FTIP ID# *(required)* SBD990211

TCWG Consideration Date December 3, 2024

Project Description *(clearly describe project)*

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the California Department of Transportation (Caltrans), is proposing to improve the existing United States Highway (US-) 395 facility by adding one additional travel lane in each direction (northbound [NB] and southbound [SB]) for a total of four travel lanes (two NB and two SB) from post mile (PM) R4.0 to PM 19.3. California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) documents (Initial Study/Mitigated Negative Declaration [IS/MND] and Categorical Exclusion [CE], respectively) for the US-395 project were adopted in 2009. Subsequent to adoption of the CEQA document and NEPA CE, an Environmental Re-validation (ER) was prepared and included as an attachment to the Supplemental Project Report (SPR) for the US-395 project Construction Contract 1 (expenditure authorization [EA] 0F631) that was approved in November 2017. This SPR/ER was prepared to document the separation of the US-395 project into three separate construction contracts with three separate expenditure authorizations (EA), and for SBCTA and Caltrans to move forward with Contract 1 of the US-395 project. This PM hot-spot form has been prepared for Contract 2 of the US-395 project.

Construction of the first contract of the US-395 project, from State Route 18 (Palmdale Road) to Chamberlaine Way, was completed in June 2020. SBCTA, in cooperation with Caltrans, is now proceeding with US-395 – Contract 2 (Contract 2/Project), which extends along US-395 from 0.4 mile north of Interstate (I-) 15 to State Route (SR-) 18 (Palmdale Road) (PM R4.0 to PM 11.2), a distance of approximately seven miles. Contract 2 would widen US-395 from two lanes in each direction (NB and SB) to four twelve-foot lanes with eight-foot outside shoulders in each direction (NB and SB), along with a continuous 14-foot-wide median that includes a five-foot inside shoulder in each direction and a four-foot raised median, along with left turn pockets.

Within the Project limits, the existing facility is in general a two-lane roadway (one lane in each direction, NB and SB) with limited portions that have already been widened to four lanes along the corridor. The existing lanes are 12 feet wide and shoulder widths vary from 5 to 8 feet. Approaches to several major intersections have already been improved to provide exclusive left-turn lanes, two lanes for through traffic, and dedicated right-turn lanes. However, the existing roadway portions between these improved intersections are still major impediments to the efficient flow of traffic. The structural section of the existing roadbed consists of asphalt concrete pavement. The horizontal alignment of the existing facility consists of long tangential sections with horizontal curves. The vertical alignment of the existing roadbed is essentially flat, except for a dip between Hollister Road and Phelan Road/Main Street. One bridge structure is within the Project limits: the California Aqueduct Bridge (Bridge Number 54-0829 L/R), at PM 6.83, which is a single-span reinforced-concrete-box girder structure. A new structure is proposed adjacent to, and west of, the existing structure to accommodate the new roadway width; northbound traffic on US-395 would travel along the existing structure and southbound traffic on US-395 would travel along the proposed structure. In addition, along some portions of the alignment the centerline of US-395 would be shifted approximately 18 feet to the west. Some right of way acquisitions would be necessary for construction of Contract 2, along with utility relocations.

Type of Project *(use Table 1 on instruction sheet)*
Change to existing state highway; road widening

County San Bernardino	**Narrative Location/Route & Postmiles** US-395 (PM R4.0/11.2) **Caltrans Projects – EA#** 08-0F633		
Lead Agency: San Bernardino County Transportation Authority			
Contact Person David Tan	**Phone#** 909-884-8276 ext. 152	**Fax#** N/A	**Email** dtan@gosbcta.com

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

Scheduled Date of Federal Action: January 2024

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

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

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	6/2024	1/2024	9/2023	10/2025
End	4/2025	2/2025	5/2025	8/2027

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
Large volumes of traffic with a high percentage of truck traffic on the existing facility restricts passing opportunities within the US-395 project limits. Operating conditions within the project limits are expected to deteriorate as traffic demand increases due to growth along the corridor and within the region. This Project would widen US-395 from 2 lanes to 4 lanes, with a continuous median, for a distance of approximately 7 miles between I-15 and SR-18 (Palmdale Road).

