

MEETING OF THE

TRANSPORTATION CONFORMITY WORKING GROUP



SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS
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**Tuesday, March 26, 2019
10:00 a.m. – 12:00 p.m.**

**SCAG Main Office
Policy Committee A Conference Room
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017
213.236.1800**

Teleconference

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

Meeting ID: 153 963 916

Zoom Meeting URL:

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

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact:

Rongsheng Luo at 213.236.1994 or luo@scag.ca.gov

Agendas and Minutes for the Transportation Conformity Working Group are also available at:

<http://www.scag.ca.gov/committees/Pages/CommitteeL2/SingleCommittee.aspx?CID=25>

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Transportation Conformity Working Group

AGENDA

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TIME

- 1.0 CALL TO ORDER AND SELF-INTRODUCTION** **James Mejia, Chair**
- 2.0 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 fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.
- 3.0 CONSENT CALENDAR**
- 3.1 February 26, 2019 TCWG Meeting Minutes 3.1-1
Attachment 3.1
- 4.0 INFORMATION ITEMS**
- 4.1 Review of PM Hot Spot Interagency Review Forms 4.1-1-1 30 minutes
Attachments 4.1-1 RIV071252;
4.1-2 UpdatedSR74WideningProject; 4.1-3 20179901
- 4.2 Updated Proposed Framework of Rongsheng Luo, SCAG 4.2-1 15 minutes
Regional Emissions Analysis for
SCAG's Connect SoCal (2020 RTP/SCS)
Attachment 4.2 Updated Proposed Framework
- 4.3 Draft Transportation Conformity Rongsheng Luo, SCAG 4.3-1-1 10 minutes
Re-Determination for 2016 RTP/SCS
and 2019 FTIP for 2015 8-Hour Ozone Standards
Attachment 4.3-1 Public Notice;
4.3-2 Draft Conformity Re-Determination Report
- 4.4 RTP Update John Asuncion, SCAG 5 minutes
- 4.5 FTIP Update John Asuncion, SCAG 5 minutes
- 4.6 EPA Update Karina O'Connor and Wienke Tax, EPA 10 minutes
- Standing Update
- Sanction Clocks Update
- 4.7 ARB Update Nesamani Kalandiyur, ARB 10 minutes
- Standing Update
- SIP Update
- 4.8 Air Districts Update District Representatives 10 minutes
- Standing Update
- AQMP/SIP Update
- 5.0 INFORMATION SHARING** 5 minutes

Transportation Conformity Working Group

AGENDA

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TIME

6.0 ADJOURNMENT

The next meeting of the Transportation Conformity Working Group will be held on Tuesday, April 23, 2019 at the SCAG main office in downtown Los Angeles

RTIP ID# *(required)* 3A07020-RIV071252

TCWG Consideration Date

March 26, 2019

Project Description *(clearly describe project)*

The California Department of Transportation (Caltrans), in cooperation with City of Indio (City), the County of Riverside, and Coachella Valley Association of Governments (CVAG) is proposing to improve the existing Interstate 10 (I-10)/Jackson Street Interchange located in Indio, California, as shown in Figure 1. The I-10/Jackson Street interchange is a major access point for existing residential and commercial uses. Reconstructing the interchange and widening Jackson Street will address existing deficiencies, remove the existing bottleneck, and accommodate further growth and development. The project limits extend from approximately Post Mile (PM) R54.9 to PM R56.5 along I-10 and from Kenner Avenue (South of I-10) to Atlantic Avenue (North of I-10) along Jackson Street.

The project objectives are to enhance traffic operations, and reduce existing and projected traffic congestion on Jackson Street and the interchange ramps due to the planned and residential and commercial growth in City of Indio and adjacent City of Coachella. The improvements are expected to improve safety by eliminating existing nonstandard design features.

Two build alternatives (Build Alternative 2 and Build Alternative 4) and a No Build Alternative are being proposed for this project. Build Alternative 2 is a Compact Diamond (Type L-1) and Build Alternative 4 is a Diverging Diamond Interchange (DDI) also known as Double Crossover Diamond (DCD) interchange. The proposed alternatives are further discussed below.

No Build Alternative

The No Build Alternative would maintain the existing configuration of the I-10/Jackson Street interchange. Under this alternative, the nonstandard skew angles of the ramps at the intersections with Jackson Street would not be corrected, and widening along the ramps to create additional lanes to increase capacity of on- and off-ramps would not be provided. In addition, the No Build Alternative would not make any improvements along Jackson Street; additional lanes would not be constructed to increase capacity, sidewalks and curbs would not be added to enhance pedestrian, Bike and Low Speed Electric Vehicles (LSEV) access, and no access ramps to future CV Link facility will be constructed. Although this alternative avoids construction costs, potential environmental impacts, and ROW impacts compared to the build alternatives, it does not provide additional capacity for ongoing and planned development within the City of Indio and the neighboring communities, therefore it does not meet the purpose and need of the project.

Alternative 2: Compact Diamond

Under this build alternative, the existing I-10/Jackson Street interchange would maintain the compact diamond configuration and reconstruct Jackson Street, I-10 bridge overcrossing, Whitewater River Bridge, and the I-10 on and off ramps, as shown on Figure 2. Jackson Street at the I-10 bridge crossing would be reconstructed from one lane to two lanes in each direction, and include two left turn lanes at each ramp intersection for access to eastbound and westbound I-10 on-ramps. The existing Jackson Street bridge at the Whitewater River Bridge would be widened to increase the number of through lanes from one lane to two lanes in each direction. This alternative would include reconstruction and restriping of Jackson Street to transition the additional travel lanes to the existing lane configurations north and south of the interchange. The I-10 westbound (WB) and eastbound (EB) on-ramps would be widened to two lanes and transition to a single lane merging to I-10. Interchange off-ramps would be widened, realigned and restriped to accommodate additional turn lanes to Jackson Street. Auxiliary lanes would be constructed at the I-10 WB and EB ramps to enhance merging and diverging traffic to I-10. Alternative 2 includes the following improvements:

- Reconstruction of the existing Whitewater River Bridge Structure with a new wider bridge structure which can accommodate two 12-foot-wide through lanes, 10' shoulder and 6 foot-wide sidewalk on each direction;
- Reconstruction of existing Jackson Street Overcrossing (OC) (Bridge No. 56-612, PM R55.74) with a new OC bridge with two 12 foot-wide through lanes each direction, two 12 foot-wide left turn lanes for the northbound traffic turning left onto WB I-10, one 12 foot-wide left turn lane for southbound traffic turning left onto I-10 EB, 10 foot-wide sidewalk on both NB and SB direction of the new OC bridge;
- Widening of existing Jackson Street between Kenner Avenue and Atlantic Avenue to two 12 foot-wide through lanes on the southbound direction. Widening of the existing Jackson Street between Kenner Avenue and Jackson Street/WB ramps intersection to two 12 foot-wide through lanes;
- Realignment and widening of the I-10 EB and I-10 WB on- and off-ramps. At I-10 EB ramp intersection, the EB on-ramp is reconstructed to 2 lanes and EB off-ramp is reconstructed to 3 lanes. At I-10 WB ramp intersection, the WB on- and off-ramps to accommodate 2 lanes each. All the on- and off-ramps transition to single lanes before merging to I-10 mainline;
- Construction of WB auxiliary lane between Monroe Street and Jackson Street;
- Construction of auxiliary lane at EB on-ramp on the southeast quadrant of the interchange for approximately 300 feet to enhance merging traffic to I-10 EB;
- Construction of 600-foot WB auxiliary lane preceding Jackson Street WB off-ramp;
- Installation of planned ramp meter on the I-10 WB and EB on-ramps;
- Reconstruction and restriping of Jackson Street, where additional travel lanes transition to the existing lane configurations at Kenner Avenue and Atlantic Avenue;
- Construction of new retaining walls along the I-10 EB off-ramp, I-10 WB on- and off-ramps, along Jackson Street ramp intersections, and on the southeast side of the existing bridge over the Whitewater River;
- Construction of new access ramps to future CV Link facility (to be built by others); and
- Utility relocation
- Right-of-way acquisitions, partial acquisitions, permanent easements, and temporary construction easements.

Alternative 4: Diverging Diamond Interchange (DDI)

Under this build alternative, the existing I-10/Jackson Street interchange would be reconstructed to a DDI configuration utilizing a twin bridge layout spanning over the I-10 freeway and the Whitewater River, as shown on Figure 3. Two new parallel bridge structures over the Whitewater River and Jackson Street overcrossing would be constructed to accommodate two lanes, shoulders and sidewalks. The existing bridges along Jackson Street will be evaluated whether it could accommodate two travel lanes and may be reconstructed. The crossover intersections would gradually transition traffic from the right side of the road to the left side of the road while providing free right and left-turn movements to the I-10 on-ramps before crossing over back to the right-side of the road for through traffic. The DDI configuration requires two cross-over intersections with two-phase traffic signal operation within the interchange; inbound and outbound freeway traffic would cross one intersection compared to two intersections for the diamond interchange configuration. In addition, Alternative 4 would include reconstruction and restriping of Jackson Street to transition the additional travel lanes to the existing lane configurations north and south of the interchange. The I-10 westbound and eastbound on-ramps would be widened to two lanes and transition to a single lane merging to the I-10 freeway. Interchange off-ramps would be widened, realigned and restriped to accommodate additional turn lanes to Jackson Street. Auxiliary lanes would be constructed at the I-10 WB and eastbound EB ramps to enhance merging and diverging traffic to I-10. Alternative 4 includes the following improvements:

- Construction of a new parallel bridge over the Whitewater River to accommodate two 12 foot-wide through lanes, 10 foot-wide shoulder and 6 foot-wide sidewalk along Jackson Street. The existing bridge will be evaluated to identify whether it can remain in place or reconstructed to accommodate the two 12 foot-wide through lanes, 10 foot-wide shoulder and 6 foot-wide sidewalk for Jackson Street southbound traffic;
- Construction of a new parallel bridge on the east side of the existing Jackson Street OC (Bridge No. 56-612, PM R55.74). The existing bridge OC will be evaluated to determine whether it can remain in place or reconstructed. The existing OC will accommodate the two 12-foot-wide Jackson Street northbound (NB) through lanes and one 12 foot-wide free left turn for NB traffic turning left onto I-10 WB on-ramp. The newly constructed parallel bridge will accommodate two 12 foot-wide southbound (SB) through lanes and one 12 foot-wide free left turn for SB traffic accessing I-10 EB on-ramp;
- Widening of existing Jackson Street between Kenner Avenue and Atlantic Avenue to accommodate two 12 foot-wide through lanes on the southbound direction.
- Widening of existing Jackson Street between Kenner Avenue to Jackson Street/WB ramp intersection to two 12 foot-wide through lanes on northbound direction;
- Realignment and widening of I-10 EB on-ramp and I-10 WB on- and off-ramps to two lanes at ramp intersections. All the on- and off-ramps would transition to single lanes before merging to I-10 mainline. The EB off-ramp would maintain its existing two-lane configuration at the ramp intersection but one lane splits as left turn only lane heading northbound on Jackson Street;
- Construction of WB auxiliary lane between Monroe Street and Jackson Street;
- Construction of auxiliary lane would be constructed at EB on-ramp for approximately 300 feet on the southeast quadrant of the interchange to enhance merging traffic to I-10 EB;
- Construction of 600-foot WB auxiliary lane preceding Jackson Street WB off-ramp;
- Installation of planned ramp meter on the I-10 WB and EB on-ramps;
- Construction of signalized intersections to allow traffic crossover;

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<ul style="list-style-type: none"> • Construction of new retaining walls along portions of WB on- and off-ramps and along Jackson Street at WB ramp intersection and on the southwest side of the existing bridge over the Whitewater River Bridge; • Reconstruction and restriping of Jackson Street where additional travel lanes transition to the existing lane configurations at Kenner Avenue and Atlantic Avenue. • Construction of new access ramps to future CV Link facility (to be built by others). • Utility relocation • Right-of-way acquisitions, partial acquisitions, permanent easements, and temporary construction easements. 				
Type of Project <i>(use Table 1 on instruction sheet)</i> Reconfigure Existing Interchange				
County Riverside		Narrative Location/Route & Postmiles PM R54.9 to PM R56.5 Caltrans Projects – EA# 08-0M910		
Lead Agency: Caltrans				
Contact Person Joza Burnam		Phone# 949.870.1532	Fax#	Email jmburnam@esass.com
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	X	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction
Other				
Scheduled Date of Federal Action: 2020				
NEPA Assignment – Project Type <i>(check appropriate box)</i>				
Exempt		Section 326 –Categorical Exemption	X	Section 327 – Non-Categorical Exemption
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2018	2018	2018	2020
End	2020	2020	2024	2024

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

Purpose

The purpose of the proposed project is to:

- Increase capacity at I-10/Jackson Street interchange directly associated with the forecast travel demand for the 2040 design year within the City of Indio;
- Accommodate multimodal travel that integrates with the City's General Plan and preserves the values of the area;
- Improve existing interchange geometric deficiencies. The above objectives will be evaluated within the project limits while minimizing right-of-way, environmental, and economic impacts.

