FROM 2 TO 3 LANES. ADDITIONAL IMPROVEMENTS INCLUDE SIDEWALK INSTALLATION ON BOTH SIDES OF THE OC.	\$13,000
RIVERSIDE	STATE HIGHWAY	RIV131127	74	IN LAKE ELSINORE - INTERSECTION WIDENING AND TRAFFIC SIGNAL INSTALLATION - RIVERSIDE DR/SR74 AT GRAND AVE: WIDEN RIVERSIDE DR/SR74 FROM 3 TO 6 LANES AND GRAND AVENUE FROM 2 TO 4 LANES AND INSTALL TRAFFIC SIGNAL AT THE T-INTERSECTION OF RIVERSIDE DR/SR74 AT GRAND AVE.	\$3,026
RIVERSIDE	STATE HIGHWAY	RIV131201	10	IN RIVERSIDE COUNTY IN THE CITY OF CALIMESA - RECONSTRUCTION OF EXISTING INTERCHANGE AT I-10/COUNTY LINE EXTENDING 1300 LINEAR FEET FROM COUNTY LINE LANE TO APPROX. 300 FT. W/O CALIMESA BLVD. THE PROJECT WILL INCLUDE RAMP REALIGNMENT FOR ALL FOUR RAMPS WITH MINOR RAMP WIDENING.	\$24,775
RIVERSIDE	STATE HIGHWAY	RIV131202	91	IN THE CITY OF RIVERSIDE - SR-91 AT ADAMS STREET INTERCHANGE RAMPS RECONFIGURATION, INCLUDING THE RECONSTRUCTION OF ADAMS ST OVERPASS, ADAMS STREET FROM AUTO CENTER DR TO BRIARWOOD DR AND INDIANA AVE FROM VANCE ST TO DETROIT DR.	\$100,600
RIVERSIDE	STATE HIGHWAY	RIV140840	111	IN EASTERN RIVERSIDE CO. FOR THE COUNTY OF RIVERSIDE IN MECCA-GRAPEFRUIT BLVD/4TH ST PED & RDWY SAFETY IMPROVEMENTS: ON W/S OF GRAPEFRUIT BLVD B/W 4TH ST & 3,000 FT SOUTH OF 66TH AVE, CONSTRUCT APPROX. 3,500 L.F. OF ASPHALT CONCRETE WALKWAY & 250 L.F. OF CONCRETE S/W, CURB & GUTTER, ADA CURB UPGRADES & WIDENING, TRAFFIC SIGNAL IMPROVEMENTS.	\$2,300
RIVERSIDE	STATE HIGHWAY	RIV150930	91	IN WESTERN RIVERSIDE COUNTY, ABOUT 0.4 MILES E/O RIVERSIDE/ORANGE COUNTY LINE, ABOUT 1.8 MILES SOUTHWEST OF PRADO DAM AND 0.7 MILES W/O GREEN RIVER RD IC: CONSTRUCT B CANYON WILDLIFE CROSSING CORRIDOR (PPNO 0071E) (EA OR010).	\$1,880
RIVERSIDE	STATE HIGHWAY	RIV151104	999	FREEWAY SERVICE PATROL - CONTINUING IMPLEMENTATION OF FREEWAY SERVICE PATROL ON SR91 (ORANGE CO LINE TO 60/91/215), SR60 (MILLIKEN TO MAIN), SR60/I-215 IC TO THEODORE, I-215 (RIVERSIDE COUNTY LINE TO SR-74/4TH ST), I-15 (HIDDEN VALLEY PKWY TO SR60), AND ON I-15 (MAGNOLIA AVE TO INDIAN TRUCK TR).	\$17,122
