

FTIP ID# <i>(required)</i> RIV180104
TCWG Consideration Date December 2, 2025
Project Description <i>(clearly describe project)</i> The Riverside County Transportation Commission (RCTC) in coordination with the California Department of Transportation (Caltrans), proposes road improvements at Interstate 10 (I-10) and Highland Springs Avenue in the cities of Beaumont and Banning, in Riverside County, California between postmiles (PM) 8.3 and 11.0. Highland Springs Avenue is a north-south arterial that straddles the Cities of Beaumont, to the west, and Banning, to the east. Highland Springs Avenue crosses under I-10 with five lanes of traffic with two through lanes in each direction and a center left-turn lane. Additionally, there are 5-foot sidewalks in the northbound (NB) and southbound (SB) directions. In the study area, I-10 crosses over Highland Springs Avenue on the Highland Springs Avenue Undercrossing (Br. No. 56-0432) with four lanes in each direction, a 36-foot center median, and 10-foot shoulders. The undercrossing bridge structure over Highland Springs Avenue is a single-span structure with vertical abutment walls and would not be widened under this project. Project Update The project was previously submitted to the Transportation Conformity Work Group (TCWG) for review on August 27, 2024.¹ At the August 2024 meeting, TCWG confirmed that the project would not be considered a project of air quality concern. A copy of the previously submitted project documentation is attached. Due to geometric and operational concerns with Alternatives 2A and 2B, the Project Development Team decided to remove these alternatives from further consideration, and the project was updated to include a new build alternative, Alternative 5 – Reconfiguration of Joshua Palmer. Alternative 5 – Reconfiguration of Joshua Palmer Alternative 5 proposes to eliminate left-turn movements from NB Highland Springs Avenue onto the westbound (WB) I-10 on-ramp, which are the principal cause of congestion and queuing, by introducing a new hook ramp at the intersection of Apex Avenue and Joshua Palmer Way. The hook ramp also has the benefit of displacing some traffic from the Highland Springs corridor (which is congested with closely spaced intersections/driveways) to improve the ramp terminal intersection, and also reduce travel distance as it configures the ramps closer to key destinations. This project intends to modify the local arterials by 1) eliminating the NB left-turn conflicts from Highland Springs Avenue onto the WB I-10 on-ramp by introducing a hook ramp at the Apex Avenue and Joshua Palmer intersection, 2) moving the existing Highland Springs Avenue/Joshua Palmer Way intersection to the north and remove the existing traffic signal at the current location, 3) lengthening left turn pocket storage for the SB Highland Springs Avenue left turn onto eastbound (EB) I-10 on-ramp, and 4) providing auxiliary lanes for the I-10 WB on-ramp and EB off-ramp, in addition to an extended deceleration lane for the WB off-ramp. Hook Ramp: Placing the WB I-10 hook ramp at the Apex Avenue and Joshua Palmer Way intersection facilitates a smooth flow of traffic that is expected from developments north of the project that would travel down Apex Avenue and provide direct access to the WB I-10. The intersection of Joshua Palmer Way and Apex Avenue would be signalized.

¹ Transportation Conformity Working Group Meeting. August 27, 2024. Website url: (<https://scag.ca.gov/sites/default/files/2025-03/tcwg082724min.pdf>).

Highland Springs Avenue & I-10 Ramp Improvements: The proposed EB off-ramp would start with an auxiliary lane, which connects to the Pennsylvania Avenue EB on-ramp and is less than 1-mile in length. The existing off-ramp would be reconfigured as a two-lane exit ramp starting from the exit point on I-10 transitioning to a 3-lane ramp at the ramp terminal intersection.

The existing EB directional on-ramp would be widened to accommodate standard right shoulder width. Additionally, the SB Highland Springs Avenue left turn storage pocket onto EB I-10 on-ramp would increase to approximately 375 feet in length while maintaining two SB through lanes. Accessing WB I-10 from NB Highland Springs Avenue would be relocated to the new Joshua Palmer Way and Apex Avenue intersection. The existing left turn pocket from NB Highland Springs Avenue onto WB I-10 would be removed to alleviate the existing traffic congestion condition along NB Highland Springs Avenue. The existing Highland Springs Avenue undercrossing bridge would be protected in place.