Need

The project addresses the following needs, transportation deficiencies, and problems:

- The average daily traffic at I-10/Jackson Street is expected to increase from 17,400 average vehicles per day in 2014 to 49,300 average vehicles per day by 2040, increasing by approximately 180%. Without planned improvements to increase capacity, and due to the increase in traffic in the year 2040, the current intersection and ramp intersections are anticipated to operate at unacceptable levels of service (LOS) E or F according to the Traffic Engineering Performance Assessment (TEPA);
- Gaps in the pedestrian and bicycle infrastructure impedes the connection between communities and businesses across the interchange;

The existing ramp alignments, ramp intersections, and Jackson Street contain geometric deficiencies. Without planned improvements, it is anticipated that the increased daily traffic may diminish the safety within the interchange related to these geometric deficiencies.

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

The area surrounding the site supports a variety of land uses including outdoor recreational use areas, single family residences, restaurants, commercial properties, a hotel (Fairfield Inna and Suites) and a school (Andrew Jackson Elementary School). Andrew Jackson Elementary school is located approximately 1,000 feet south of the I-10. Some residential land uses are located approximately 750 feet from the edge of the roadway.

The I-10/Jackson Street interchange provides access for trucks to retail and commercial businesses and residential land uses along Jackson Street. Heavy vehicle percentages at the study intersections are relatively low at 3 and 1 percent during the AM and PM peak hours. Traffic generators with and without the project would be gasoline vehicles and diesel truck traffic.

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

During the AM peak hour all freeway facilities operate acceptably under the No Build Alternative and both Build Alternatives. According to the Traffic Operations Report (Fehr & Peers, 2018) developed for the Proposed Project, with the addition of an auxiliary lane in the westbound direction between Jackson Street and Monroe Street, density is decreased between the Jackson Street On-Ramp and Monroe Street Off-Ramp.

During the PM peak hour, all eastbound and westbound study segments operate acceptably at LOS C or better in No Build and Build conditions. In the eastbound direction, density would remain unchanged with the project in place for all freeway locations except from the Jackson Street Off-Ramp where density is decreased. In the westbound direction density is unchanged from Golf Center Parkway to the Jackson Street Off-Ramp; however, with the auxiliary lane in place density is decreased in both Build Alternatives.

AADT volumes are not expected to change from No Build to Build conditions (Build Alternative 2 and 4). In the No Build and Build conditions AADT volumes are well below 125,000 AADT. Truck percentages also remain unchanged from No Build to Build conditions, which is below 4% for all segments of the I-10.

Segment	No Build LOS		Alternative 2 and 4 LOS ^a		AADT ^b	Truck % ^b	Truck AADT
	AM	PM	AM	PM			
Eastbound							
Mainline between Monroe Street and Jackson Street	B	C	B	C	52,920	2.2	1,164
Diverge to Jackson Street	B	C	B	C	--	--	--
Merge from Jackson Street	B	B	B	B	--	--	--
Mainline between Jackson Street and Golf Center Parkway	B	B	B	B	34,910	1.4	489
Westbound							
Mainline between Golf Center Parkway and Jackson Street	B	B	B	B	39,160	1.4	548
Diverge to Jackson Street	B	C	B	C	--	--	--
Merge from Jackson Street	C	C	B	B	--	--	--
Mainline between Jackson Street and Monroe Street	C	C	B	B	53,240	2.2	1,171

Notes:

- a) Build Alternative 2 and 4 are projected to have the same LOS for AM and PM peak hour in the opening year.
- b) AADT and truck percentages are forecasted to remain the same from No Build conditions to Build conditions.
- AADT information not available for these segments.

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

During the AM peak hour, under the No Build Alternative in the design year (2045), the Jackson Street On-Ramp was found to operate unacceptably at LOS E in the westbound direction. Under both Build Alternative 2 and Build Alternative 4, density is improved to LOS C with the addition of the westbound auxiliary lane under both Build Alternatives. During the PM peak hour, under the No Build Alternative, all westbound freeway facilities were found to operate unacceptably at LOS E or LOS F, while all eastbound facilities were found to operate acceptably.

Under Build Alternative 2, all westbound freeway facilities are improved with the project in place. All facilities from the Golf Center Parkway On-Ramp to the Jackson Street Off-Ramp are improved to better than No Build conditions while the remaining study facilities from the Jackson Street On-Ramp to the Monroe Street Off Ramp are improved from unacceptable to acceptable operations under Build Alternative 2. These improvements are due to increased capacity between the interchanges with the westbound auxiliary lane in place. The addition of the auxiliary lane improves the downstream bottleneck, creating benefit at all upstream study facilities where no physical improvements are proposed.

Under Build Alternative 4, all westbound freeway facilities, which operate unacceptably under the No Build Alternative, are either improved to better than No Build Conditions or acceptable operations. While freeway facilities between the Golf Center Parkway On-Ramp and Jackson Street Off-Ramp continue to operate at LOS E, density is significantly reduced at all locations. All facilities from the Jackson Street On-Ramp to the Monroe Street Off-Ramp are improved to LOS D or acceptable operations. Similar to Alternative 2, improvements in all study locations are a result of the reduced bottleneck at downstream locations.

AADT volumes are not expected to change from No Build to Build conditions (Build Alternative 2 and 4). In the No Build and Build conditions AADT volumes are well below 125,000 AADT. Truck percentages also remain unchanged from No Build to Build conditions, which is below 4% for all segments of the I-10.

Segment	No Build LOS		Alternative 2 and 4 LOS ^a		AADT ^b	Truck % ^b	Truck AADT
	AM	PM	AM	PM			
<i>Eastbound</i>							
Mainline between Monroe Street and Jackson Street	D	D	D	D	82,520	2.2	1,815
Diverge to Jackson Street	D	D	D	D	--	--	--
Merge from Jackson Street	C	C	C	D	--	--	--
Mainline between Jackson Street and Golf Center Parkway	C	C	C	D	72,190	1.4	1,011
<i>Westbound</i>							
Mainline between Golf Center Parkway and Jackson Street	C	F	C	E	80,730	1.4	1,130
Diverge to Jackson Street	D	F	D	E	--	--	--
Merge from Jackson Street	E	F	C	D	--	--	--
Mainline between Jackson Street and Monroe Street	D	E	C	D	53,240	2.2	1,171

Notes:

a) Build Alternative 2 and 4 are projected to have the same LOS for AM and PM peak hour in the opening year.

b) AADT and truck percentages are forecasted to remain the same from No Build conditions to Build conditions.

-- AADT information not available for these segments.

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

During opening year (2025), under the No Build Alternative, all study intersections operate at LOS C or better. Under Build Alternative 2, all study intersections continue to operate acceptably. Under Build Alternative 4, all study intersections continue to operate acceptably.

AADT volumes are not expected to change from No Build to Build conditions (Build Alternative 2 and 4). In the No Build and Build conditions AADT volumes are well below 125,000 AADT. Truck percentages also remain unchanged from No Build to Build conditions, which is below 4% for all study intersections.

Study Intersections	No Build LOS		Alternative 2 and 4 LOS ^a		AADT ^b	Truck % ^b	Truck AADT
	AM	PM	AM	PM			
Jackson Street/I-10 Westbound Ramps	A	A	B	A	25,100	3	753
Jackson Street/I-10 Eastbound Ramps	C	F	B	B			

Notes:

- a) Build Alternative 2 and 4 are projected to have the same LOS for AM and PM peak hour in the opening year.
- b) AADT and truck percentages are forecasted to remain the same from No Build conditions to Build conditions.

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

During the design year (2045), under the No Build Alternative, the Jackson Street/I-10 Eastbound Ramp terminal intersection was found to operate unacceptably at LOS E. Under Build Alternative 2, the Jackson Street/I-10 Eastbound Ramp terminal intersection is improved from LOS E to LOS C, while the Jackson Street/I-10 Westbound Ramp terminal intersection is improved from LOS C to LOS B. Under Build Alternative 4, the Jackson Street/I-10 Eastbound Ramp terminal intersection is improved from LOS E to LOS B, while the Jackson Street/I-10 Westbound Ramp terminal intersection is improved from LOS C to LOS B.

Study Intersections	No Build LOS		Alternative 2 and 4 LOS ^a		AADT ^b	Truck % ^b	Truck AADT
	AM	PM	AM	PM			
Jackson Street/I-10 Westbound Ramps	A	A	B	A	33,860	3	1,016
Jackson Street/I-10 Eastbound Ramps	C	F	B	B			

Notes:

- a) Build Alternative 2 and 4 are projected to have the same LOS for AM and PM peak hour in the opening year.
- b) AADT and truck percentages are forecasted to remain the same from No Build conditions to Build conditions.

Describe potential traffic redistribution effects of congestion relief (impact on other facilities)

There are no redistribution effects of congestion relief on other facilities. This proposed project will address reducing congestion, improving traffic operations, accommodating travel demand due to planned and approved developments, and improve safety of all modes of travel, including bicycles and pedestrians.

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

EPA's 2006 final transportation conformity rule (40 CFR 51.390 and Part 93) that addresses local air quality impacts in PM₁₀ and PM_{2.5} nonattainment and maintenance areas specifies in 40 CFR 93.123(b)(1) that only "projects of air quality concern" are required to undergo a PM_{2.5} or PM₁₀ hotspot analysis. EPA defines projects of air quality concern as certain highway and transit projects that involve significant levels of diesel vehicle traffic, or any other project that is identified by the PM₁₀/PM_{2.5} SIP as a localized concern. A list of projects of air quality concern, as defined by 40 CFR 93.123(b)(1), is provided below:

1. 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.
2. Projects affecting intersections that are at level –of –service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.
3. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.
4. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.
5. Projects in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5}- or PM₁₀-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The proposed project is not considered a project of air quality concern (POAQC) for PM₁₀ and/or PM_{2.5} because it does not meet the definition of a POAQC as defined in EPA's Transportation Conformity Guidance.

1. The proposed project is not a new or expanded highway project that has a significant increase in the number of diesel vehicles. The project is proposing to improve the existing Interstate 10 (I-10)/Jackson Street Interchange located in Indio, California. Reconstructing the interchange and widening Jackson Street will address existing deficiencies, remove the existing bottleneck, and accommodate further growth and development.

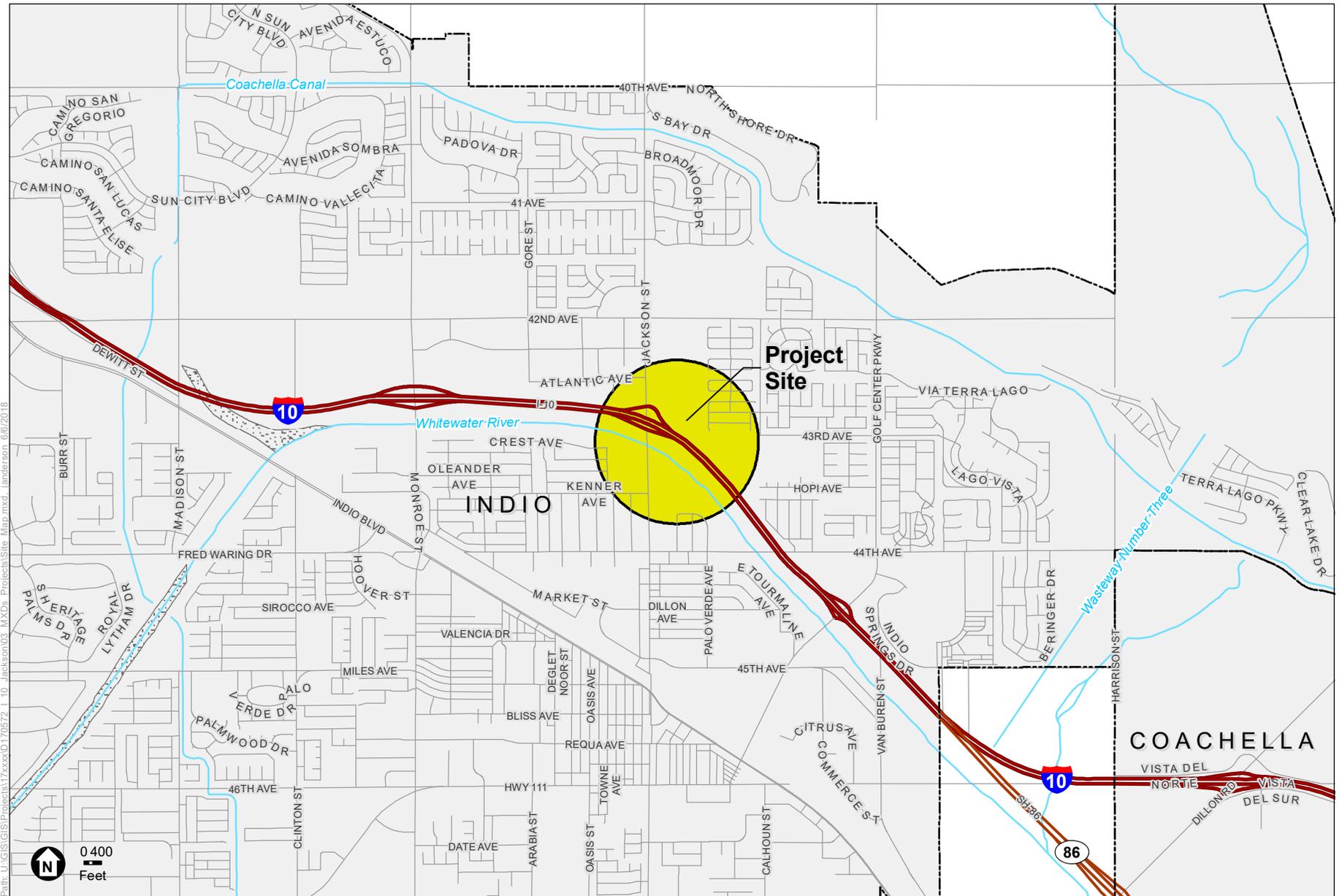
The project objectives are to enhance traffic operations, and reduce existing and projected traffic congestion on Jackson Street and the interchange ramps due to the planned and residential and commercial growth in City of Indio and adjacent City of Coachella. The improvements are expected to improve safety by eliminating existing nonstandard design features.