The purpose of this Project is to relieve congestion and enhance the safety and operational efficiency of the corridor by constructing a continuous four-lane highway, which would improve passing opportunities and add capacity to meet future traffic volumes. The existing US-395 has two-lane portions within the project limits, one lane in each direction, with additional turning lanes at intersections. The two-lane portions consist of a twelve-foot travel lane and a shoulder that varies from five to eight feet for both directions. Within the project limits, including two-lane segments, US-395 served over 28,000 daily vehicles in 2023 based on traffic counts taken at four locations within the Contract 2 project limits. The proposed Project is consistent with the Circulation Element of the City of Hesperia and City of Victorville General Plan.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Near the northern terminus of the project area near the US-395/SR-18 intersection, land uses primarily include residential, recreational, commercial and undeveloped land uses, including several schools and parks. Near the southern terminus of the project area near the US-395/I-15 intersection, surrounding land uses are primarily undeveloped and with interspersed low density commercial uses. The nearest sensitive receptors are residential land uses located approximately 70 feet east of the project.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
US-395

Original Base Year: 2006 ADT=27,700

Current Base Year: 2023 ADT=28,300

Percent change in ADT between Original and Current Design Year: 2%

No Build 2014: ADT=32,200; Truck ADT = 7,084 (22%); LOS F

Build 2014: ADT=32,200; Truck ADT = 7,084 (22%); LOS C

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
US-395

Original Projected Design Year: 2035 ADT=33,700

Current Projected Design Year: 2046 ADT=36,100

Percent change in ADT between Original and Current Design Year: 7%

No Build 2035: ADT=46,200; Truck ADT = 10,164 (22%); LOS F

Build 2035: ADT=46,200; Truck ADT = 10,164 (22%); LOS E

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
N/A. Facility is not an interchange or intersection

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
N/A. Facility is not an interchange or intersection

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The build and no-build ADT remains the same for this project due to the demand for this particular facility. In general, if a two-lane roadway is operating at LOS F, some traffic may divert to other routes due to the delay. However, with respect to the proposed project, the subject two-lane roadway (US-395) is the shortest path and the demand to use it still exists, regardless of poor existing LOS conditions. Therefore, the travel demand volume is not anticipated to vary between the build and no-build alternatives. The build alternative will simply handle a greater volume of vehicles and provide a better level of service.

Comments/Explanation/Details *(attach additional sheets as necessary)*
The ADT volume for the Current 2023 Base Year is only 2% higher than the volume reported the Original 2006 ADT volume for the Base Year from the original 2006 project report. The projected ADT volume for the Current Projected Design Year in 2046 is only 7% higher than the projected ADT volume from the Original Projected Design Year in 2035 in the original 2006 project report. The differences in both these scenarios are less than 10%; and the differences in traffic volumes between the original project report and current project report are unsubstantial. Therefore, the traffic for the opening/design years (2014/2035) addressed in the adopted CEQA document and NEPA CE was determined to still be appropriate for the updated opening/design years (2026/2046). The estimates and conclusions drawn in the original environmental document remain valid and the project should be reaffirmed as not a project of air quality concern (POAQC).

Environmental Re-validation (Segment 2)

The US-395 Widening project previously underwent TCWG review in August 2008. At that time, the project proposed to widen the segment of US-395 that extends from PM 4.0 to PM19.3 from one lane in each direction to two lanes in each direction. The project was determined to be not a POAQC.