RIVERSIDE	STATE HIGHWAY	RIV151218	215	IN WESTERN RIVERSIDE COUNTY IN MENIFEE: RECONSTRUCT/WIDEN I-215 IC AT MC CALL BLVD. - WIDEN IC FROM 4 TO 6 LANES (SUN CITY BLVD TO EASTERLY OF ENCANTO DR), WIDEN ENTRY RAMPS (RAMP METERED / NON HOV PREFERENTIAL LANE), WIDEN EXIT RAMPS (DUAL LEFT @ SB & DUAL RIGHT @ NB WITH MCCALL), ADD DUAL LEFT-TURN AND DEDICATED RIGHT-TURN LANES (EA 1F700).	\$36,200
RIVERSIDE	STATE HIGHWAY	RIV151219	215	IN WESTERN RIVERSIDE COUNTY IN MENIFEE: CONSTRUCT NEW HOLLAND AVE 4-LANE OC (2 LNS IN EA DIR) OVER I-215 AND ANTELOPE RD. PROJECT INCLUDES REALIGNMENT OF WILLOWOOD WAY, RESTRIPING OF HANOVER LANE AND ALBION LANE, AND CONSTRUCTION OF AN ACCESS ROAD FOR BUSINESS ON THE WEST SIDE OF I-215 (EA 1F980).	\$27,000
RIVERSIDE	STATE HIGHWAY	RIV151220	60	IN WESTERN RIVERSIDE COUNTY IN THE CITY OF MORENO VALLEY ALONG SR 60 - WIDEN FROM TWO TO THREE LANES IN EACH DIRECTION IN THE EXISTING MEDIAN TO PROVIDE ONE ADDITIONAL GENERAL PURPOSE LANE IN EACH DIRECTION FROM REDLANDS BLVD. TO GILMAN SPRINGS RD.	\$7,500
RIVERSIDE	STATE HIGHWAY	RIV151221	91	IN THE CITY OF RIVERSIDE - SR 91 HOV REMNANT WORK: COMPLETE THE REMAINING WORK FROM THE SR91 HOV ASSOCIATED TO THE UPRR LINE ALONG PACHAPPA UNDERPASS, PAVE THE FULL STRUCTURE SECTION OF WB 91 AUX. LNS AND SHOULDER FROM STA 340+32 TO STA 342+50 (218 FT) & CONS FULL STRUCTURE SECTION FOR THE 2ND RT LN OF MISION INN WB EXIT RAMP (EA 44843) - TC UTILIZ \$1,694.8 TO MATCH CON IN FY 20.	\$17,895
RIVERSIDE	STATE HIGHWAY	RIV160101	15	IN WESTERN RIVERSIDE COUNTY ON SR-91/I-15: ON I-15 - ADD TOLL EXPRESS LANE MEDIAN DIRECT CONNECT FROM SB15 TO WB91 & EB91 TO NB15, 1 TOLL EXPRESS LANE EACH DIRECTION FROM HIDDEN VALLEY TO SR91 DIRECT CONNECTOR. CONSTRUCT OPERATIONAL IMPROVEMENT AND AUXILIARY LANE ALONG SR91. CONSTRUCT ADDITIONAL SIGNAGE ALONG SR91 AT PM R18.0 IN OR COUNTY.	\$180,000