According to the *Interstate 10/Jackson Street Interchange Project Traffic Volume Report* (Fehr & Peers, 2018), the proposed project would not increase average daily traffic or vehicle miles traveled (VMT) from No Build to Build conditions. Furthermore, truck traffic volumes would also remain the same between No Build and Build conditions. Traffic volumes would not exceed the 125,000 average daily trips criteria for a POAQC. In addition, the total truck percentages along the Jackson Street overcrossing or the I-10 mainline corridor would not exceed the 8 percent criteria, and the total truck AADT would not exceed the 10,000-vehicle criteria for POAQC.

Time Period	Vehicle Miles Traveled		
	2018	2025	2045
AM Peak Hour	36,880	42,500	58,590
PM Peak Hour	91,230	102,930	136,380
Daily	829,870	942,590	1,264,640

2. The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. According to the *Interstate 10/Jackson Street Interchange Project Traffic Operations Report* (Fehr & Peers, 2018), during the design year (2045), Build Alternative 2, would improve one study intersection and two freeway facilities from unacceptable to acceptable operations. Travel time would be improved by three seconds along the corridor while speed would increase by two miles per hour. Alternative 4, would improve one study intersection and two freeway facilities from unacceptable to acceptable operations. Travel time is decreased by three seconds under Build Alternative 4, while speed is increased by one mile per hour.
3. The proposed project does not include the construction of a new bus or rail terminal.
4. The proposed project does not expand an existing bus or rail terminal.
5. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

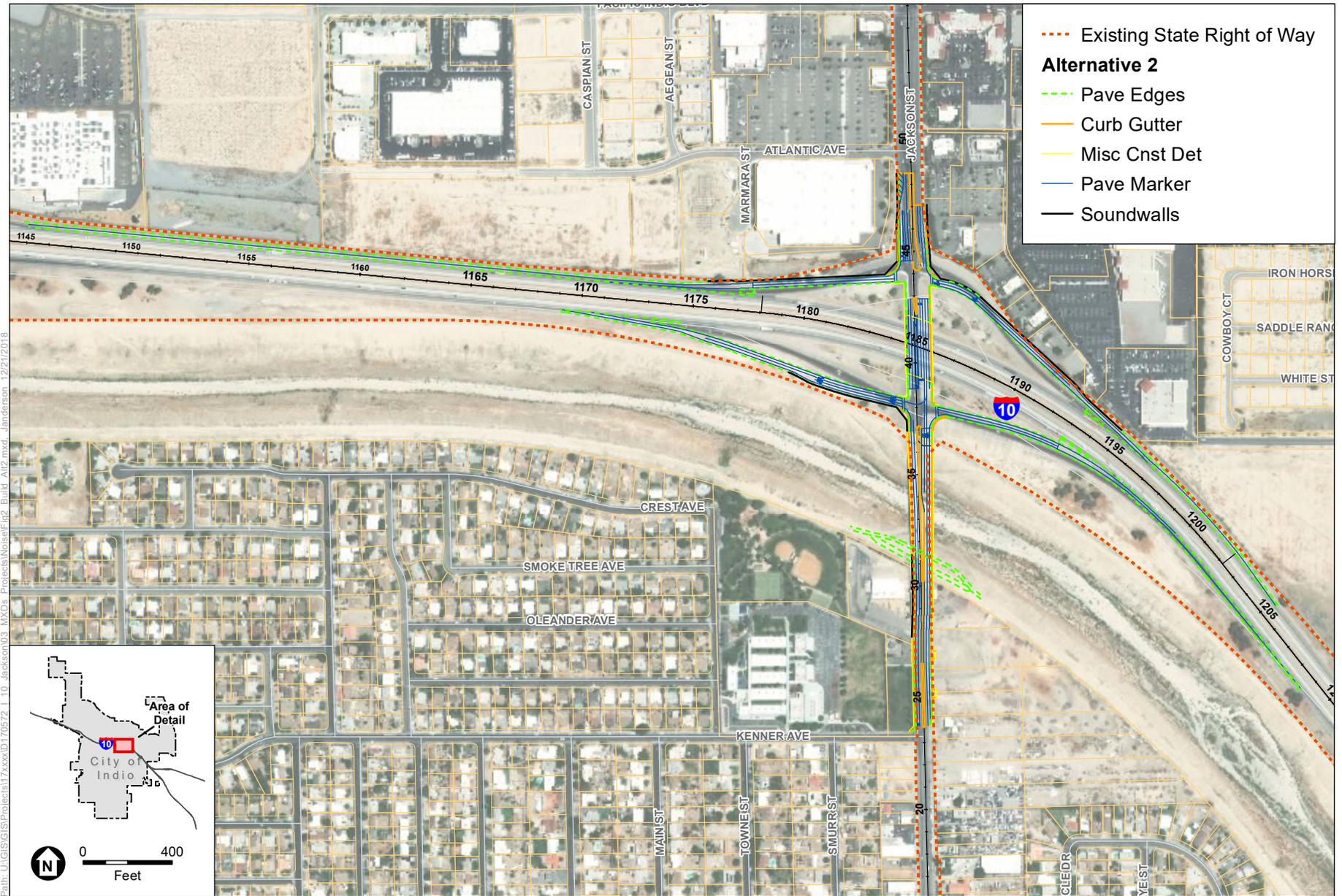
The traffic volumes presented for the proposed project Build Alternative demonstrate that the project meets CAA transportation requirements and 40 CFR 93.116 without the need to perform a quantitative analysis. The proposed Build Alternative would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violations.



SOURCE: Riverside County GIS; National Hydrography Dataset

I-10 / Jackson Street Interchange Project

Figure 1
Site Map



SOURCE: Riverside County GIS

I-10 / Jackson Street Interchange Project

Figure 2
Build Alternative 2



SOURCE: Riverside County GIS

I-10 / Jackson Street Interchange Project

Figure 3
Build Alternative 4

TCWG Consideration Date March 26, 2019

Project Description

Caltrans proposes to widen SR-74 from two lanes to four lanes from Calle Entradero (PM 1.0) to 150 feet east of the City/County line. Restriping and pavement restoration will be required from the City/County line to Reata Road (PM 2.1). The project would provide one additional 12-foot wide lane in each direction, as well as a 12-foot wide painted median at the remaining western portion within limits of the proposed project. In addition, a paved 5-foot wide shoulder would be provided on each side of the roadway to accommodate Class II (striped on-road) bicycle facilities, except from Avenida Siega to the City/County limits where the shoulder would transition to an 8-foot wide shoulder to merge with the County portion of the project. Two project alternatives will be evaluated: the No Build Alternative and Build Alternative 2 (Preferred Alternative)

No Build Alternative. The No Build Alternative does not include improvements to the existing SR-74; therefore, SR-74 would be maintained in its existing two-lane condition and would continue to be used by commuters, recreation traffic, and commercial trucks. The No Build Alternative is not consistent with regional and local transportation plans, would not alleviate existing and projected congestion in the study area, and would not meet the project purpose and need. The No Build Alternative serves as the baseline against which to evaluate the effects of the Preferred Alternative.

Build Alternative (Preferred Alternative). As discussed previously, two 12-foot general purpose lanes in each direction and a painted median are located at the eastern portion of the project area. Preferred Alternative would widen this segment of the existing SR-74, primarily on the north side of the roadway, to minimize removal of mature trees and to avoid removal of the existing sidewalk on the south side of SR-74. However, the existing sidewalk on the north side of SR-74 between Calle Entradero and Via Cordova to the north will be reconstructed. The existing meandering sidewalk would be reconstructed as a straight sidewalk (not curvilinear) within the existing public right-of-way. This alternative would result in the roadbed changing from the current varying width of 62.3 feet at Calle Entradero and 24.6 feet at the City/County Line to a width varying from 78 to 79 feet, including lanes, shoulders, and median. A paved 5-foot wide shoulder would be provided on each side of the roadway to accommodate Class II (striped on-road) bicycle facilities, except from Avenida Siega to the City/County limits where the shoulder would transition to an 8-foot wide shoulder to merge with the County portion of the project. The edge of the pavement would have concrete curbs on each side of the roadway. The proposed additional lanes, shoulders, median, drainages, driveways, and sidewalk have been developed consistent with the standards in the *Caltrans Highway Design Manual*.

Intersection Improvements. There are five roadways that intersect with SR-74 from the south within the project limits: Calle Entradero, Via Cordova, Via Cristal, Via Errecarte, and Avenida Siega. North of SR-74, Via Cordova becomes Hunt Club Drive and Avenida Siega becomes Shade Tree Lane. Additionally, to the north, Palm Hill Drive and Toyon Drive provide access to private property. Each intersection would be modified/widened to accommodate the additional lanes, median, and shoulders. At intersections where there are existing right-turn pockets (Via Cordova and Via Cristal), the right-turn pocket would remain. No new intersections are proposed.

Driveways. On the north side of SR-74 within the project limits, there are 11 existing driveways. Each of the 11 driveways would be modified to meet the grade of the widened roadway and to include reconstruction of the curb return. These driveways would be designed to maintain sight distance and to avoid safety issues. Along the south side east of the project limits, there are currently two paved driveways. These would be paved and modified for compliance with the Americans with Disabilities Act (ADA). No new driveways are proposed.

Pedestrian and Bicycle Facilities. The existing sidewalk on the south side of SR-74 would be maintained in its current location with the exception of a portion of sidewalk at the intersection of Via Cordova, where the sidewalk would be shifted to the south and reconstructed to provide for the right-turn pocket at this intersection. A new sidewalk would be constructed to the east beyond Avenida Siega and would connect to the planned County sidewalk system to provide continuity and would be consistent with City and County goals.

Class II bicycle facilities are planned and would be provided on each side of the roadway as part of the 5-foot wide paved shoulders throughout the project limits. These facilities would be in conformance with the Orange County Transportation Authority (OCTA) Commuters Bikeways Strategic Plan (CBSP). The City's General Plan states in its Circulation Element that there is the need to promote an extensive public bicycle, pedestrian, and equestrian trails network. These bicycle facilities would comply with the City's goals.

Signals and Lighting. Currently, there are no traffic signals within the project limits. Based on the Settlement Agreement, a four-way traffic signal at the intersection of SR-74 and Via Cordova/Hunt Club Drive will be constructed. Therefore, a Temporary Construction Easement (TCE) will be required on both north and south sides of SR-74 and Via Cordova/Hunt Club Drive for installing the four-way traffic signal.

