RTIP ID# *(required)*: 20190010

TCWG Consideration Date: April 28, 2020

Project Description *(clearly describe project)*:

The San Bernardino County Transportation Authority (SBCTA), in coordination with the California Department of Transportation (Caltrans) and the City of Colton (City), proposes to replace the four-lane Mount Vernon Avenue bridge over Interstate 10 (I-10) with a six-lane structure. The project would address issues related to bicycle and pedestrian access by upgrading the bicycle lane from Class 3 to Class 2, and provide a wider sidewalk for pedestrians. The project would also address access issues by providing up-to-date curb ramps that would be Americans with Disabilities Act (ADA) compliant, crossing activators, and tactile sensors. And finally, the project would improve the intersection adjacent to the Caltrans right-of-way (ROW) at East Valley Boulevard. Regional location and project vicinity maps are provided in Figures 1-1 and 1-2, respectively (attached).

Overall, the proposed modifications would improve traffic operations as well as bicycle and pedestrian facilities along Mount Vernon Avenue between East Valley Boulevard and the I-10 eastbound ramps/Mount Vernon Avenue intersection.

Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

Type of Project *(use Table 1 on instruction sheet)*: Change to existing regionally significant street

County:	**Narrative Location/Route & Postmiles:** I-10, Milepost 22.7 – 24.3. **Caltrans Projects – EA#** 08-1G800
San Bernardino	

Lead Agency: Caltrans/SBCTA

Contact Person	**Phone#**	**Fax#**	**Email**
Keith Cooper	213-312-1752	N/A	Keith.Cooper@icf.com

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5** ✓ **PM10** ✓

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

✓ **Categorical Exclusion (NEPA)**	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: February 2021

NEPA Assignment – Project Type *(check appropriate box)*

Exempt	✓ **Section 326 –Categorical Exemption**	**Section 327 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2016	2020	2020	2022
End	2021	2022	2024	2024

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

The purpose of the proposed project is to provide local circulation improvements in the city of Colton while also making operational and safety improvements to reduce local traffic congestion along Mount Vernon Avenue at I-10.

This project is needed to improve traffic operations as well as bicycle and pedestrian facilities along Mount Vernon Avenue between East Valley Boulevard and the I-10 eastbound ramps/Mount Vernon Avenue intersection. The project would address issues related to bicycle and pedestrian access by upgrading the bicycle lane from Class 3 to Class 2 and providing a wider sidewalk for pedestrians. It would also address access issues by providing up-to-date curb ramps that would be ADA compliant, crossing activators, and tactile sensors. In addition, the project would improve the intersection adjacent to the Caltrans ROW at East Valley Boulevard.

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

Project vicinity land uses (identified in Figure 3-2) include a mix of residential, park, and public school uses.

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

See Table 1.

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

See Table 2.

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

See Table 3.

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

See Table 4.

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

Without the project, project vicinity intersection and ramp operations would worsen by the opening year 2024. Under opening-year 2024 no-build conditions, two project vicinity intersections that currently operate at an unacceptable LOS under existing conditions would continue to operate at an unacceptable LOS, and storage capacity would continue to be exceeded on interchange ramps. Under design-year 2045 conditions, seven intersections would operate at an unacceptable LOS, and storage capacity would continue to be exceeded at the aforementioned ramps.

The proposed project would improve existing roadway facilities rather than develop new facilities or provide access to areas that currently lack access. As such, no traffic redistribution effects are anticipated.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