**TABLE 2 Financially-Constrained RTP/SCS Projects - Continued**

System	Lead Agency	RTP ID	Route #	Route Name	From	To	Description	Completion Year	Project Cost (\$1,000's)
<b>County: Riverside</b>									
STATE HIGHWAY	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3200S013	60	SR-60/I-215	SR-91/ SR-60/I-215 INTERCHANGE	GILMAN SPRINGS RD (SR-60) AND VAN BUREN BLVD (I-215)	CONSTRUCT 4 EXPRESS LNS (2 LN EA DIR) FROM SR-91/SR-60/I-215 INTERCHANGE TO SR-60/I-215 INTERCHANGE. CONSTRUCT 2 EXPRESS LNS (1 LN EA DIR) FROM SR-60/I-215 INTERCHANGE TO GILMAN SPRINGS ROAD (SR-60). CONSTRUCT 2 EXPRESS LNS (1 LN EA DIR) FROM SR-60/I-215 INTERCHANGE TO VAN BUREN BLVD (I-215).	2028	\$508,000
STATE HIGHWAY	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3200S014	91	SR-91	I-15	TO I-215/SR-60 INTERCHANGE	CONSTRUCT 2 EXPRESS LNS (1 LN EA DIR) FROM I-15 TO I-215/SR-60 INTERCHANGE.	2030	\$220,000
STATE HIGHWAY	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3C01MA01	0	EAST-WEST CORRIDOR	I-15	I-215	CETAP: PROVIDE NEW EAST-WEST TRANSPORTATION CORRIDOR BETWEEN I-15 IN THE WEST, I-215 IN THE EAST, SOUTH OF LAKE MATHEWS IN THE NORTH, AND SR 74 IN THE SOUTH.	2045	\$2,367,661
STATE HIGHWAY	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3ITS0717	0	FREEWAY SERVICE PATROL			RIVERSIDE COUNTY FREEWAY SERVICE PATROL	2025	\$30,000
STATE HIGHWAY	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3M01MA09	71	SR-71	SR-91	SAN BERNARDINO COUNTY LINE	WIDEN TO 3 MF LANES EACH DIRECTION	2030	\$177,132
STATE HIGHWAY	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3M04MA05	10	I-10/SR-60 JCT/SPLIT	SR60/I-10 JCT/ SPLIT		CONSTRUCT NEW INTERCHANGE	2030	\$282,443
STATE HIGHWAY	RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)	3TK04MA12	10	I-10	SAN BERNARDINO COUNTY LINE	JCT I-10/SR60	ON I-10 NEAR BEAUMONT: ADD/CONSTRUCT NEW EASTBOUND TRUCK CLIMBING LANE FROM SAN BERNARDINO COUNTY LINE TO I-10/ SR60 JCT (EA: 35300)	2028	\$35,709
STATE HIGHWAY	RIVERSIDE, CITY OF	3M01WT022-RIV131202	91				IN THE CITY OF RIVERSIDE - SR-91 AT ADAMS STREET INTERCHANGE RAMPS RECONFIGURATION, INCLUDING THE RECONSTRUCTION OF ADAMS ST OVERPASS, ADAMS STREET FROM AUTO CENTER DR TO BRIARWOOD DR AND INDIANA AVE FROM VANCE ST TO DETROIT DR.	2028	\$100,600
STATE HIGHWAY	RIVERSIDE, CITY OF	3M01WT026	91	SR-91 (PM 12.9 TO 13.1)	AT TYLER ST	BTWN DIANA AVE & INDIANA AVE	RECONSTRUCT/WIDEN IC AND RECONSTRUCT/WIDEN RAMPS	2030	\$75,000
STATE HIGHWAY	RIVERSIDE, CITY OF	3M04WT018	60	SR-60 (PM 11.23 TO 12.23)	AT MAIN ST	BTWN RUSSELL ST & STODDARD AVE	RECONSTRUCT/WIDEN IC AND RECONSTRUCT/WIDEN RAMPS, CHANNELIZATION IMPROVEMENTS	2030	\$20,304

**2021 Federal Transportation Improvement Program**  
**Riverside County**  
**State Highway - Project Listing**  
**Including Amendments 1 - 4\_6 - 11\_13**  
**(In \$000's)**

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
RIV200801	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Riverside	TCM Committed	SCAB	\$15,200	3ITS08	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
ITS13 - VEH DETECT (VDS) & AUTOMATIC VEH CLASSIF (AVC) SYS		From San Diego County Line to I-15/I-215 split Post Miles: Begin 0.00 End 9.90		NO	21-07		

**DESCRIPTION**  
 In Western Riverside County in the City of Temecula: Installation of new vehicle detection and adaptive highway metering systems on I-15 NB from the San Diego county line to the I-15/I-215 split. Includes relocation of existing ramp meters at Rancho California Rd. (RCR) and Temecula Parkway, ramp modifications at RCR and Winchester Road, variable speed limit signs, and other ITS elements. TC Utilization: FY 20/21 CMAQ for PE \$459k and FY 21/22 for CON \$1.147M.

PHASE	FUND SOURCE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
PE	CMAQ	\$0	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
CON	CMAQ	\$0	\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
CON	STATE CASH - CT MINOR PROGRAM	\$0	\$0	\$1,200	\$0	\$0	\$0	\$0	\$0	\$1,200
TOTAL	TOTAL	\$0	\$4,000	\$11,200	\$0	\$0	\$0	\$0	\$0	\$15,200

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
RIV62024	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Riverside	NON-EXEMPT	SCAB	\$1,523,000	RIV62024	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From 1.26 miles south of Domenigoni Pkwy to Gilman Springs Rd Post Miles: Begin 15.78 End 33.80		YES	21-07		

**DESCRIPTION**  
 ON SR79 IN SOUTHWESTERN RIVERSIDE COUNTY BETWEEN 1.26 MILES SOUTH OF DOMENIGONI PKWY TO GILMAN SPRINGS ROAD: REALIGN AND WIDEN SR79 FROM 2 TO 4 THROUGH LANES.