The existing traffic signal at the intersection of Highland Springs Avenue and Joshua Palmer Way would be eliminated and replaced with a free right turn/one-way single direction couplet connecting NB Highland Springs Avenue to EB Joshua Palmer Way. A new signalized intersection would be located approximately 310 feet north of its current location and within City of Beaumont's right of way. The WB I-10 off-ramp will be relocated approximately 1/2-mile to the east. The existing off-ramp is abandoned under this alternative, and the new off-ramp terminates at the intersection of Joshua Palmer Way and Apex Avenue. An extended deceleration lane from the mainline would be provided for WB traffic as vehicles approach the off-ramp. There is no proposed change to the existing WB directional on-ramp.

Joshua Palmer Way Improvements: The intersection at Joshua Palmer Way and Highland Springs Avenue would be relocated approximately 310 feet north of its current location. Approximately 930 feet of Joshua Palmer Way would be realigned to the north through two vacant parcels, and behind existing commercial properties, to connect to the new intersection at Highland Springs Avenue. The realigned portion of Joshua Palmer Way would consist of two 12-foot through lanes (one for each direction) with a 12-foot striped center median. With this new configuration, the existing traffic signal and left turn movement from WB Joshua Palmer Way onto SB Highland Springs Avenue would be removed. The existing Joshua Palmer Way/Highland Springs Avenue intersection would be converted to a single direction couplet from NB Highland Springs Avenue onto EB Joshua Palmer Way. Access to Joshua Palmer Way from SB Highland Springs Avenue would be accommodated with a new left turn at the new Highland Springs Avenue and Joshua Palmer intersection. The remaining improvements on Joshua Palmer Way would include two 12-foot lanes (one for each direction), 2-foot curb and gutter for each direction, and 12-foot left turn lane for a total cross section width of 60 feet. A 5.5-foot curb adjacent sidewalk would be incorporated on the north side of Joshua Palmer Way.

Apex Avenue Improvements: Apex Avenue would be reconstructed as a two-lane local collector consistent with the City of Banning General Plan between West Ramsey Street and Joshua Palmer Way with appropriate intersection control devices. The cross section from east to west includes: 2-foot curb and gutter, 12-foot NB lane, 12-foot painted median, 12-foot SB lane, 2-foot curb and gutter, and 5.5-foot curb adjacent sidewalk on both sides of the local street, for a total cross section of 51 feet.

Pedestrian/Bicycle Improvements: The existing sidewalks on both sides of the Highland Springs Avenue undercrossing would remain. Based on the available width under the I-10/Highland Springs Avenue undercrossing, bicyclists would utilize the outside travel lane to cross under I-10. Concrete sidewalks would be added to the north side of Joshua Palmer Way for the entire length and on both sides of Apex Avenue. At the new Joshua Palmer Way/Highland Springs Avenue intersection, approximately 460 feet of sidewalk would be constructed on the EB direction of the realigned Joshua Palmer Way. This would allow pedestrian access to the commercial properties located at the southeast corner of the new intersection.

Right of Way Considerations: The proposed improvements to the EB off-ramp and on-ramp are within the existing State right of way (ROW), therefore, no acquisitions or easements are required. However, the proposed relocation of the WB off-ramp and realignment of Joshua Palmer Way and Apex Avenue would require a combination of full and partial right of way acquisitions, in addition to temporary construction easements and the relocation of three highway billboards.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Type of Project <i>(use Table 1 on instruction sheet)</i> Reconfigure an existing interchange				
County Riverside	Narrative Location/Route & Postmiles: Cities of Beaumont and Banning at the I-10 Ramps and Highland Springs Avenue interchange. RIV I-10 PM 8.3 – PM 11.0 Caltrans Projects – EA# 0L160			
Lead Agency: Caltrans District 8				
Contact Person David Lewis	Phone# (951) 212-6936	Fax#	Email dlewis@rctc.org	
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: Fall 2025				
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	2023	--	2023	2026
End	2024	--	2024	2027

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

Purpose

The purpose of the proposed project is to:

- Improve access and circulation within the project limits, which serves key areas of employment and regional and inter-regional goods movement;
- Improve access efficiency to Interstate 10 (I-10);
- Improve community/employment travel and emergency response times;
- Improve multi-modal connectivity, compatibility, and equity within the project limits; and
- Improve interchange operations while enhancing interchange safety.