Type of Project Change to existing state highway				
County Orange	Narrative Location/Route & Postmiles 12-ORA-074-PM 1.08/2.09			
	Caltrans Projects – EA# 086920 EFIS 1200000051			
Lead Agency: Caltrans District 12				
Contact Person Wayne Chiou, Transportation Engineer		Phone# 657-328-6147	Fax# 657-328-6515	Email wayne.chiou@dot.ca.gov
Hot Spot Pollutant of Concern (<i>check one or both</i>) PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed (<i>check appropriate box</i>)				
Categorical Exclusion (NEPA)	X	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction
				Other
Scheduled Date of Federal Action: 2019				
NEPA Assignment – Project Type (<i>check appropriate box</i>)				
Exempt		Section 326 –Categorical Exemption	X	Section 327 – Non-Categorical Exemption
Current Programming Dates (<i>as appropriate</i>)				
	PE/Environmental	ENG	ROW	CON
Start	2016	2017	2017	2020
End	2019	2021	2022	2023

Project Purpose and Need (Summary):

Purpose: The purpose of the project is to accomplish the following specific objectives:

- Relieve existing and future traffic congestion and improve the flow of traffic on SR-74
- Accommodate planned growth and development in the surrounding areas
- Provide improvements consistent with local planning documents
- Gap closure

Need: SR-74 serves as a key connection route, between Orange and Riverside Counties. The closest other roadways that provide this connection are State Route 91 (SR-91), approximately 26 mi to the north, and State Route 76 (SR-76), approximately 32 mi to the south. Both of these facilities are heavily traveled. As a result of the distance to alternative connectors, SR-74 experiences a consistent amount of regional traffic, despite the rural design of much of the roadway. In addition to serving this regional demand, the subject segment of SR-74 also serves as a primary access to the City. Because of topography, SR-74 is one of the few arterial highways within the City that extends to the east beyond I-5.

The need for this project is based on an assessment of the existing and future transportation demand, and current and predicted future traffic on SR-74 as measured by level of service (LOS). LOS is based on the ratio of traffic volume to the design capacity of the facility. It is expressed as a range from LOS A (free traffic flow with low volumes and high speeds resulting in low densities) to LOS F (traffic volumes exceed capacity and result in forced flow operations at low speeds resulting in high densities).

Surrounding Land Use/Traffic Generators

Land uses along SR-74 are primarily urban commercial and residential developments. SR-74 serves as a key connection route between Orange and Riverside Counties. Because of topography, SR-74 is one of the few arterial highways within the City of San Juan Capistrano that extends to the east much beyond I-5. These routes are heavily used for commuting during weekday and weekend peak periods. Heavy trucks represent about 7.35 percent of vehicle volumes, based on recent Caltrans Truck Traffic AADT data. The residential development generates mostly automobile traffic, while the commercial development generates a mixture of automobile and truck traffic.

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

See attached analysis – Table 1.

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

See attached analysis – Table 2.

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

Not applicable.

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

Not applicable.

Describe potential traffic redistribution effects of congestion relief (impact on other facilities)

The proposed roadway widening will improve existing and future regional mobility and traffic flow to and from the local street network, be consistent with local planning, and consider impacts to SR-74 Right of Way. In addition, congestion relief on the local streets will serve to improve vehicle safety by improving mobility.

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

PM2.5/PM10 Hot-Spot Analysis

The SR-74 Lower Ortega Highway Widening Project is located within a nonattainment area for federal PM2.5 standards and within an attainment/maintenance area for the federal PM10 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 PM2.5 and PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project does not qualify as a Project of Air Quality Concern (POAQC) because of the following reasons:

The proposed Project is not a new or expanded highway project. The proposed Project would reduce traffic congestion at and through adjacent local street intersections. However, in addition to widening SR-74, the Project would slightly alter the traffic flow on local streets within the project area. As shown in the tables, the proposed Project would increase the traffic volumes along multiple segments on SR-74 within the Project limits. While the number of diesel trucks would increase along these roadways, the future with project volumes would not exceed the 10,000 average daily truck trip criteria for a POAQC.

- i. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables 1 through 4.
- ii. As shown, the SR-74 Lower Ortega Highway Widening Project would result in a small decrease in the level of service (LOS) at several intersections within the Project limits. However, as discussed above, the Project would not result in a significant increase in the number of diesel vehicles in the Project limits.
- iii. The proposed Build Alternative does not include the construction of a new bus or rail terminal.
- iv. The proposed Build Alternative does not expand an existing bus or rail terminal.
- v. The proposed Build Alternative is not in or affect locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed Project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed Project would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation.

**ATTACHMENTS for FTIP ID # Pending in April 2019
SR-74 Lower Ortega Highway Widening Project**

The tables provided below were obtained from the Traffic Study Report, which documents the existing and future traffic volumes and LOS for the SR-74 Lower Ortega Highway Widening Project.

Table 1: Opening Year 2025 ADTs for State Route 74

Roadway	No Build Alternative	Average Daily Traffic		
		Total Vehicles	Total Trucks	LOS
SR-74	1. Between Calle Entradero and Hunt Club Drive/Via Cordova	46,300	3,400	F
	2. Between Hunt Club Drive/Via Cordova and Via Cristal	43,900	3,220	F
	3. Between Via Cristal and Strawberry Lane	43,800	3,210	F
	4. Between Strawberry Lane and Via Errecarte	43,500	3,200	F
	5. Between Via Errecarte and Shadetree Lane/Avenida Siega	43,400	3,180	F
Roadway	Build Alternative	Average Daily Traffic		
		Total Vehicles	Total Trucks	LOS
SR-74	1. Between Calle Entradero and Hunt Club Drive/Via Cordova	51,100	3,060	D
	2. Between Hunt Club Drive/Via Cordova and Via Cristal	50,700	3,720	D
	3. Between Via Cristal and Strawberry Lane	50,600	3,710	D
	4. Between Strawberry Lane and Via Errecarte	50,300	3,690	D
	5. Between Via Errecarte and Shadetree Lane/Avenida Siega	50,200	3,680	D

Source: Traffic Study Report SR-74 Lower Ortega Highway Widening Project (December 2018).
EA 086920 Project Number 1200000051

Table 2: Design Year 2045 ADTs for State Route 74

Roadway	No Build Alternative	Average Daily Traffic		
		Total Vehicles	Total Trucks	LOS
SR-74	1. Between Calle Entradero and Hunt Club Drive/Via Cordova	59,600	4,380	F
	2. Between Hunt Club Drive/Via Cordova and Via Cristal	55,900	4,100	F
	3. Between Via Cristal and Strawberry Lane	55,800	4,090	F
	4. Between Strawberry Lane and Via Errecarte	55,600	4,080	F
	5. Between Via Errecarte and Shadetree Lane/Avenida Siega	55,500	4,070	F
Roadway	Build Alternative	Average Daily Traffic		
		Total Vehicles	Total Trucks	LOS
SR-74	1. Between Calle Entradero and Hunt Club Drive/Via Cordova	68,600	5,040	D
	2. Between Hunt Club Drive/Via Cordova and Via Cristal	66,900	4,910	D
	3. Between Via Cristal and Strawberry Lane	66,700	4,900	D
	4. Between Strawberry Lane and Via Errecarte	66,500	4,880	D
	5. Between Via Errecarte and Shadetree Lane/Avenida Siega	66,400	4,870	D

Source: Traffic Study Report SR-74 Lower Ortega Highway Widening Project (December 2018).
EA 086920 Project Number 1200000051

Table 3: Opening Year 2025 Intersections Delays and LOS

No Build Alternative	A.M. Peak Hour		P.M. Peak Hour	
	Delay (Sec)	LOS	Delay (Sec)	LOS
La Novia Avenue/SR-74	33.8	C	23.0	C
Belford Drive/SR-74	>200	F	24.7	C
Sundance Drive/SR-74	>200	F	95.7	F
Avenida Victoria-Via Cuartel	126.7	F	>200	F
Avenida Linda Vista/SR-74	32.9	D	15.1	C
Calle Entradero/SR-74	>200	F	>200	F
Hunt Club Drive - Via Cordova/SR-74	>200	F	>200	F
Via Cristal/SR-74	>200	F	>200	F
Strawberry Lane/SR-74	68.3	F	>200	F
Via Errecarte/SR-74	175.5	F	>200	F
Shadetree Lane-Avenida Siega/SR-74	>200	F	119.1	F
Reata Road/SR-74	20.3	C	16.4	B
Antonio Parkway-La Pata Avenue/SR-74	168.7	F	>200	F
Build Alternative	A.M. Peak Hour		P.M. Peak Hour	
	Delay (Sec)	LOS	Delay (Sec)	LOS
La Novia Avenue/SR-74	52.7	D	49.2	D
Belford Drive/SR-74	37.8	E	115.6	F
Sundance Drive/SR-74	-	F	>200	F
Avenida Victoria-Via Cuartel	136.9	F	>200	F
Avenida Linda Vista/SR-74	181.6	F	14.8	B
Calle Entradero/SR-74	199.4	F	>200	F
Hunt Club Drive - Via Cordova/SR-74	38.7	D	25.1	C
Via Cristal/SR-74	>200	F	>200	F
Strawberry Lane/SR-74	28.3	D	44.6	E
Via Errecarte/SR-74	-	F	27.2	D
Shadetree Lane-Avenida Siega/SR-74	64.4	F	26.7	D
Reata Road/SR-74	48.4	D	17.5	B
Antonio Parkway-La Pata Avenue/SR-74	>200	F	>200	F

Source: Traffic Study Report SR-74 Lower Ortega Highway Widening Project. (December 2018). EA 086920 Project Number 1200000051

Note: Intersections where the delay is represented with a dash (-) has through volumes that block the turn movements throughout the peak hour. As such, Synchro does not report a delay at this intersection for the blocked turn movements. Therefore, the worst-case movements at these intersections operate at LOS F.

Table 4: Design Year 2045 Intersections Delays and LOS

No Build Alternative	A.M. Peak Hour		P.M. Peak Hour	
	Delay (Sec)	LOS	Delay (Sec)	LOS
La Novia Avenue/SR-74	73.8	E	53.1	D
Belford Drive/SR-74	44.1	E	>200	F
Sundance Drive/SR-74	>200	F	38.8	E
Avenida Victoria-Via Cuartel	>200	F	-	F
Avenida Linda Vista/SR-74	57.8	F	17.3	C
Calle Entradero/SR-74	>200	F	>200	F
Hunt Club Drive - Via Cordova/SR-74	-	F	>200	F
Via Cristal/SR-74	>200	F	>200	F
Strawberry Lane/SR-74	155.5	F	>200	F
Via Errecarte/SR-74	>200	F	>200	F
Shadetree Lane-Avenida Siega/SR-74	>200	F	-	F
Reata Road/SR-74	108.7	F	27.2	C
Antonio Parkway-La Pata Avenue/SR-74	>200	F	>200	F
Build Alternative	A.M. Peak Hour		P.M. Peak Hour	
	Delay (Sec)	LOS	Delay (Sec)	LOS
La Novia Avenue/SR-74	114.9	F	111.9	F
Belford Drive/SR-74	81.5	F	-	F
Sundance Drive/SR-74	-	F	-	F
Avenida Victoria-Via Cuartel	-	F	-	F
Avenida Linda Vista/SR-74	-	F	-	F
Calle Entradero/SR-74	-	F	96.0	F
Hunt Club Drive - Via Cordova/SR-74	107.4	F	56.5	F
Via Cristal/SR-74	20.0	C	-	F
Strawberry Lane/SR-74	45.5	E	-	F
Via Errecarte/SR-74	-	F	-	F
Shadetree Lane-Avenida Siega/SR-74	-	F	-	F
Reata Road/SR-74	>200	F	81.2	F
Antonio Parkway-La Pata Avenue/SR-74	>200	F	>200	F

Source: Traffic Study Report SR-74 Lower Ortega Highway Widening Project. (December 2018). EA 086920 Project Number 120000051

Note: Intersections where the delay is represented with a dash (-) has through volumes that block the turn movements throughout the peak hour. As such, Synchro does not report a delay at this intersection for the blocked turn movements. Therefore, the worst-case movements at these intersections operate at LOS F.

RTIP ID# *(required)* 20179901

TCWG Consideration Date March 26, 2019

Project Description *(clearly describe project)*

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the California Department of Transportation (Caltrans), proposes to extend the eastbound (EB) truck climbing lane (TCL) on Interstate 10 (I-10) from its current terminus at the existing eastbound off-ramp to Live Oak Interchange to just east of the County Line Road existing eastbound off-ramp at the San Bernardino County and Riverside County Line (Project). The extension of the existing TCL within the Project limits for an additional 3-miles would improve operations by separating slow moving vehicles from faster moving passenger cars that are climbing the existing grade.

The following is description of each alternative:

No Build Alternative

The No Build Alternative would maintain the facility in its current condition. No improvements would be implemented at this time and therefore, no capital cost is associated with this alternative. As development continues and the traffic demand increases, traffic operational characteristics would further deteriorate, which may result in an increase in congestion, vehicle delay, safety concerns, vehicle-operating costs, and vehicle emissions due to slower operating speeds on the freeway. The No Build Alternative would not address or alleviate the forecasted operational and existing safety issues along I-10 within the Project limits and would not satisfy the purpose and need.

Alternative 2 (New General Purpose/Mixed-Flow Lane and Express Lane Conversion)

The Build Alternative proposes improvements along I-10 from PM 36.4 to R39.2 in the City of Yucaipa in San Bernardino County and from PM R0.0 to R0.2 in the City of Calimesa in Riverside County. The improvements associated with the Build Alternative would occur within existing Caltrans and City right-of-way (ROW).