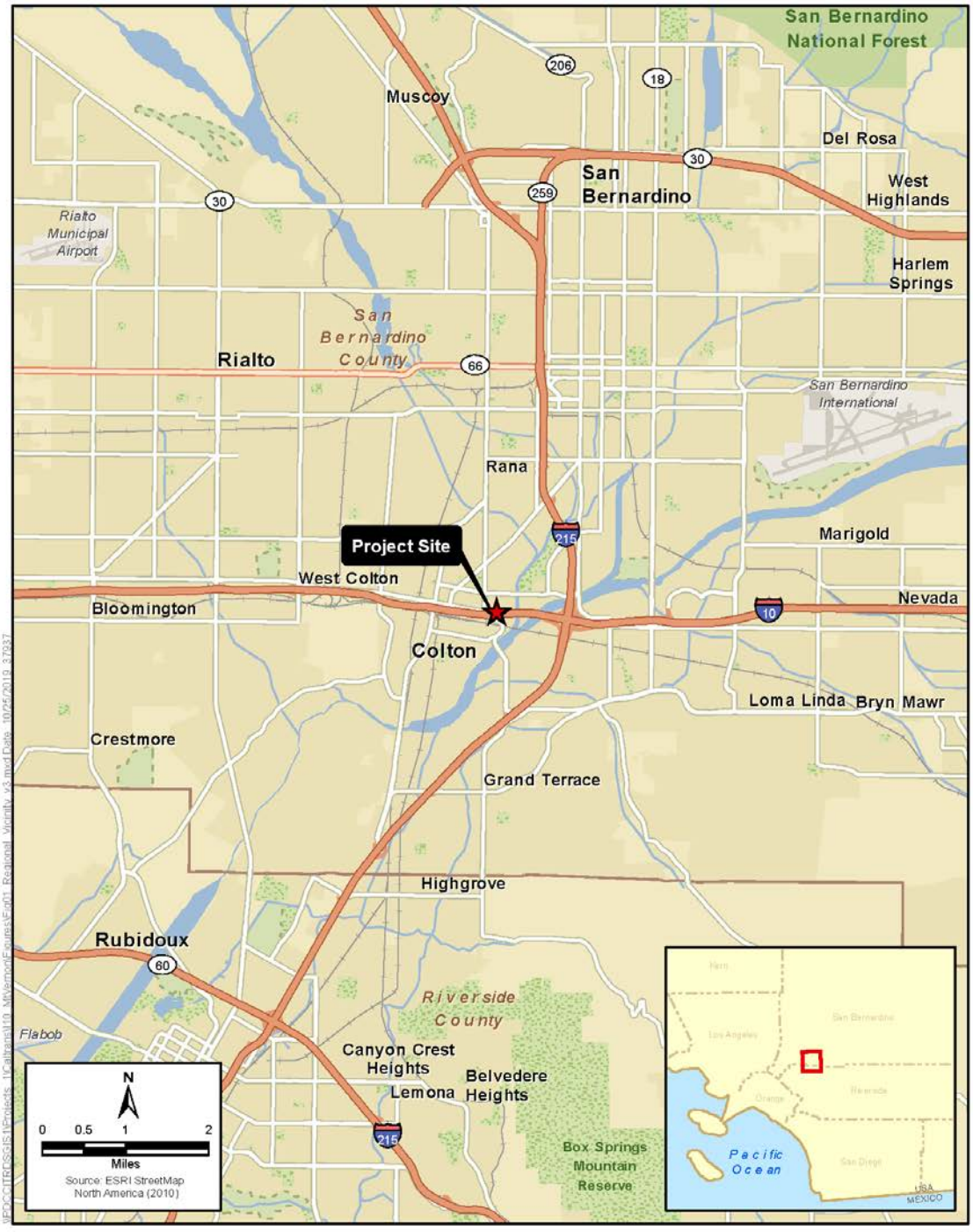

Figure 1-1
Regional Vicinity Map
I-10/Mt. Vernon Avenue Improvement Project