Need

Currently, the I-10/Highland Springs Avenue Interchange experiences high traffic demand and poor traffic operations, limiting accessibility from the Cities of Banning and Beaumont to the I-10 goods movement corridor. Traffic on Highland Springs Avenue experiences extensive queuing delays even during periods with relatively low volumes. In addition, there are closely spaced intersections at the point where Joshua Palmer Way connects to Highland Springs Avenue directly adjacent to the WB on- and off-ramps, which limits efficiencies and complicates signal timing to maintain adequate traffic progression along the corridor. Existing operational performance is poor, which is anticipated to worsen as predicted local and regional growth continues.

Needs for the proposed project include:

- Current queue lengths exceed capacity at left-turns from Highland Springs Avenue to the EB and WB on-ramps. This condition results in poor interchange operations with stopped traffic impeding flows of the through lanes for both NB and SB Highland Springs Avenue.
- Current queue lengths at the WB and EB off-ramps exceed capacity and contribute to poor ramp operations and collision rates that are higher than the statewide average.
- Continuous Class II bicycle facilities are not provided on Highland Springs Avenue within the project limits which impedes bicycle connectivity beneath I-10.
- Americans with Disabilities Act (ADA) compliant pedestrian facilities (sidewalks and curb ramps) are not provided on Joshua Palmer Way and Apex Avenue within the project limits which impedes pedestrian access to businesses on these streets.
- Poor interchange operations result in the following:
 - Transit schedule delays and increased emergency service response times;
 - Limits the ability of residents and workers to efficiently access business and employment areas and delays goods movement to and from commercial centers located within close proximity of the interchange; and
 - Affects adjacent local communities by restricting the ability of trucks and other vehicles to access the freeway, which results in spillover of traffic to parallel surface streets and reduces the efficiency of goods movement at both a regional and sub-regional level.

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

Surrounding land uses consist predominantly of a mix of residential, commercial, and light-industrial uses. Land uses are depicted in Figure 1 and Figure 2.

Figure 1.



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

Opening Year (2030) No-Build and Build average annual daily traffic (AADT), % truck, and speeds for affected roadway segments are presented below in Table 1. Under No-Build conditions, AADT would range from approximately 533 to 90,430 AADT with medium heavy-duty (MHD) truck percents ranging up to 3 percent and heavy heavy-duty (HHD) truck percents ranging up to 6 percent. Under Build conditions, AADT would range from approximately 733 to 90,430 AADT with MHD truck percents ranging up to 3 percent and HHD truck percents ranging up to 6 percent. Level of service (LOS) for Opening Year (2030) traffic conditions are discussed in the next section of this document. No changes to projected Opening Year 2030 traffic conditions noted in Table 1 are predicted to occur with implementation of proposed Build Alternative 5.

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

Design Year (2050) No-Build and Build average annual daily traffic (AADT), % truck, and speeds for affected roadway segments are presented below in Table 2. Under No-Build conditions, AADT would range from approximately 800 to 101,940 AADT with MHD truck percents ranging up to 3 percent and HHD truck percents ranging up to 6 percent. Under Build conditions, AADT would range from approximately 1,067 to 101,940 AADT with MHD truck percents ranging up to 3 percent and HHD percents ranging up to 6 percent. LOS for Design Year (2050) traffic conditions are discussed in the next section of this document. No changes to projected Design Year 2050 traffic conditions noted in Table 2 are predicted to occur with implementation of proposed Build Alternative 5.