In November 2017 the SPR/ER phased the project along US-395 between north of I-15 and Desert Flower Road into three construction contracts. Contract 1 (EA 0F631), the first segment between SR-18 (Palmdale Road) and Chamberlaine Way, was constructed in June 2020. The US-395 Contract 2 (EA 0F633) project (Project) is a “gap closure” project which is the second of a three-contract project, between north of I-15 and SR-18 (Palmdale Road). This is considered a “gap closure” project since it will provide a continuous 4-lane facility between I-15 and Chamberlaine Way (the northern limit of the completed Contract 1). Contract 3 (EA 0F632), between Chamberlaine Way and Desert Flower Road, will be completed as funding becomes available. Figure 1 shows the project construction contracts along the corridor.

The purpose of this PM hot-spot analysis is to reaffirm that Contract 2 of the US-395 Widening project is not a POAQC.

US-395 Construction Contract 2: Traffic Re-validation

The traffic analysis years for existing and design year conditions used in the August 2008 PM hot-spot form were 2006 and 2035, respectively. The traffic analysis years have been modified since the prior TCWG review. The existing year for the project is now 2023 and the design year is now 2046.

The documented Existing Year (2006) average daily volume from the 2009 Project Report and current Existing Year (2023) daily volume are presented below in Table 1.

Table 1. Base Year Traffic Volume Comparison

Roadway Segment	Original Base Year 2006 ADT Volume[1]	Current Base Year 2023 Daily Volume[2]	Percent Difference
US-395 Contract 2 Segment	27,700	28,300	2%

Source: AECOM, 2023

Notes:

1 From the US-395 Widening of Existing US-395 Project PR (December 2009)

2 Determined by AECOM from 24-hour roadway segment counts collected in March 2023, which was averaged and rounded to the nearest 100

The documented projected traffic condition reported in the approved PR signed in 2009 for the original design year (2035) is compared with the forecasted traffic calculated for the current Project design year (2046) from 2023 daily counts in Table 2.

Table 2. Design Year Traffic Volume Comparison

Roadway Segment	Original Projected 2035 ADT Volume[1]	Current Design Year 2046 Daily Volume[2]	Percent Difference
US-395 Contract 2 Segment	33,700	36,100	7%

Source: AECOM, 2023
Notes:
1 From the US-395 Widening of Existing US-395 Project PR (December 2009)
2 Determined by AECOM from 24-hour roadway segment counts collected in March 2023, which was averaged and rounded to the nearest 100

As shown in Table 2, traffic volume in the Project design year (2046) is 7% higher than the previously reported condition for the original design year (2035). A 7% difference would not be considered substantial, as it is less than the determined threshold of 10%.

$PM_{2.5}$/PM_{10} Hot-Spot Analysis

The US-395 Widening Project is located within a nonattainment area for federal PM_{10} standards. Therefore, per 40 CFR Part 93 hot-spot analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern.

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

i. New highway projects have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;
ii. Projects affecting intersections that are at a Level of Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level of Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
iii. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
iv. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
v. Projects in or affecting locations, areas or categories of sites which are identified in the $PM_{2.5}$ and PM_{10} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

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

i) The proposed project would widen 7.2 miles along US-395 from two to four lanes. As the subject two-lane roadway (US-395) is the shortest path and the demand to use it still exists, regardless of poor existing LOS conditions, the travel demand volume is not anticipated to vary between the build and no-build alternatives. Therefore, the project would not significantly increase the number of diesel vehicles operating within the project study area.
ii) As discussed above, the proposed project would not significantly increase the number of diesel vehicles operating within the project study area. In addition, when in use, the project is expected to improve the Level of Service along US-395 from F to C in the opening year and from LOS F to E in the design year. Therefore, the proposed Project would not affect intersections that are at a Level of Service D, E, or F with a significant number of diesel vehicles.
iii) The proposed build 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 alternatives are not in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$ and PM_{10} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed US-395 Widening Project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis and would not create a new, or worsen an existing, PM_{10} violations.