PHASE	FUND SOURCE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
PE	AGENCY	\$24,149	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,149
PE	BONDS - LOCAL	\$0	\$0	\$0	\$0	\$42,500	\$0	\$0	\$0	\$42,500
PE	CITY FUNDS	\$1,055	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,055
PE	DEMO - TEA 21	\$4,222	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,222
PE	DEMO-SAFETEA-LU	\$2,160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,160
PE	FFY 2006 APPROPRIATIONS	\$693	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$693
PE	WESTERN RIV TUMF	\$13,159	\$0	\$0	\$0	\$12,500	\$0	\$0	\$0	\$25,659
ROW	AGENCY	\$0	\$0	\$0	\$0	\$67,000	\$0	\$0	\$0	\$67,000
ROW	BONDS - LOCAL	\$0	\$0	\$0	\$0	\$166,500	\$0	\$0	\$0	\$166,500
ROW	WESTERN RIV TUMF	\$0	\$0	\$0	\$0	\$16,500	\$0	\$0	\$0	\$16,500
CON	AGENCY	\$0	\$0	\$0	\$0	\$0	\$0	\$462,562	\$0	\$462,562
CON	BONDS - LOCAL	\$0	\$0	\$0	\$0	\$0	\$0	\$710,000	\$0	\$710,000
TOTAL	TOTAL	\$45,438	\$0	\$0	\$0	\$305,000	\$0	\$1,172,562	\$0	\$1,523,000

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
RIV131202	RIVERSIDE, CITY OF	Riverside	NON-EXEMPT	SCAB	\$112,800	3M01WT022	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CARH3 - INTERCHANGE-MOD/REP/REC-LN ADD'S		From mile marker 15.29 to mile marker 16.14 Post Miles: Begin 15.29 End 16.14		YES	21-06		

**DESCRIPTION**  
 IN THE CITY OF RIVERSIDE - SR-91 AT ADAMS STREET INTERCHANGE RAMPS RECONFIGURATION, INCLUDING THE RECONSTRUCTION OF ADAMS ST OVERPASS, ADAMS STREET FROM AUTO CENTER DR TO BRIARWOOD DR AND INDIANA AVE FROM VANCE ST TO DETROIT DR. ADVANCE SIGNING AND TRANSITION STRIPING EXTENDS TO POSTMILE 14.3 TO THE WEST, AND TO POSTMILE 16.1 TO THE EAST.

PHASE	FUND SOURCE	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
PE	CITY FUNDS	\$3,765	\$0	\$3,100	\$0	\$0	\$0	\$0	\$0	\$6,865
PE	STP LOCAL	\$935	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$935
ROW	CITY FUNDS	\$0	\$0	\$30,000	\$20,000	\$0	\$0	\$0	\$0	\$50,000
CON	CITY FUNDS	\$0	\$0	\$0	\$0	\$55,000	\$0	\$0	\$0	\$55,000
TOTAL	TOTAL	\$4,700	\$0	\$33,100	\$20,000	\$55,000	\$0	\$0	\$0	\$112,800

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
RIV031215	TEMECULA	Riverside	NON-EXEMPT	SCAB	\$137,307	RIV031215	State
<u>PRIMARY PROGRAM CODE</u>		<u>PROJECT LIMITS</u>		<u>MODELING</u>	<u>FTIP AMENDMENT</u>		
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S ( NO HOV LANES): RS		From Winchester Rd IC loop entry ramps to Jefferson Ave. Winchester RD IC NB entry ramp Post Miles: Begin 6.40 End 9.70		YES	21-06		

**DESCRIPTION**  
 FRENCH VALLEY PKWY IC/ARTERIAL PHASES: PH II - CONSTRUCT 2 LN NB CD (N/O WINCHESTER IC ON-RAMPS TO JUST N/O RTE 15/215 JCT WITH CONNECTORS TO RTE 15 AND RTE 215 (I-215 PM: 8.4 TO 9.3) (EA:43272) (PPNO. 0021K). (PH III: RIV031215B).