Table 1. Opening Year (2030) Mainline, Ramps, and Local Roadway Operations

Segment	AADT						Speed (mph)
	Total Volume	Truck Volume	MHD Truck 3-Axis	HHD Truck 4-Axis or more	MHD Truck % 3-Axis	HHD Truck % 4-Axis or more	
No Build							
Mainline and Ramps							
Eastbound							
EB I-10 from Beaumont Avenue EB On-Ramp to Pennsylvania Avenue On-Ramp	90,430	2,713	904	1,809	1%	2%	70
Pennsylvania Avenue EB On-Ramp	5,430	54	0	54	0%	1%	45
EB I-10 from Pennsylvania Avenue On-Ramp to Highland Springs Avenue Off-Ramp	80,800	2,424	808	1,616	1%	2%	70
Highland Springs EB Avenue Off-Ramp	15,620	469	156	312	1%	2%	45
EB I-10 from Highland Springs Avenue Off-Ramp to Highland Springs On-Ramp	65,180	1,955	652	1,304	1%	2%	70
Highland Springs EB On-Ramp	9,700	291	97	194	1%	2%	45
EB I-10 Highland Springs On-Ramp to Sunset Avenue Off-Ramp	74,880	2,246	749	1,498	1%	2%	70
Sunset Avenue EB Off-Ramp	6,740	337	202	135	3%	2%	45
EB I-10 from Sunset Avenue Off-Ramp to Sunsent Avenue	68,140	2,044	681	1,363	1%	2%	70
Westbound							
WB I-10 from Sunset Avenue to Sunset Avenue On-Ramp	68,810	2,064	688	1,376	1%	2%	70
Sunset Avenue WB On-Ramp	4,540	91	0	91	0%	2%	45
WB I-10 from Sunset Avenue On-Ramp to Highland Springs Avenue Off-Ramp	73,350	2,201	734	1,467	1%	2%	70
Highland Springs Avenue (via Joshua Palmer Way) WB Off-Ramp	7,230	382	145	217	2%	3%	45
WB I-10 from Highland Springs Avenue Off-Ramp to Highland Springs Avenue On-Ramp	66,120	1,984	661	1,322	1%	2%	70
Highland Springs Avenue WB On-Ramp	9,280	278	93	186	1%	2%	45
WB I-10 from Highland Springs Avenue On-Ramp to Pennsylvania Avenue Off-Ramp	75,400	2,262	754	1,508	1%	2%	70
Pennsylvania Avenue WB Off-Ramp	5,760	58	58	0	1%	0%	45
WB I-10 from Pennsylvania Avenue Off-Ramp to Beaumont Avenue Off-Ramp	69,640	2,089	696	1,393	1%	2%	70
Local Roadways							
Eastbound							
Ramsey Street (West of Highland Springs Avenue)	10,733	215	107	107	1%	1%	45
Ramsey Street (between Highland Springs Avenue and Apex Avenue)	8,600	172	86	86	1%	1%	45
Ramsey Street (East of Apex Avenue)	8,600	172	86	86	1%	1%	45
Joshua Palmer Way	867	69	17	52	2%	6%	25
Westbound							
Ramsey Street (East of Apex Avenue)	13,400	268	134	134	1%	1%	45
Ramsey Street (between Apex Avenue and Highland Springs Avenue)	14,000	280	140	140	1%	1%	45
Ramsey Street (West of Highland Springs Avenue)	13,400	268	134	134	1%	1%	45
Joshua Palmer Way	1,267	101	25	76	2%	6%	25
Southbound							
Apex Street (South of Ramsey Street)	733	59	15	44	2%	6%	25
Highland Springs Avenue (between Ramsey Street and Joshua Palmer Way)	12,733	255	127	127	1%	1%	30
Highland Springs Avenue (between Joshua Palmer Way and WB I-10 Highland Springs Avenue Ramps)	16,533	331	165	165	1%	1%	30
Highland Springs Avenue (between WB I-10 Highland Springs Avenue Ramps and EB I-10 Highland Springs Avenue Ramps)	17,533	351	175	175	1%	1%	30
Highland Springs Avenue (between I-10 EB Highland Springs Avenue Ramps and East 2nd Street/Sunlakes Village Drive)	14,867	297	149	149	1%	1%	30
Northbound							
Apex Street (South of Ramsey Street)	533	43	11	32	2%	6%	25
I Highland Springs Avenue (between East 2nd Street/Sun Lakes Village Drive and EB I-10 Highland Springs Avenue Ramps)	18,333	367	183	183	1%	1%	30
Highland Springs Avenue (between EB I-10 Highland Springs Avenue Ramps and WB I-10 Highland Springs Avenue Ramps)	17,733	355	177	177	1%	1%	30
Highland Springs Avenue (between WB I-10 Highland Springs Avenue Ramps and Joshua Palmer Way)	15,933	319	159	159	1%	1%	30
Highland Springs Avenue (between Joshua Palmer Way and Ramsey Street)	14,533	291	145	145	1%	1%	30
Build							
Mainline and Ramps							
Mainline and ramp volumes are identical across the build and no build scenarios							
Local Roadways							
Eastbound							
Ramsey Street (West of Highland Springs Avenue)	11,400	228	114	114	1%	1%	45
Ramsey Street (between Highland Springs Avenue and Apex Avenue)	8,600	172	86	86	1%	1%	45
Ramsey Street (East of Apex Avenue)	8,600	172	86	86	1%	1%	45
Joshua Palmer Way	2,867	229	57	172	2%	6%	25
Westbound							
Ramsey Street (East of Apex Avenue)	14,133	283	141	141	1%	1%	45
Ramsey Street (between Apex Avenue and Highland Springs Avenue)	14,000	280	140	140	1%	1%	45
Ramsey Street (West of Highland Springs Avenue)	10,733	215	107	107	1%	1%	45
Joshua Palmer Way	6,067	485	121	364	2%	6%	25
Southbound							
Apex Street (South of Ramsey Street)	733	59	15	44	2%	6%	25
Highland Springs Avenue (between Ramsey Street and Joshua Palmer Way)	12,733	255	127	127	1%	1%	30
Highland Springs Avenue (between Joshua Palmer Way and Westside WB I-10 Highland Springs Avenue On-Ramp)	12,733	255	127	127	1%	1%	30
Highland Springs Avenue (between Westside WB I-10 Highland Springs Avenue On-Ramp and EB Highland Springs Avenue Off-Ramp/Westside EB Highland Springs On-Ramp)	16,733	335	167	167	1%	1%	30
Highland Springs Avenue (between I-10 EB Highland Springs Avenue Off-Ramp/Westside EB Highland Springs Avenue On-Ramp and East 2nd Street/Sunlakes Village Drive)	14,867	297	149	149	1%	1%	30
Northbound							
Apex Street (South of Ramsey Street)	3,133	251	63	188	2%	6%	25
Highland Springs Avenue (between East 2nd Street/Sun Lakes Village Drive and Eastside EB I-10 Highland Springs Avenue On-Ramp)	18,333	367	183	183	1%	1%	30
Highland Springs Avenue (between Eastside EB I-10 Highland Springs Avenue On-Ramp and Joshua Palmer Way)	17,733	355	177	177	1%	1%	30
Highland Springs Avenue (between Joshua Palmer Way and Ramsey Street)	11,933	239	119	119	1%	1%	30
MHD = medium heavy-duty, HHD = heavy heavy-duty, mph = miles per hour							