The Build Alternative would add a TCL along EB I-10 in the City of Yucaipa from the 16th Street Overcrossing Bridge to 0.2 mile east of the County Line Road Undercrossing Bridge by paving the existing median. The improvements under the Build Alternative would also include the following components:

- Replacement of existing dual metal thrie beam barrier with a concrete barrier at the new centerline throughout joining the existing concrete barriers at the Project limits;
- Paving the remaining median width (EB/WB) to establish inside shoulders;
- Adding a new interior EB MFL in the median to become the new Lane No. 1;
- Restriping of the existing inside EB MFL to become the middle EB MFL (Existing Lane No. 1 becomes Lane No. 2);
- Restriping of the existing middle EB MFL to become the outside EB MFL (Lane No. 2 becomes Lane No. 3);

- Signing and pavement striping would designate the existing outer most EB MFL (Lane No. 3) as the dedicated EB TCL;
- Upgrading existing drainage facilities and develop on-site runoff treatment areas
- Widening the median of Oak Glen Creek Bridge (No. 54-0648); and
- Adding or replacing existing signage and striping.

Type of Project (use Table 1 on instruction sheet)

Change to existing state highway

County San Bernardino	Narrative Location/Route & Postmiles: 08-SBd-10-PM 36.4/R39.2 08-RIV-10-PM R0.0/R0.2 Caltrans Projects – EA#08-1F7600
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Lead Agency: San Bernardino County Transportation Authority (SBCTA)

Contact Person Paul Melocoton	Phone# (909) 884-8276	Fax#	Email pmelocoton@gosbcta.com
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Hot Spot Pollutant of Concern (check one or both) **PM2.5** x **PM10** x

Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)

Categorical Exclusion (NEPA)	x	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
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Scheduled Date of Federal Action: May 2021

NEPA Assignment – Project Type (check appropriate box)

Exempt	Section 326 –Categorical Exemption	x	Section 327 – Non-Categorical Exemption
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Current Programming Dates (as appropriate)

	PE/Environmental	ENG	ROW	CON
Start	2017	2020	2021	2022
End	2020	2022	2022	2023

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

Purpose. The purpose of the proposed Project is to improve operational characteristics by separating trucks and other slow-moving vehicles on an additional portion of EB I-10 that includes steep uphill grades from faster moving passenger vehicles. The objectives of the Project are to:

- Improve traffic operations by reducing conflicts between automobiles and slow-moving trucks; and
- Improve safety and reduce frequency of truck-related accidents.

Need. Trucks characteristically exhibit the lowest level of hill-climbing performance of all vehicles on highways and freeways. Along EB I-10 within the Project limits, there is a sustained upward grade up to nearly four percent. Without passing lanes, slow moving trucks create operational conflicts between faster-moving automobiles and slower-moving trucks.

A large volume of commercial trucks travel through the Project limits. According to the Project Study Report/Project Development Support (PSR/PDS) (dated June 2017) that was prepared for the proposed Project, average daily traffic (ADT) truck volumes in 2016 along I-10 within the Project limits make up 16 percent of the total volume of vehicle traffic. Truck accident frequency can be correlated to increase with differential in speed; therefore, climbing lanes are advantageous when excessive speed differentials exist. Improvements along EB I-10 within the Project limits are needed to reduce weaving and improve efficiency for motorists.

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

Sensitive land uses within the area of the Project limits include residential uses (mobile homes and rural farmland properties), and a religious center.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
I-10

2025 No Build: ADT = 135,700, Truck ADT = 18,900, LOS D

2025 Build: ADT = 137,800, Truck ADT = 19,200, LOS D

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

I-10

2045 No Build: ADT = 174,100, Truck ADT = 30,700, LOS F

2045 Build: ADT = 180,400, Truck ADT = 31,800, LOS D

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

Not Applicable

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

Not Applicable

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The Project will improve travel time and speed along the corridor, with corresponding decreases in delay per vehicle and vehicle hours of delay within the network. The Build Alternative will also provide bottleneck relief within the Project Limits, allowing volume served to increase while still improving operations along I-10. See attached analysis for further discussion.

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

See attached analysis

PM_{2.5}/PM₁₀ Hot-Spot Analysis

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_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The proposed Project is within a nonattainment area for the federal PM_{2.5} standards and within an attainment/maintenance area for the federal PM₁₀ standards. Therefore, per 40 CFR, Part 93, 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. The Project does not qualify as a Project of Air Quality Concern (POAQC) because of the following reasons:

- i) The proposed project would expand I-10 through the addition of a truck climbing lane. Tables A through C list the 2025 and 2045 ADT and truck ADT volumes along the project corridor for the no build and build conditions. These tables also compare the ADT and Truck ADT volumes associate with the Build Alternatives to the No Build conditions. As shown in Tables B and C, although the truck percentages would exceed 8 percent, the project related increase in truck ADT would be substantially lower than the 10,000 truck trip criterion for a POAQC at any of the highway links within the project area.
- ii) The LOS conditions in the project vicinity with and without the proposed Project are shown in Figures 2 and 3. Although there are minor increases in the delay in 2025, under the Build Alternative all study locations are improved to LOS D or better.
- 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_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed 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, PM₁₀ or PM_{2.5} violation.

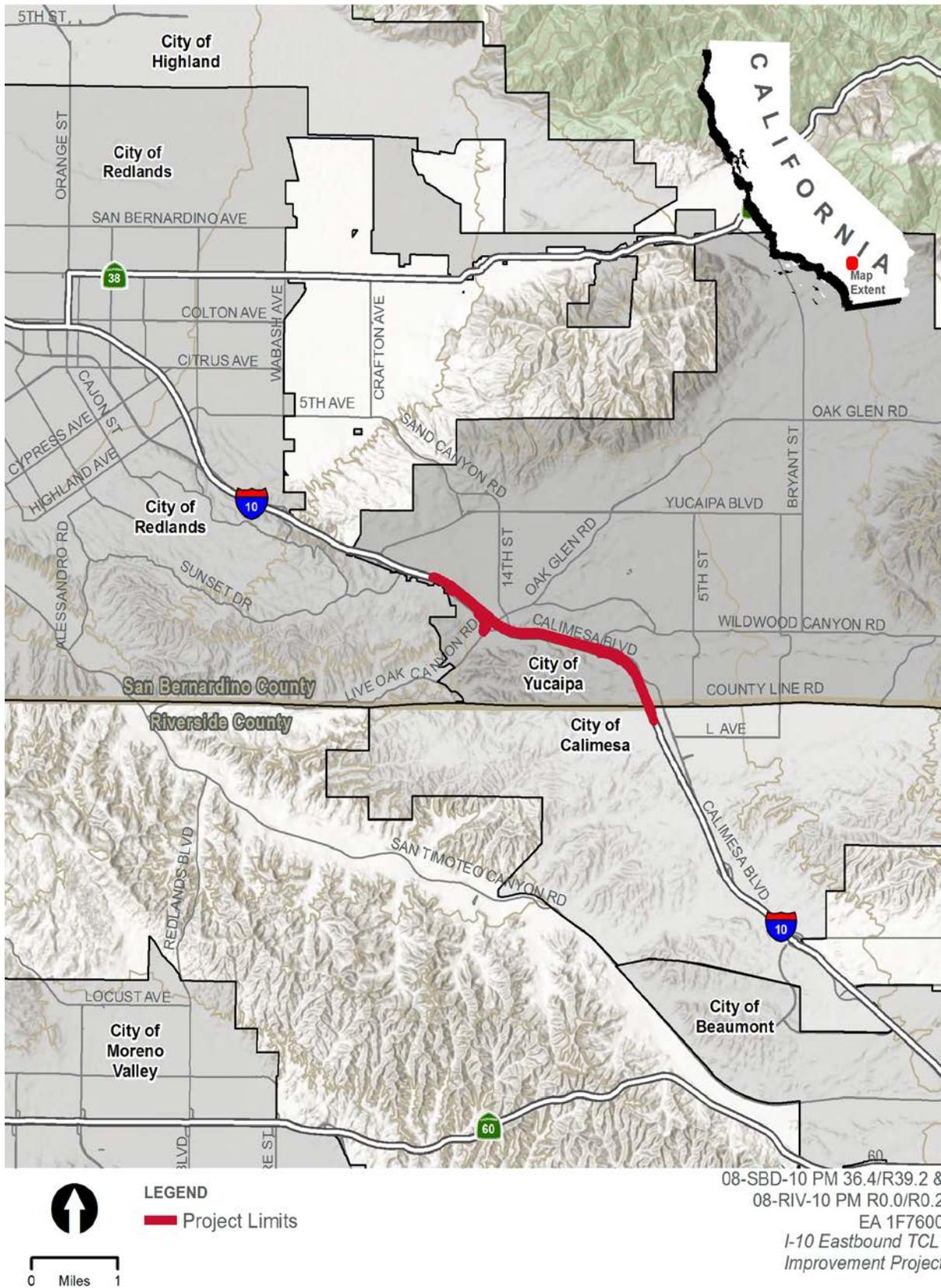


Figure 1. Regional Location

Table A. 2025 and 2045 No Build Highway Section Daily Volumes

Freeway	Section		2025 Volumes			2045 Volumes		
	Start	End	Total ADT	Truck ADT	Truck (%)	Total ADT	Truck ADT	Truck (%)
I-10	Yucaipa Boulevard	Oak Glen Road	135,700	18,900	13.9	174,100	30,700	17.6
I-10	Oak Glen Road	Wildwood Rest Stop	128,500	18,200	14.2	164,900	29,600	17.9
I-10	Wildwood Rest Stop	County Line Road	128,500	18,200	14.2	164,900	29,600	17.9

Table B. 2025 Build Alternative Highway Section Daily Volumes

Freeway	Section		2025 Volumes			Increase from No Build		
	Start	End	Total ADT	Truck ADT	Truck (%)	Total ADT	Truck ADT	Truck (%)
I-10	Yucaipa Boulevard	Oak Glen Road	137,800	19,200	13.9	2,100	300	1.5
I-10	Oak Glen Road	Wildwood Rest Stop	130,500	18,500	14.2	2,000	300	1.6
I-10	Wildwood Rest Stop	County Line Road	130,500	18,500	14.2	2,000	300	1.6

Table C. 2045 Build Alternative Highway Section Daily Volumes

Freeway	Section		2045 Volumes			Increase from No Build		
	Start	End	Total ADT	Truck ADT	Truck (%)	Total ADT	Truck ADT	Truck (%)
I-10	Yucaipa Boulevard	Oak Glen Road	180,400	31,800	17.6	6,300	1,100	3.5
I-10	Oak Glen Road	Wildwood Rest Stop	170,900	30,600	17.9	6,300	1,000	3.3
I-10	Wildwood Rest Stop	County Line Road	170,900	30,600	17.9	6,300	1,000	3.3

I-10 Eastbound Segment	Type	AM Peak Hour				PM Peak Hour				
		No Build		Build		No Build		Build		
		Density ¹	LOS ²	Density ¹	LOS ²	Density ¹	LOS ²	Density ¹	LOS ²	
1	Yucaipa Blvd On-Ramp	Merge	10	B	13	B	22	C	27	C
2	Yucaipa Blvd to Down Grade Start	Basic	13	B	14	B	23	C	26	C
3	Down Grade Start to Live Oak Canyon Rd	Basic	13	B	14	B	23	C	26	C
4	Live Oak Canyon Rd Off-Ramp	Basic ³ / Diverge	14	B	11	B	25	C	22	C
5	Live Oak Canyon Rd Off-Ramp to On-Ramp	Basic	14	B	12	B	24	C	20	C
6	Live Oak Canyon Rd On-Ramp	Merge	16	B	10	B	33	D	20	B
7	Live Oak Canyon Rd to Rest Area	Basic	18	B	13	B	30	D	23	C
8	Rest Area Off-Ramp	Diverge	16	B	11	B	29	D	21	C
9	Rest Area Off-Ramp to On-Ramp	Basic	18	B	13	B	30	D	23	C
10	Rest Area On-Ramp	Merge	16	B	11	B	34	D	22	C
11	Rest Area to County Line Rd	Basic	19	B	15	B	32	D	26	C
12	County Line Rd Off-Ramp	Diverge	16	B	10	B	33	D	22	C
13	County Line Rd Off-Ramp to Up Grade End	Basic	18	B	17	B	26	C	30	D
14	Up Grade End to County Line Rd On-Ramp	Basic	17	B	17	B	25	C	28	D
15	County Line Rd On-Ramp	Merge	14	B	15	B	26	C	30	D

Notes: 1. Density is reported vehicles per lane per mile.