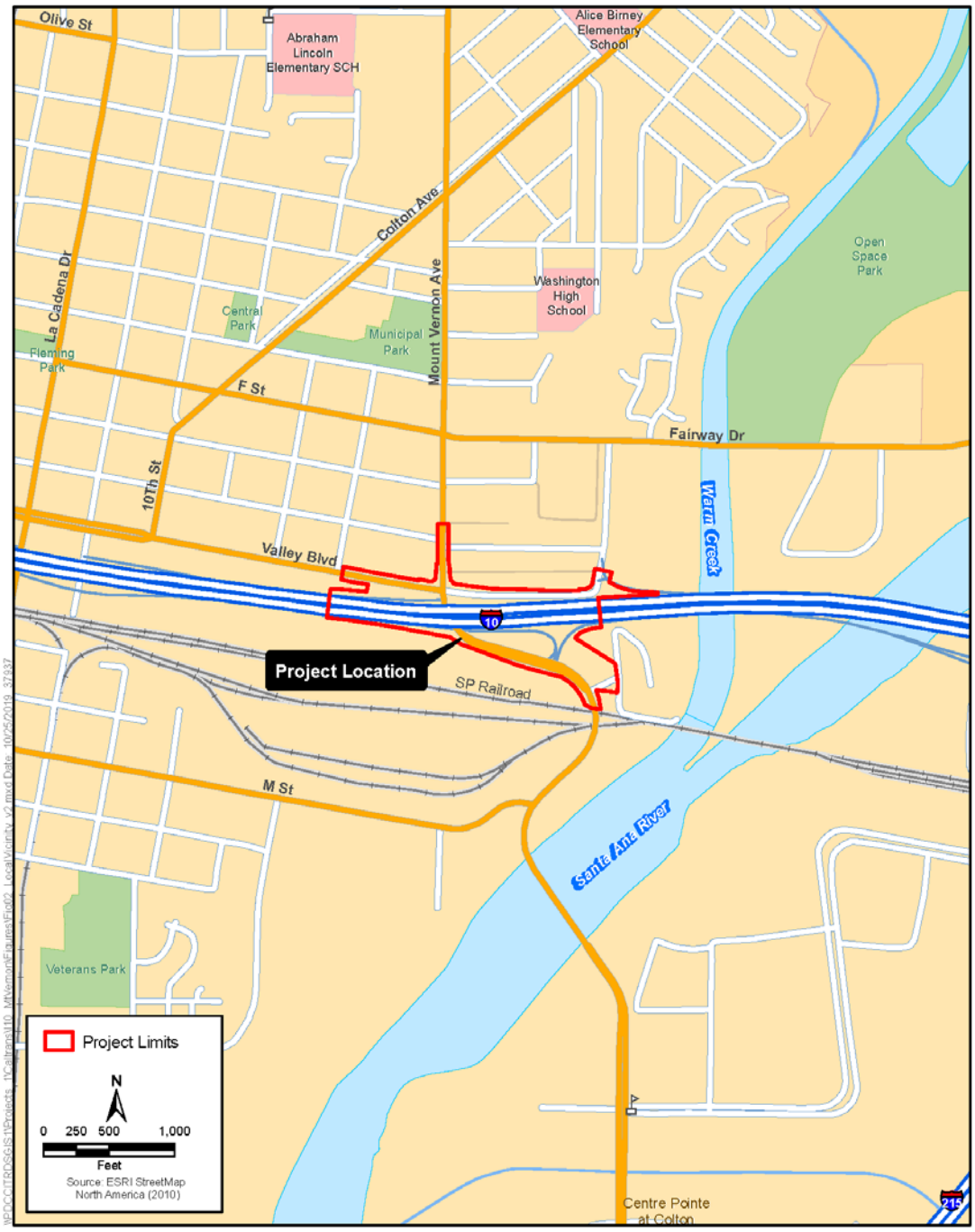

Figure 1-2
Local Vicinity Map
I-10/Mt. Vernon Avenue Improvement Project

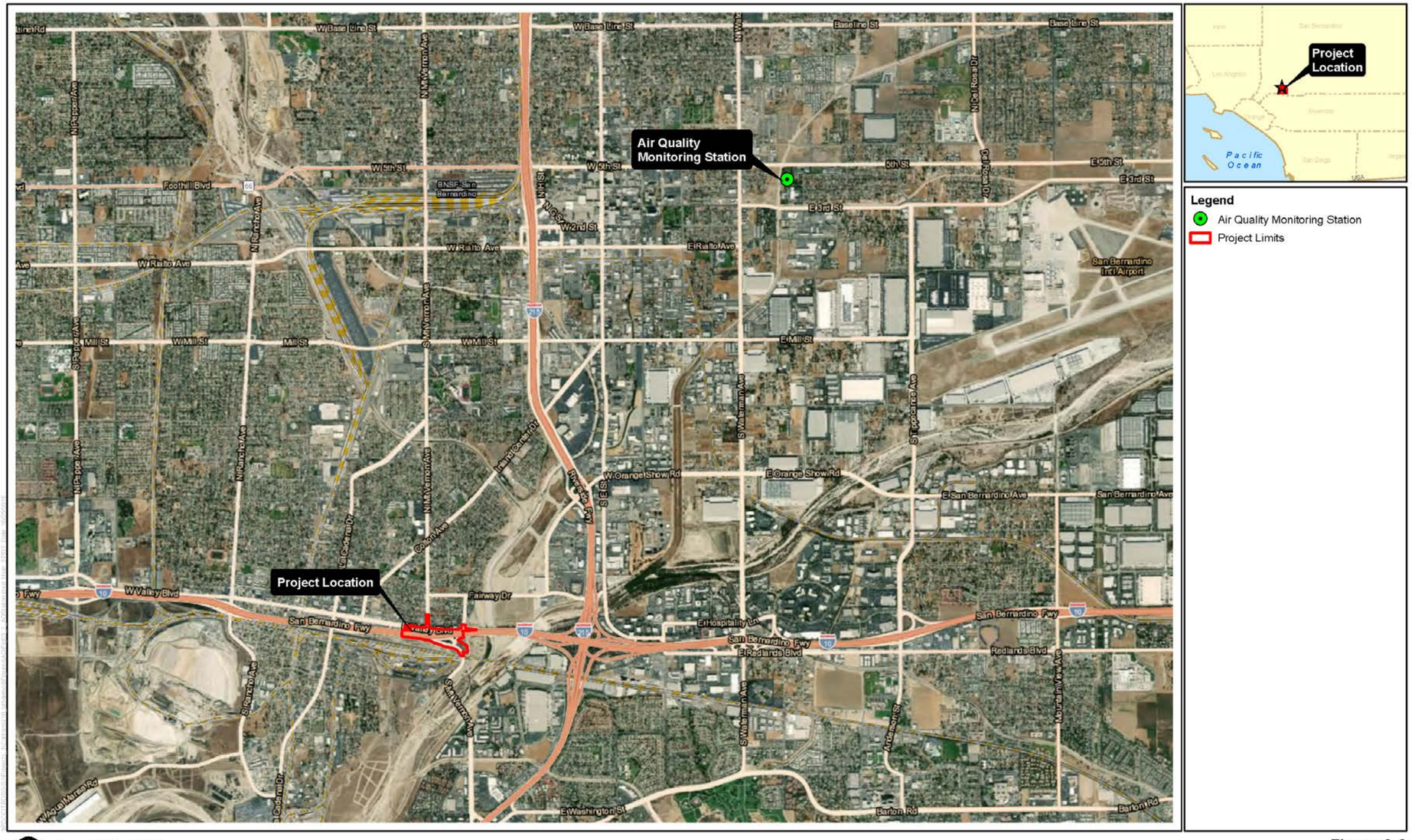

Figure 3-2
Map of Air Quality Monitoring Stations Located Near the Project
I-10/Mt. Vernon Avenue Improvement Project