Fehr & Peers Notes

Local roadway volumes for no build are for the no build and all 3/4 scenarios, build volumes are for all 2A and 2B scenarios
Speeds are posted speed limit

Table 2. Design Year (2050) Mainline, Ramps, and Local Roadway Operations

Segment	AADT						Speed (mph)
	Total Volume	Truck Volume	MHD Truck 3-Axle	HHD Truck 4-Axle or more	MHD Truck % 3-Axle	HHD Truck % 4-Axle or more	
No Build							
Mainline and Ramps							
Eastbound							
EB I-10 from Beamont Avenue EB On-Ramp to Pennsylvania Avenue On-Ramp	90,430	2,713	904	1,809	1%	2%	70
Pennsylvania Avenue EB On-Ramp	11,510	115	0	115	0%	1%	45
EB I-10 from Pennsylvania Avenue On-Ramp to Highland Springs Avenue Off-Ramp	101,940	3,058	1,019	2,039	1%	2%	70
Highland Springs EB Avenue Off-Ramp	19,410	582	194	388	1%	2%	45
EB I-10 from Highland Springs Avenue Off-Ramp to Highland Springs On-Ramp	82,530	2,476	825	1,651	1%	2%	70
Highland Springs EB On-Ramp	12,990	390	130	260	1%	2%	45
EB I-10 Highland Springs On-Ramp to Sunset Avenue Off-Ramp	95,520	2,866	955	1,910	1%	2%	70
Sunset Avenue EB Off-Ramp	9,870	494	296	197	3%	2%	45
EB I-10 from Sunset Avenue Off-Ramp to Sunsent Avenue	85,650	2,570	857	1,713	1%	2%	70
Westbound							
WB I-10 from Sunset Avenue to Sunset Avenue On-Ramp	85,090	2,553	851	1,702	1%	2%	70
Sunset Avenue WB On-Ramp	8,830	177	0	177	0%	2%	45
WB I-10 from Sunset Avenue On-Ramp to Highland Springs Avenue Off-Ramp	93,920	2,818	939	1,878	1%	2%	70
Highland Springs Avenue (via Joshua Palmer Way) WB Off-Ramp	10,670	534	213	320	2%	3%	45
WB I-10 from Highland Springs Avenue Off-Ramp to Highland Springs Avenue On-Ramp	83,250	2,498	833	1,665	1%	2%	70
Highland Springs Avenue WB On-Ramp	12,750	383	128	255	1%	2%	45
WB I-10 from Highland Springs Avenue On-Ramp to Pennsylvania Avenue Off-Ramp	96,000	2,880	960	1,920	1%	2%	70
Pennsylvania Avenue WB Off-Ramp	11,400	114	114	0	1%	0%	45
WB I-10 from Pennsylvania Avenue Off-Ramp to Beaumont Avenue Off-Ramp	84,600	2,538	846	1,692	1%	2%	70
Local Roadways							
Eastbound							
Ramsey Street (West of Highland Springs Avenue)	15,333	307	153	153	1%	1%	45
Ramsey Street (between Highland Springs Avenue and Apex Avenue)	14,400	288	144	144	1%	1%	45
Ramsey Street (East of Apex Avenue)	14,400	288	144	144	1%	1%	45
Joshua Palmer Way	1,133	91	23	68	2%	6%	25
Westbound							
Ramsey Street (East of Apex Avenue)	20,600	412	206	206	1%	1%	45
Ramsey Street (between Apex Avenue and Highland Springs Avenue)	21,133	423	211	211	1%	1%	45
Ramsey Street (West of Highland Springs Avenue)	17,867	357	179	179	1%	1%	45
Joshua Palmer Way	1,400	112	28	84	2%	6%	25
Southbound							
Apex Street (South of Ramsey Street)	1,467	117	29	88	2%	6%	25
Highland Springs Avenue (between Ramsey Street and Joshua Palmer Way)	18,400	368	184	184	1%	1%	30
Highland Springs Avenue (between Joshua Palmer Way and WB I-10 Highland Springs Avenue Ramps)	20,733	415	207	207	1%	1%	30