2. Estimated average grade for the analysis segment

3. Since the location has a lane drop at the off-ramp, the location is a basic segment according to the HCM

4. Bold font indicates unacceptable LOS E or F conditions.

Source: Fehr & Peers, 2018.

Figure 2. 2025 Freeway Operations

I-10 Eastbound Segment	Facility Type	AM Peak Hour				PM Peak Hour				
		No Build		Build		No Build		Build		
		Density ¹	LOS ²	Density ¹	LOS ²	Density ¹	LOS ²	Density ¹	LOS ²	
1	Yucaipa Blvd On-ramp	Merge	17	B	20	C	66	F	32	D
2	Yucaipa Blvd to Down Grade Start	Basic	21	C	21	C	72	F	30	D
3	Down Grade Start to Live Oak Canyon Rd	Basic	20	C	21	C	71	F	29	D
4	Live Oak Canyon Rd Off-ramp	Basic ³ / Diverge	21	C	17	B	77	F	23	C
5	Live Oak Canyon Rd Off-ramp to On-ramp	Basic	21	C	17	B	76	F	23	C
6	Live Oak Canyon Rd On-ramp	Merge	23	C	15	B	66	F	25	C
7	Live Oak Canyon Rd to Rest Area	Basic	26	C	19	B	48	F	27	C
8	Rest Area Off-ramp	Diverge	26	C	17	B	52	F	30	D
9	Wildwood Canyon Rd Off-ramp	Diverge	28	D	17	B	51	F	30	D
10	Wildwood Canyon Rd Off-ramp to On-ramp	Basic	25	C	19	B	40	E	28	D
11	Wildwood Canyon Rd On-ramp	Merge	24	C	15	B	53	F	31	D
12	Rest Area to County Line Rd	Weave	19	B	16	B	30	D	25	C
13	County Line Rd Off-ramp to Up Grade End	Basic	25	C	19	B	33	D	28	C
14	Up Grade End to County Line Rd On-ramp	Basic	21	C	19	B	23	C	26	C
15	County Line Rd On-ramp	Merge	18	B	14	B	22	C	25	C

Notes: 1. Density is reported vehicles per lane per mile. Bold and underline font indicate LOS E or F conditions.
2. Estimated average grade for the analysis segment
3. Since the location has a lane drop at the off-ramp, the location is a basic segment according to the HCM.
4. Bold font indicates unacceptable LOS E or F conditions.

Source: Fehr & Peers, 2018.

Figure 3. 2045 Freeway Operations

**4.2 Updated Proposed Framework of Regional Emissions Analysis for SCAG's Connect SoCal
March 26, 2019**

Table 1. South Central Coast Air Basin - Ventura County Portion
2008 and 2015 8-hour Ozone NAAQS (Currently Approved Budgets, Tons per Day)

Modeling Year	2020	2026	2035	2045
Purpose	Attainment Year under 2008 Ozone NAAQS	Attainment Year under 2015 Ozone NAAQS	Milestone Year to Satisfy No More Than 10 Years Apart	Planning Horizon Year
Model/Interpolation	Model	Model	Model	Model
Budgets (2008 Ventura County 2008 Ozone NAAQS Early Progress Plan, Year 2009 Budgets)	ROG: 13 NOx: 19	ROG: 13 NOx: 20	ROG: 13 NOx: 21	ROG: 13 NOx: 22

Table 1a. South Central Coast Air Basin - Ventura County Portion
2008 and 2015 8-hour Ozone NAAQS (Budgets pending U.S. EPA Approval, Tons per Day)

Modeling Year	2020	2026	2035	2045
Purpose	Attainment Year under 2008 Ozone NAAQS	Attainment Year under 2015 Ozone NAAQS	Milestone Year to Satisfy No More Than 10 Years Apart	Planning Horizon Year
Model/Interpolation	Model	Model	Model	Model
Budgets (2016 Ventura County AQMP, 2008 Ozone NAAQS Year 2020 Budgets)	ROG: 5 NOx: 7	ROG: 5 NOx: 7	ROG: 5 NOx: 7	ROG: 5 NOx: 7

Table 2. South Coast Air Basin

1997, 2006, and 2012 PM_{2.5} NAAQS (Currently Approved Budgets, Tons per Day)

Modeling Year	2021	2025	2035	2045
Purpose	Attainment Year under 2012 PM _{2.5} NAAQS - Moderate	Attainment Year under 2012 PM _{2.5} NAAQS - Serious	Milestone Year to Satisfy No More Than 10 Years Apart	Planning Horizon Year
Model/Interpolation	Model	Model	Model	Model
Budgets (2016 South Coast AQMP, 2006 24-hour PM _{2.5} NAAQS Year 2019 Budgets)	PM _{2.5} : 20 ROG: 83 NOx: 169	PM _{2.5} : 20 ROG: 83 NOx: 169	PM _{2.5} : 20 ROG: 83 NOx: 169	PM _{2.5} : 20 ROG: 83 NOx: 169

Table 2a. South Coast Air Basin

1997, 2006, and 2012 PM_{2.5} NAAQS (Budgets pending U.S. EPA Approval, Tons per Day)

Modeling Year	2021	2022	2025	2035	2045
Purpose	Attainment Year under 2012 PM _{2.5} NAAQS - Moderate	Budget Year	Attainment Year under 2012 PM _{2.5} NAAQS - Serious	Milestone Year to Satisfy No More Than 10 Years Apart	Planning Horizon Year
Model/Interpolation	Model	Interpolation	Model	Model	Model
Budgets (2016 South Coast AQMP, 2012 Annual PM _{2.5} NAAQS Years 2019, 2022, and 2025 Budgets)	PM _{2.5} : 20 ROG: 83 NOx: 169	PM _{2.5} : 20 ROG: 69 NOx: 127	PM _{2.5} : 20 ROG: 59 NOx: 87	PM _{2.5} : 20 ROG: 59 NOx: 87	PM _{2.5} : 20 ROG: 59 NOx: 87

Table 3. South Coast Air Basin

1997 24-hour PM₁₀ NAAQS (Currently Approved Budgets, Tons per Day)

Modeling Year	2020	2030	2035	2045
Purpose	Budget Year	Budget Year	Milestone Year to Satisfy No More Than 10 Years Apart	Planning Horizon Year
Model/Interpolation	Model	Model	Model	Model
Budgets (2009 South Coast PM ₁₀ Maintenance Plan, Years 2020 and 2030 Budgets)	PM ₁₀ : 164 ROG: 110 NOx: 180	PM ₁₀ : 175 ROG: 81 NOx: 116	PM ₁₀ : 175 ROG: 81 NOx: 116	PM ₁₀ : 175 ROG: 81 NOx: 116

Table 4. South Coast Air Basin

1994 CO NAAQS (Currently Approved Budgets, Tons per Day)

Modeling Year	2020	2030	2035	2045
Purpose	Budget Year	Milestone Year to Satisfy No More Than 10 Years Apart	Milestone Year to Satisfy No More Than 10 Years Apart	Planning Horizon Year
Model/Interpolation	Model	Model	Model	Model
Budgets (2007 South Coast AQMP/CO Maintenance Plan, Year 2020 Budget)	CO: 2,137	CO: 2,137	CO: 2,137	CO: 2,137

Table 5. South Coast Air Basin - Morongo, Pechanga, and SCAB excluding Morongo and Pechanga Nonattainment Areas
2008 and 2015 8-hour Ozone NAAQS (Currently Approved Budgets, Tons per Day)

Modeling Year	2020	2023	2026	2031	2037	2045
Purpose	Attainment Year under 2008 Ozone NAAQS - Serious and 2015 Ozone NAAQS - Marginal	Budget Year under 1997 Ozone NAAQS	Attainment Year under 2015 Ozone NAAQS - Serious	Attainment Year under 2008 Ozone NAAQS - Extreme	Attainment Year under 2015 Ozone NAAQS - Extreme	Planning Horizon Year
Model/Interpolation	Model	Interpolation	Model	Model	Model	Model
Budgets (2011 South Coast 1997 Ozone NAAQS SIP Revision, 1997 Ozone NAAQS Years 2020 and 2023 SCAB Budgets)	ROG: 108 NOx: 185	ROG: 99 NOx: 140	ROG: 99 NOx: 140	ROG: 99 NOx: 140	ROG: 99 NOx: 140	ROG: 99 NOx: 140

Table 5a. South Coast Air Basin - Morongo, Pechanga, and SCAB excluding Morongo and Pechanga Nonattainment Areas
2008 and 2015 8-hour Ozone NAAQS (Budgets pending U.S. EPA Approval, Tons per Day)

Modeling Year	2020	2023	2026	2029	2031	2037	2045
Purpose	Attainment Year under 2008 Ozone NAAQS - Serious and 2015 Ozone NAAQS - Marginal	RFP Budget Year	Attainment Year under 2015 Ozone NAAQS - Serious	RFP Budget Year	Attainment Year under 2008 Ozone NAAQS - Extreme	Attainment Year under 2015 Ozone NAAQS - Extreme	Planning Horizon Year
Model/Interpolation	Model	Interpolation	Model	Interpolation	Model	Model	Model
Budgets (2018 Update to California 2008 Ozone NAAQS SIP, 2008 Ozone NAAQS Years 2020, 2023, 2026, 2029, and 2031 SCAB Budgets)	ROG: 80 NOx: 141	ROG: 68 NOx: 89	ROG: 60 NOx: 77	ROG: 54 NOx: 69	ROG: 50 NOx: 66	ROG: 50 NOx: 66	ROG: 50 NOx: 66

Table 6. Western Mojave Desert Air Basin - Antelope Valley Portion of Los Angeles County and San Bernardino County Portion of WMDAB 2008 and 2015 8-hour Ozone NAAQS (Currently Approved Budgets, Tons per Day)

Modeling Year	2026	2032	2035	2045
Purpose	Attainment Year under 2008 Ozone NAAQS	Attainment Year under 2015 Ozone NAAQS	Milestone Year to Satisfy No More Than 10 Years Apart	Planning Horizon Year
Model/Interpolation	Model	Model	Model	Model
Budgets (2008 8-hour Ozone Early Progress Plan, 1997 Ozone NAAQS Year 2009 Budgets)	ROG: 22 NOx: 77	ROG: 22 NOx: 77	ROG: 22 NOx: 77	ROG: 22 NOx: 77

Table 6a. Western Mojave Desert Air Basin - Antelope Valley Portion of Los Angeles County and San Bernardino County Portion of WMDAB 2008 and 2015 8-hour Ozone NAAQS (Budgets pending U.S. EPA Approval, Tons per Day)

Modeling Year	2020	2023	2026	2032	2035	2045
Purpose	RFP Budget Year	RFP Budget Year	Attainment Year under 2008 Ozone NAAQS	Attainment Year under 2015 Ozone NAAQS	Milestone Year to Satisfy No More Than 10 Years Apart	Planning Horizon Year
Model/Interpolation	Model	Interpolation	Model	Model	Model	Model
Budgets (2018 Updates to California 2008 Ozone SIP, 2008 Ozone NAAQS Years 2020, 2023, and 2026 Budgets)	ROG: 7.9 NOx: 17.6	ROG: 6.8 NOx: 11.0	ROG: 6.2 NOx: 10.2	ROG: 6.2 NOx: 10.2	ROG: 6.2 NOx: 10.2	ROG: 6.2 NOx: 10.2

Table 7. Mojave Desert Air Basin - San Bernardino County Portion excluding Searles Valley
 1997 24-hour PM₁₀ NAAQS (No Currently Approved Budgets)

Modeling Year	2020	2025	2035	2045
Purpose	Milestone Year to Satisfy within First Five Years	Milestone Year to Satisfy No More Than 10 Years Apart	Milestone Year to Satisfy No More Than 10 Years Apart	Planning Horizon Year
Model/Interpolation	Model	Model	Model	Model
Build/No-Build Test	PM ₁₀	PM ₁₀	PM ₁₀	PM ₁₀

Table 8. Mojave Desert Air Basin - Searles Valley Portion
 1997 24-hour PM₁₀ NAAQS (No Currently Approved Budgets)

Modeling Year	2020	2025	2035	2045
Purpose	Milestone Year to Satisfy within First Five Years	Milestone Year to Satisfy No More Than 10 Years Apart	Milestone Year to Satisfy No More Than 10 Years Apart	Planning Horizon Year
Model/Interpolation	Model	Model	Model	Model
Build/No-Build Test	PM ₁₀	PM ₁₀	PM ₁₀	PM ₁₀

Table 9. Salton Sea Air Basin - Coachella Valley Portion
 2008 and 2015 8-hour Ozone NAAQS (Currently Approved Budgets, Tons per Day)