Attachment 1

Summary of Opening-Year (2024) Traffic Conditions

Scenario/ Analysis Year	Location	No-Build AADT Truck	No-Build AADT Non-Truck	No-Build Percent Truck	Build AADT Truck	Build AADT Non-Truck	Build Percent Truck
Opening Year 2024	Mt. Vernon n/o Fairway Dr	1,700	9,900	14.7%	The Build Alternative would not change AADT volumes or truck percentages on any project vicinity road segment. Similarly, the Build Alternative would not increase regional capacity or affect daily VMT on I-10. Travel times on Mount Vernon Avenue would decrease because of significant improvements in vehicle efficiency, flow, and movement with implementation of the proposed project.		
	Mt. Vernon n/o Valley Blvd	1,300	7,500	14.8%			
	Mt. Vernon btwn the EB and WB ramps	1,500	8,800	14.6%			
	Mt. Vernon n/o M St	1,800	10,600	14.5%			
	Mt. Vernon s/o M St	1,900	11,500	14.2%			
	I-10 EB Mt. Vernon off-ramp	600	3,500	14.6%			
	I-10 EB Mt. Vernon on-ramp	400	2,400	14.3%			
	I-10 WB Mt. Vernon off-ramp	500	3,000	14.3%			
	I-10 WB Mt. Vernon on-ramp	500	3,000	14.3%			
	Sperry Dr n/o I-10 WB Mt. Vernon off-ramp	500	3,200	13.5%			
	Valley Blvd e/o Mt. Vernon	500	2,800	15.2%			
	Valley Blvd e/o 9th St	900	5,300	14.5%			
	Valley Blvd e/o La Cadena Dr	1,200	7,400	14.0%			
	Valley Blvd w/o La Cadena Dr	900	5,300	14.5%			
	La Cadena Dr n/o Valley Blvd	800	4,500	15.1%			
	La Cadena Dr n/o I-10 WB on-ramp	1,600	9,400	14.5%			
	La Cadena Dr s/o I-10 WB on-ramp	1,600	9,500	14.4%			
	I-10 WB La Cadena on-ramp	300	1,800	14.3%			
	9th St n/o Valley Blvd	500	2,800	15.2%			
	9th St n/o I-10 WB off-ramp	800	5,000	13.8%			
	9th St n/o I-10 EB ramps	500	3,000	14.3%			
	I-10 WB 9th St off-ramp	400	2,200	15.4%			
	I-10 EB 9th St off-ramp	200	1,500	11.8%			
	I-10 EB 9th St on-ramp	300	1,500	16.7%			
	Fairway Dr e/o Mt. Vernon	900	5,300	14.5%			

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

Summary of Design-Year (2045) Traffic Conditions

Scenario/ Analysis Year	Location	No-Build			Build		
		AADT		Percent Truck	AADT		Percent Truck
		Truck	Non-Truck		Truck	Non-Truck	
Opening Year 2045	Mt. Vernon n/o Fairway Dr	2,000	11,700	14.6%	The Build Alternative would not change AADT volumes or truck percentages on any project vicinity road segment. Similarly, the Build Alternative would not increase regional capacity or affect daily VMT on I-10. Travel times on Mount Vernon Avenue would decrease because of significant improvements in vehicle efficiency, flow, and movement with implementation of the proposed project.		
	Mt. Vernon n/o Valley Blvd	1,500	9,300	13.9%			
	Mt. Vernon btwn the EB and WB ramps	1,900	11,300	14.4%			
	Mt. Vernon n/o M St	2,300	14,000	14.1%			
	Mt. Vernon s/o M St	2,500	14,700	14.5%			
	I-10 EB Mt. Vernon off-ramp	800	4,600	14.8%			
	I-10 EB Mt. Vernon on-ramp	500	3,200	13.5%			
	I-10 WB Mt. Vernon off-ramp	600	3,400	15.0%			
	I-10 WB Mt. Vernon on-ramp	600	3,800	13.6%			
	Sperry Dr n/o I-10 WB Mt. Vernon off-ramp	600	3,800	13.6%			
	Valley Blvd e/o Mt. Vernon	600	3,400	15.0%			
	Valley Blvd e/o 9th St	1,100	6,700	14.1%			
	Valley Blvd e/o La Cadena Dr	1,500	8,800	14.6%			
	Valley Blvd w/o La Cadena Dr	1,100	6,700	14.1%			
	La Cadena Dr n/o Valley Blvd	900	5,600	13.8%			
	La Cadena Dr n/o I-10 WB on-ramp	2,000	11,800	14.5%			
	La Cadena Dr s/o I-10 WB on-ramp	2,000	12,200	14.1%			
	I-10 WB La Cadena on-ramp	400	2,200	15.4%			
	9th St n/o Valley Blvd	600	3,300	15.4%			
	9th St n/o I-10 WB off-ramp	1,000	5,900	14.5%			
	9th St n/o I-10 EB ramps	600	3,500	14.6%			
	I-10 WB 9th St off-ramp	400	2,700	12.9%			
	I-10 EB 9th St off-ramp	300	1,800	14.3%			
	I-10 EB 9th St on-ramp	300	1,900	13.6%			
	Fairway Dr e/o Mt. Vernon	1,000	6,200	13.9%			

Sources: Fehr and Peers 2019.

AADT = annual average daily traffic; vhrs = vehicle hours of delay; VMT = vehicle miles traveled; EB = eastbound; WB = westbound; n/o = north of; s/o = south of; e/o = east of; w/o = west of.