Highland Springs Avenue (between WB I-10 Highland Springs Avenue Ramps and EB I-10 Highland Springs Avenue Ramps)	21,667	433	217	217	1%	1%	30
Highland Springs Avenue (between I-10 EB Highland Springs Avenue Ramps and East 2nd Street/Sunlakes Village Drive)	19,333	387	193	193	1%	1%	30
Northbound							
Apex Street (South of Ramsey Street)	800	64	16	48	2%	6%	25
Highland Springs Avenue (between East 2nd Street/Sun Lakes Village Drive and EB I-10 Highland Springs Avenue Ramps)	24,333	487	243	243	1%	1%	30
Highland Springs Avenue (between EB I-10 Highland Springs Avenue Ramps and WB I-10 Highland Springs Avenue Ramps)	23,333	467	233	233	1%	1%	30
Highland Springs Avenue (between WB I-10 Highland Springs Avenue Ramps and Joshua Palmer Way)	22,000	440	220	220	1%	1%	30
Highland Springs Avenue (between Joshua Palmer Way and Ramsey Street)	20,333	407	203	203	1%	1%	30
Build							
Mainline and Ramps							
Mainline and ramp volumes are identical across the build and no build scenarios							
Local Roadways							
Eastbound							
Ramsey Street (West of Highland Springs Avenue)	15,333	307	153	153	1%	1%	45
Ramsey Street (between Highland Springs Avenue and Apex Avenue)	13,733	275	137	137	1%	1%	45
Ramsey Street (East of Apex Avenue)	13,733	275	137	137	1%	1%	45
Joshua Palmer Way	1,067	85	21	64	2%	6%	25
Westbound							
Ramsey Street (East of Apex Avenue)	21,333	427	213	213	1%	1%	45
Ramsey Street (between Apex Avenue and Highland Springs Avenue)	21,133	423	211	211	1%	1%	45
Ramsey Street (West of Highland Springs Avenue)	18,933	379	189	189	1%	1%	45
Joshua Palmer Way	9,267	741	185	556	2%	6%	25
Southbound							
Apex Street (South of Ramsey Street)	1,467	117	29	88	2%	6%	25
Highland Springs Avenue (between Ramsey Street and Joshua Palmer Way)	18,400	368	184	184	1%	1%	30
Highland Springs Avenue (between Joshua Palmer Way and Westside WB I-10 Highland Springs Avenue On-Ramp)	18,400	368	184	184	1%	1%	30
Highland Springs Avenue (between Westside WB I-10 Highland Springs Avenue On-Ramp and EB Highland Springs Avenue Off-Ramp/Westside EB Highland Springs On-Ramp)	20,933	419	209	209	1%	1%	30
Highland Springs Avenue (between I-10 EB Highland Springs Avenue Off-Ramp/Westside EB Highland Springs Avenue On-Ramp and East 2nd Street/Sunlakes Village Drive)	19,333	387	193	193	1%	1%	30
Northbound							
Apex Street (South of Ramsey Street)	4,933	395	99	296	2%	6%	25
Highland Springs Avenue (between East 2nd Street/Sun Lakes Village Drive and Eastside EB I-10 Highland Springs Avenue On-Ramp)	24,333	487	243	243	1%	1%	30
Highland Springs Avenue (between Eastside EB I-10 Highland Springs Avenue On-Ramp and Joshua Palmer Way)	23,333	467	233	233	1%	1%	30
Highland Springs Avenue (between Joshua Palmer Way and Ramsey Street)	16,133	323	161	161	1%	1%	30