Modeling Year	2026	2032	2035	2045
Purpose	Attainment Year under 2008 Ozone NAAQS	Attainment Year under 2015 Ozone NAAQS	Milestone Year to Satisfy No More Than 10 Years Apart	Planning Horizon Year
Model/Interpolation	Model	Model	Model	Model
Budgets (2008 8-hour Ozone Early Progress Plan, 1997 Ozone NAAQS Year 2012 Budgets)	ROG: 7 NOx: 26	ROG: 7 NOx: 26	ROG: 7 NOx: 26	ROG: 7 NOx: 26

Table 9a. Salton Sea Air Basin - Coachella Valley Portion
 2008 and 2015 8-hour Ozone NAAQS (Budgets pending U.S. EPA Approval, Tons per Day)

Modeling Year	2020	2023	2026	2032	2035	2045
Purpose	RFP Budget Year	RFP Budget Year	Attainment Year under 2008 Ozone NAAQS	Attainment Year under 2015 Ozone NAAQS	Milestone Year to Satisfy No More Than 10 Years Apart	Planning Horizon Year
Model/Interpolation	Model	Interpolation	Model	Model	Model	Model
Budgets (2018 Updates to California 2008 Ozone SIP, 2008 Ozone NAAQS Years 2020, 2023, and 2026 Budgets)	ROG: 3.7 NOx: 8.4	ROG: 3.3 NOx: 4.6	ROG: 3.0 NOx: 4.2	ROG: 3.0 NOx: 4.2	ROG: 3.0 NOx: 4.2	ROG: 3.0 NOx: 4.2

Table 10. Salton Sea Air Basin - Coachella Valley Portion
 1997 24-hour PM₁₀ NAAQS (Currently Approved Budgets, Tons per Day)

Modeling Year	2025	2035	2045
Purpose	Milestone Year to Satisfy No More Than 10 Years Apart	Milestone Year to Satisfy No More Than 10 Years Apart	Planning Horizon Year
Model/Interpolation	Model	Model	Model
Budgets (2003 Coachella Valley PM ₁₀ SIP, Year 2006 Budget)	PM ₁₀ : 10.9	PM ₁₀ : 10.9	PM ₁₀ : 10.9

Table 11. Salton Sea Air Basin - Imperial County Portion
 2008 and 2015 8-hour Ozone NAAQS (Currently Approved Budgets, Tons per Day)

Modeling Year	2020	2025	2035	2045
Purpose	Attainment Year under 2015 Ozone NAAQS	Milestone Year to Satisfy No More Than 10 Years Apart	Milestone Year to Satisfy No More Than 10 Years Apart	Planning Horizon Year
Model/Interpolation	Model	Model	Model	Model
Budgets (2008 Imperial County 2008 8-hour Ozone Early Progress Plan, Year 2009 Budgets)	ROG: 7 NOx: 17	ROG: 7 NOx: 17	ROG: 7 NOx: 17	ROG: 7 NOx: 17

Table 11a. Salton Sea Air Basin - Imperial County Portion
 2008 and 2015 8-hour Ozone NAAQS (Currently Approved Budgets, Tons per Day)

Modeling Year	2020	2025	2035	2045
Purpose	Attainment Year under 2015 Ozone NAAQS	Milestone Year to Satisfy No More Than 10 Years Apart	Milestone Year to Satisfy No More Than 10 Years Apart	Planning Horizon Year
Model/Interpolation	Model	Model	Model	Model
Budgets (2017 Imperial County 2008 Ozone NAAQS SIP, Year 2017 Budgets)	ROG: 4 NOx: 7	ROG: 4 NOx: 7	ROG: 4 NOx: 7	ROG: 4 NOx: 7

Table 12. Salton Sea Air Basin - Imperial County Portion
 2006 and 2012 PM_{2.5} NAAQS (No Approved Budgets)

Modeling Year	2020	2025	2035	2045
Purpose	Milestone Year to Satisfy within First Five Years	Milestone Year to Satisfy No More Than 10 Years Apart	Milestone Year to Satisfy No More Than 10 Years Apart	Planning Horizon Year
Model/Interpolation	Model	Model	Model	Model
Build/No-Build Test	PM _{2.5}	PM _{2.5}	PM _{2.5}	PM _{2.5}

Table 12a. Salton Sea Air Basin - Imperial County Portion
 2006 and 2012 PM_{2.5} NAAQS (Budgets pending U.S. EPA Approval)

Modeling Year	2021	2025	2035	2045
Purpose	Attainment Year under 2012 PM _{2.5} NAAQS	Milestone Year to Satisfy No More Than 10 Years Apart	Milestone Year to Satisfy No More Than 10 Years Apart	Planning Horizon Year
Model/Interpolation		Model	Model	Model
2018 Imperial County 2012 PM _{2.5} NAAQS SIP, Years 2019 and 2022 Budgets	PM _{2.5} : 1.8	PM _{2.5} : 1.7	PM _{2.5} : 1.7	PM _{2.5} : 1.7

Table 13. Salton Sea Air Basin - Imperial County Portion
 1997 24-hour PM₁₀ NAAQS (No Currently Approved Budgets)

Modeling Year	2020	2025	2035	2045
Purpose	Milestone Year to Satisfy within First Five Years	Milestone Year to Satisfy No More Than 10 Years Apart	Milestone Year to Satisfy No More Than 10 Years Apart	Planning Horizon Year
Model/Interpolation	Model	Model	Model	Model
Build/No-Build Test	PM ₁₀	PM ₁₀	PM ₁₀	PM ₁₀

Table 13a. Salton Sea Air Basin - Imperial County Portion
 1997 24-hour PM₁₀ NAAQS (Budgets pending U.S. EPA Approval, Tons per Day)

Modeling Year	2020	2030	2035	2045
Purpose	Milestone Year to Satisfy No More Than 10 Years Apart	Last Year of Maintenance Plan	Milestone Year to Satisfy No More Than 10 Years Apart	Planning Horizon Year
Model/Interpolation	Model	Model	Model	Model
Budgets (Imperial County 2018 PM ₁₀ Maintenance Plan, Years 2016 and 2030 Budgets)	PM ₁₀ : 20	PM ₁₀ : 19	PM ₁₀ : 19	PM ₁₀ : 19



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**2016-2040 Regional Transportation Plan/
Sustainable Communities Strategy (RTP/SCS) and
2019 Federal Transportation Improvement Program (FTIP)
Transportation Conformity Re-Determination for the
2015 8-Hour Ozone National Ambient Air Quality Standards
Draft Report**

Available For Public Review and Comment

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Energy & Environment
Linda Parks, Ventura County

Transportation
Curt Hagman, San Bernardino
County

The review and comment period for the attached report commences on March 13, 2019 and concludes at 5 p.m. March 28, 2019.

Please send comments to:

Rongsheng Luo, Program Manager

By mail: SCAG
900 Wilshire Blvd., Ste. 1700
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If you have any questions, please call Rongsheng Luo at (213) 236-1994.

**2016-2040 Regional Transportation Plan/Sustainable Communities Strategy and
2019 Federal Transportation Improvement Program
Transportation Conformity Re-determination for
2015 8-Hour Ozone National Ambient Air Quality Standards**

Draft Report

I. Introduction

Transportation conformity is required under the federal Clean Air Act (CAA) to ensure that federally supported highway and transit project activities conform to the purpose of the applicable State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standard (NAAQS). Transportation conformity applies to nonattainment and maintenance areas for the following transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂).

The U.S. Environmental Protection Agency (EPA) promulgated the new 8-hour ozone NAAQS on October 26, 2015 [Federal Register (FR), Vol. 80, No. 206]. Effective on December 28, 2015, the EPA action tightened both the primary and secondary standard for the 8-hour ozone to 0.070 parts per million (ppm).

Subsequently, EPA published a final rule in the Federal Register on June 4, 2018 establishing initial air quality designations for certain areas in the United States including California for the 2015 8-hour ozone standards (FR, Vol. 83, No. 107).

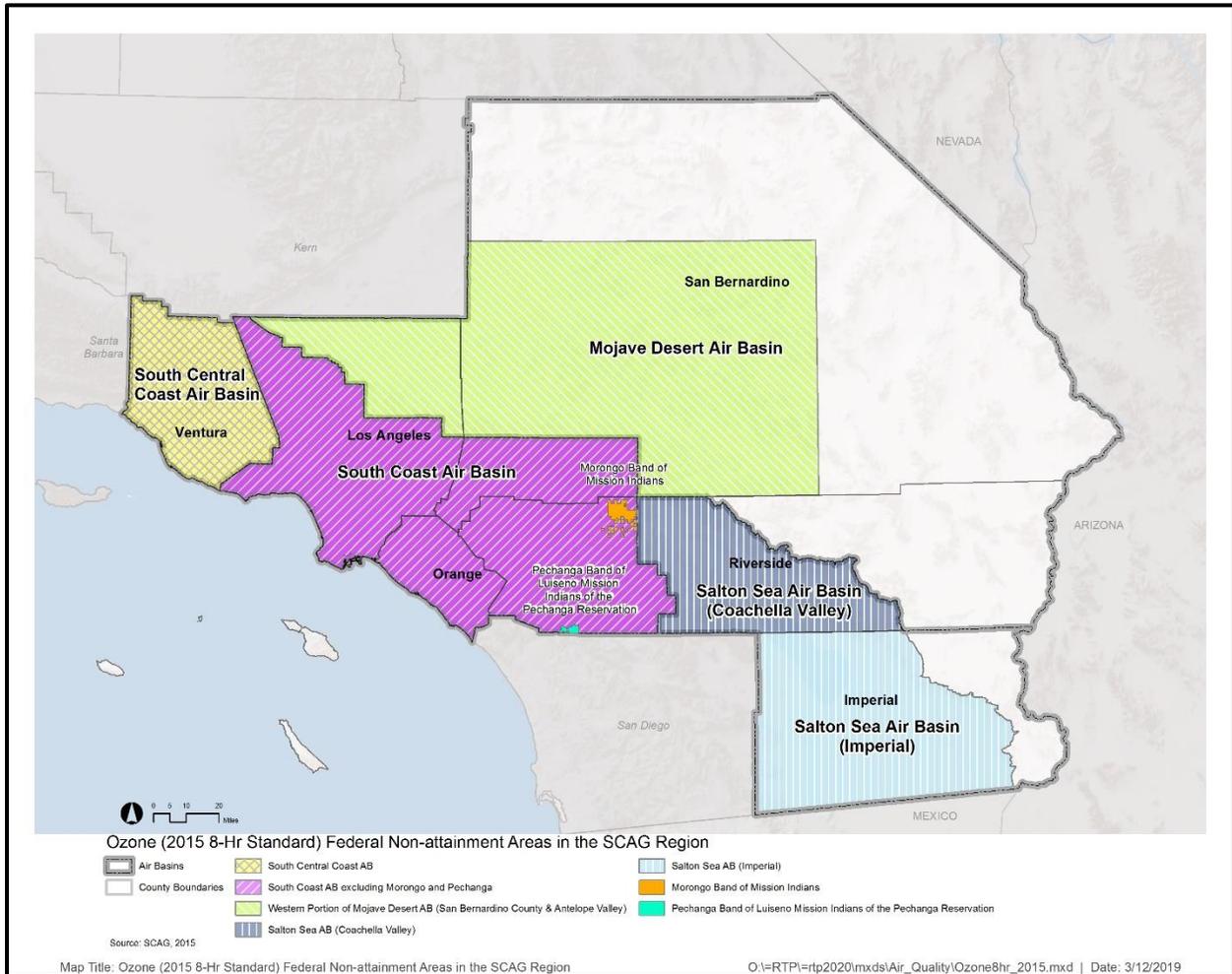
In the SCAG region, seven areas were designated as nonattainment areas (see Map 1 on the next page) for the new 8-hour ozone standards with different classifications and different attainment years including:

- Imperial County – Classification Marginal; Attainment year 2021
- West Mojave Desert Air Basin – Classification Severe-15; Attainment year 2033
- South Coast Air Basin – Classification Extreme; Attainment year 2038
- Coachella Valley – Classification Severe-15; Attainment year 2033
- Ventura County – Classification Serious; Attainment year 2027
- Morongo Areas of Indian Country (Morongo Band of Mission Indians) – Classification Serious; Attainment year 2027
- Pechanga Areas of Indian Country (Pechanga Band of Luiseno Mission Indians of the Pechanga Reservation) – Classification Marginal; Attainment year 2021

These new area designations became effective August 3, 2018. As a result, transportation conformity needs to be re-determined for the 2016-2040 Regional Transportation Plan/Sustainable

Communities Strategy (2016 RTP/SCS) and the 2019 Federal Transportation Improvement Program (FTIP) for the new 8-hour ozone standards by August 3, 2019.

Map 1. 2015 8-hour Ozone Nonattainment Areas in the SCAG Region



Under the U.S. Department of Transportation (DOT) Metropolitan Planning Regulations and U.S. EPA’s Transportation Conformity Regulations, an RTP/FTIP transportation conformity determination consists of five tests: consistency with the adopted RTP; regional emissions analysis; timely implementation of transportation control measures (TCMs); financial constraint; and interagency consultation and public involvement.