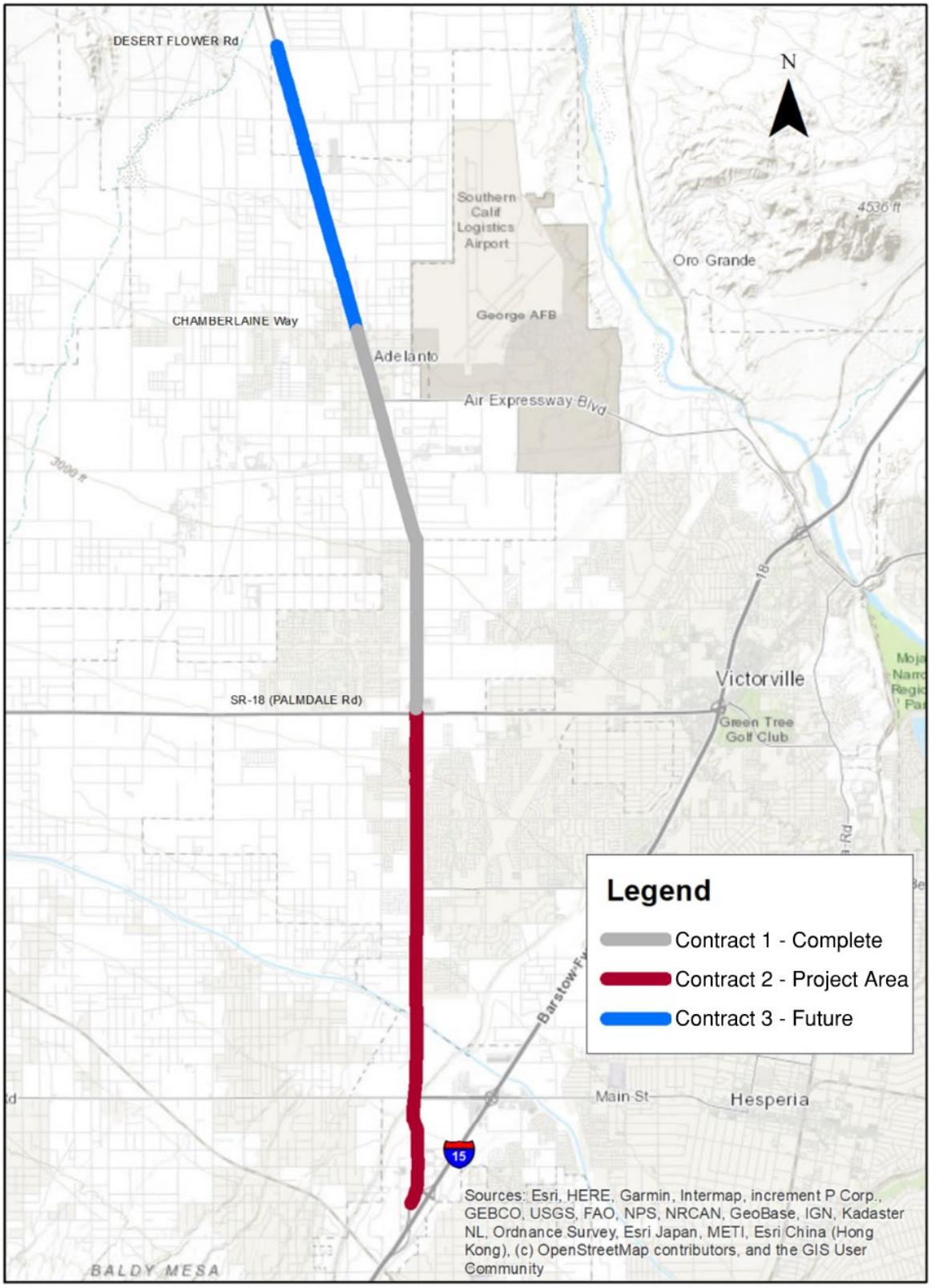

Figure 1: Project Construction Contracts