The draft ozone transportation conformity re-determination reaffirms all applicable conformity findings for the 2016 RTP/SCS and the 2019 FTIP and addresses additional emissions analyses and interagency consultation and public involvement required for the new 8-hour ozone standards.

Transportation Conformity Status of the Currently Conforming RTP/SCS and FTIP

The effective date of the final transportation conformity determination for the 2016 RTP/SCS, covering all air basins in the SCAG region, is June 1, 2016. The conformity determination is

currently effective for four years. The transportation conformity determinations for the subsequent Amendments No.1 through 3 to the 2016 RTP/SCS, the 2019 FTIP which implements 2016 RTP/SCS, and the 2019 FTIP Amendment #19-01 all have received federal approval. Therefore, the positive transportation conformity determinations for the 2016 RTP/SCS and the 2019 FTIP (both as previously amended) will remain effective until June 1, 2020.

The new 8-hour ozone transportation conformity re-determination does not affect the existing conformity schedule for the RTP/SCS or FTIP. However, the new federal conformity regulation for ozone requires SCAG to make a positive transportation conformity re-determination and receive approval from the U.S. DOT by August 3, 2019.

Process for Ozone Conformity Re-determination on the 2016-2040 RTP/SCS and the 2019 FTIP

1. Conduct interagency consultation through SCAG's Transportation Conformity Working Group (TCWG) which includes representatives from the respective federal, state, and regional air quality and transportation planning agencies.
2. Perform required additional regional ozone emissions analysis. Since there are existing ozone emission budgets for all the ozone nonattainment areas, a budget test has been performed for all the areas.
3. Reaffirm the existing applicable conformity findings for the 2016 RTP/SCS and the 2019 FTIP.
4. Release the draft conformity analysis report for the new ozone standards for a public review and public comment period.
5. SCAG Energy and Environment Committee approves the transportation conformity re-determination and recommends adoption by SCAG Regional Council.
6. SCAG Regional Council adopts the transportation conformity re-determination.
7. Submit the adopted SCAG's transportation conformity re-determination to the Federal Highway Administration and the Federal Transit Administration (FHWA/FTA) for approval.
8. Approval by the federal agencies by August 3, 2019.

Reaffirming Approved Transportation Conformity Findings for CO, Ozone, PM_{2.5}, and PM₁₀

The ozone conformity re-determination includes a reaffirmation of the approved transportation conformity findings for the 2016 RTP/SCS and the 2019 FTIP (both as previously amended). This reaffirmation includes consistency with the 2016 RTP/SCS as previously amended, regional emissions analyses, financial constraint test, timely implementation of TCMs, and interagency consultation and public participation.

II. Ozone Emissions Analysis

Tables 1-5 below present the results of the budget tests for each of the seven nonattainment areas for the new 2015 8-hour ozone standards. Note that the values of total emissions from the 2016 RTP/SCS and 2019 FTIP in the tables below utilize the rounding convention used by the California Air Resources Board to set the budgets (e.g., any fraction rounded up to the nearest ton) and are the basis of the conformity findings for these areas.

In anticipation of possible approval of new ozone budgets currently under U.S. EPA review, Tables 1a-5a present the results of the pending new budget tests for each of the seven nonattainment areas for the new 2015 8-hour ozone standards. Tables 1a-5a are included for information only and would supersede any corresponding Tables 1-5 after any of the new ozone budgets have been approved by the U.S. EPA prior to FHWA/FTA approval of the transportation conformity re-determination.

Table 1¹: Salton Sea Air Basin - Coachella Valley Portion 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2026	2031	2040
ROG	Budget	7	7	7
	2016 RTP/SCS & 2019 FTIP Emission	3	3	3
Budget – Emission		4	4	4
NO _x	Budget	26	26	26
	2016 RTP/SCS & 2019 FTIP Emission	5	4	5
Budget – Emission		21	22	21

¹ The emissions budgets are established in the *Coachella Valley 2008 8-Hour Ozone Early Progress Plan*, effective May 22, 2008.

Table 1a²: Salton Sea Air Basin - Coachella Valley Portion 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		2020	2023	2026	2032	2040
ROG	Budget	3.7	3.3	3.0	3.0	3.0
	2016 RTP/SCS & 2019 FTIP Emission	3.7	3.3	3.0	2.7	2.3
Budget – Emission		0.0	0.0	0.0	0.3	0.7
NO _x	Budget	8.4	4.6	4.2	4.2	4.2
	2016 RTP/SCS & 2019 FTIP Emission	8.4	4.6	4.2	3.9	4.1
Budget – Emission		0.0	0.0	0.0	0.3	0.1

Table 2³: Salton Sea Air Basin - Imperial County Portion 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		2020	2030	2040
ROG	Budget	7	7	7
	2016 RTP/SCS & 2019 FTIP Emission	3	3	2
Budget – Emission		4	4	5
NO _x	Budget	17	17	17
	2016 RTP/SCS & 2019 FTIP Emission	6	4	4
Budget – Emission		11	13	13

² The emissions budgets are established in the *2018 Updates to the California SIP*, pending U.S. EPA approval.

³ The emissions budgets are established in the *Imperial County 2008 8-Hour Ozone Early Progress Plan*, effective May 20, 2008.

Table 2a⁴: Salton Sea Air Basin - Imperial County Portion 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		2020	2030	2040
ROG	Budget	4	4	4
	2016 RTP/SCS & 2019 FTIP Emission	3	3	2
Budget – Emission		1	1	2
NO _x	Budget	7	7	7
	2016 RTP/SCS & 2019 FTIP Emission	6	4	4
Budget – Emission		1	3	3

Table 3⁵: South Central Coast Air Basin - Ventura County Portion 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		2020	2026	2030	2040
ROG	Budget	13	13	13	13
	2016 RTP/SCS & 2019 FTIP Emission	5	3	3	2
Budget – 2017 FTIP		8	10	10	11
NO _x	Budget	19	19	19	19
	2016 RTP/SCS & 2019 FTIP Emission	6	4	3	3
Budget – 2017 FTIP		13	15	16	16

⁴ The emissions budgets are established in the *Imperial County 2017 SIP for the 2008 8-Hour Ozone Standard*, pending U.S. EPA approval.

⁵ The emissions budgets are established in the *Ventura County 2008 8-Hour Ozone Early Progress Plan*, effective May 20, 2008.

Table 3a⁶: South Central Coast Air Basin - Ventura County Portion 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		2020	2026	2030	2040
ROG	Budget	5	5	5	5
	2016 RTP/SCS & 2019 FTIP Emission	5	3	3	2
Budget – 2017 FTIP		0	2	2	3
NOx	Budget	7	7	7	7
	2016 RTP/SCS & 2019 FTIP Emission	6	4	3	3
Budget – 2017 FTIP		1	3	4	4

Table 4⁷: South Coast Air Basin 2015 8-Hour Ozone (Summer Planning Emissions [Tons/Day])

Pollutant		Nonattainment Area	2020	2023	2026	2031	2037	2040
ROG	Budget	SCAB	108	99	99	99	99	99
	2016 RTP/SCS & 2019 FTIP Emission	Morongo	0.4	0.3	0.3	0.2	0.2	0.2
		Pechanga	0.1	0.1	0.1	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	79.3	67.3	58.8	49.1	39.7	37.1
		Sum	79.8	67.7	59.2	49.3	39.9	37.3
		SCAB	80	68	60	50	40	38
	Budget – Emission			28	31	39	49	59
NOx	Budget	SCAB	185	140	140	140	140	140
	2016 RTP/SCS & 2019 FTIP Emission	Morongo	1.8	1.1	1.0	0.7	0.6	0.6
		Pechanga	0.7	0.5	0.4	0.3	0.2	0.2
		SCAB excluding Morongo and Pechanga	137.7	86.6	74.8	64.0	58.9	59.1
		Sum	140.2	88.2	76.2	65.0	59.7	59.9
		SCAB	141	89	77	65	60	60
	Budget – Emission			44	51	63	75	80

⁶ The emissions budgets are established in the 2016 Ventura County AQMP, pending U.S. EPA Approval.

⁷ The emissions budgets are established in the South Coast 2011 1997 8-Hour Ozone SIP Revision, effective April 30, 2012.

Table 4a⁸: South Coast Air Basin 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		Nonattainment Area	2020	2023	2026	2029	2031	2037	2040
ROG	Budget	SCAB	80	68	60	54	50	50	50
	2016 RTP/SCS & 2019 FTIP Emission	Morongo	0.4	0.3	0.3	0.2	0.2	0.2	0.2
		Pechanga	0.1	0.1	0.1	0.0	0.0	0.0	0.0
		SCAB excluding Morongo and Pechanga	79.3	67.3	58.8	53.1	49.1	39.7	37.1
		Sum	79.8	67.7	59.2	53.3	49.3	39.9	37.3
		SCAB	80	68	60	54	50	40	38
	Budget – Emission			0	0	0	0	0	10
NOx	Budget	SCAB	141	89	77	69	66	66	66
	2016 RTP/SCS & 2019 FTIP Emission	Morongo	1.8	1.1	1.0	0.8	0.7	0.6	0.6
		Pechanga	0.7	0.5	0.4	0.3	0.3	0.2	0.2
		SCAB excluding Morongo and Pechanga	137.7	86.6	74.8	67.6	64.0	58.9	59.1
		Sum	140.2	88.2	76.2	68.7	65.0	59.7	59.9
		SCAB	141	89	77	69	65	60	60
	Budget – Emission			0	0	0	0	1	6

Table 5⁹: West Mojave Desert Air Basin 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		2026	2032	2040
ROG	Budget	22	22	22
	2016 RTP/SCS & 2019 FTIP Emission	6	6	5
Budget – Emission		16	16	17
NOx	Budget	77	77	77
	2016 RTP/SCS & 2019 FTIP Emission	10	9	11
Budget – Emission		67	68	66

⁸ The emissions budgets are established in the 2018 Updates to the California SIP, pending U.S. EPA approval.

⁹ The emissions budgets are established in the 2008 8-Hour Ozone Early Progress Plan, effective May 20, 2008.

Table 5a¹⁰: West Mojave Desert Air Basin 2015 8-Hour Ozone
(Summer Planning Emissions [Tons/Day])

Pollutant		2020	2023	2026	2032	2040
ROG	Budget	7.9	6.8	6.2	6.2	6.2
	2016 RTP/SCS & 2019 FTIP Emission	7.9	6.8	6.0	5.1	4.4
Budget – Emission		0.0	0.0	0.2	1.1	1.8
NO _x	Budget	17.6	11.0	11.0	11.0	11.0
	2016 RTP/SCS & 2019 FTIP Emission	17.5	10.9	9.7	9.0	10.2
Budget – Emission		0.1	0.1	1.3	2.0	0.8

¹⁰ The emissions budgets are established in the *2018 Updates to the California SIP*, pending U.S. EPA approval.

III. Transportation Conformity Re-Determination

SCAG has determined the following transportation conformity findings for the 2016 RTP/SCS and the 2019 FTIP (both as previously amended) under the required federal tests for the new ozone standards:

Regional Emissions Tests

- **Finding:** The regional emissions for the ozone precursors from the 2016 RTP/SCS and the 2019 FTIP meet all applicable emission budget tests for all milestone, attainment, and planning horizon years for the Coachella Valley portion of the Salton Sea Air Basin, the Imperial County, the Morongo, the Pechanga, the South Coast Air Basin excluding Morongo and Pechanga, the West Mojave Desert Air Basin, and the Ventura County for the 2015 8-hour ozone NAAQS.

Reaffirmation of the 2016 RTP/SCS and 2019 FTIP Transportation Conformity Tests

- **Finding:** SCAG reaffirms all the applicable conformity findings for both the 2016 RTP/SCS (http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_TransportationConformityAnalysis.pdf) and the 2019 FTIP (http://ftip.scag.ca.gov/Documents/F2019-TA_Sec01.pdf).
- This reaffirmation covers the findings of all applicable pollutants, including consistency with the adopted 2016 RTP/SCS as previously amended, regional emissions analyses, financial constraint test, timely implementation of TCMs, and interagency consultation and public participation.

Inter-agency Consultation and Public Involvement Test

- **Finding:** In addition to reaffirming the public involvement and interagency consultation test for the 2016 RTP/SCS and the 2019 FTIP (both as previously amended), the 8-hour ozone transportation conformity re-determination will undergo an appropriate process for interagency consultation and public participation. This process will include TCWG consultation on March 26, 2019. This draft conformity re-determination report will undergo a 15-day public review period from March 13 to 28, 2019. After the public review period closes, all comments received will be addressed as appropriate and incorporated into the final conformity re-determination report. Finally, the final transportation conformity re-determination report will be considered for approval by SCAG's Energy and Environment Committee and Regional Council on April 4, 2019.