MHD = medium heavy-duty, HHD = heavy heavy-duty, mph = miles per hour

Fehr & Peers Notes
Local roadway volumes for no build are for the no build and alt 3/4 scenarios, build volumes are for alt 2A and 2B scenarios
Speeds are posted speed limit

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street Delay and LOS

Table 3 presents intersection LOS for Opening Year 2030 for No-Build and Alternatives 2A and 2B Build Alternative conditions.

Table 3. Opening Year (2030) Intersection Operations

Intersection	Control	No-Build		Alternative 5	
		AM	PM	AM	PM
1. Highland Springs Avenue and 8 th Street/Wilson Street	Signal	34.0/C	24.5/C	30.7/C	25.2/C
2. Highland Springs Avenue and 6 th Street/Ramsey Street	Signal	39.2/D	87.8/F	39.9/D	117.0/F
3. Highland Springs Avenue and Joshua Palmer Way ¹	Signal	23.6/C	60.7/E	17.4/B	25.5/C
4. Highland Springs Avenue and I-10 Westbound Ramps ¹	Signal/Free ⁴	17.5/B	60.4/E	2.3/A	3.0/A
5. Highland Springs Avenue and I-10 Eastbound Ramps	Signal	21.1/C	111.0/F	15.3/B	19.6/B
6. Highland Springs Avenue and 2 nd Street/Sun Lakes Village Drive	Signal	26.4/C	89.7/F	28.5/C	49.5/D
7. Highland Springs Avenue and East 1 st Street/Sun Lakes Boulevard	Signal	12.5/B	14.1/B	13.3/B	14.8/B
8. Apex Avenue and Wilson Street	SSSC ²	25/C	26.4/D	27.4/D	24.2/C
9. Apex Avenue and Ramsey Street	Signal	40.1/E	99.5/F	13.5/B	17.1/B
10. Pennsylvania Avenue and I-10 Westbound Ramps	Signal	15.3/B	22.2/C	13.5/B	20.7/C
11. Pennsylvania Avenue and I-10 Eastbound Ramps	Signal	17.3/B	18.2/B	13.3/B	16.0/B
12. Sunset Avenue and I-10 Westbound Ramps	Signal	10.0/B	9.2/A	12.0/B	9.8/A
13. Sunset Avenue and I-10 Eastbound Ramps	Signal	20.1/C	16.4/B	19.5/B	16.3/B
14. I-10 Westbound Hook On-Ramp and Joshua Palmer Way ³	Signal	NA ³	NA ³	NA ³	NA ³
15. I-10 Westbound Off-Ramp and Joshua Palmer Way/Apex Avenue ³	AWSC/Signal ³	NA ³	NA ³	5.7/A	6.5/A

Notes: **Bold text** indicates unacceptable operations (i.e., LOS E or F)

Notes: **Bold text** indicates unacceptable operations (i.e., LOS E or F)

1. Highland Springs Avenue and Joshua Palmer Way is replaced under Alternative 2A and 2B by the reconfigured I-10 westbound ramps. Joshua Palmer Way is realigned to connect with I-10 westbound direct on-ramp. The LOS of Highland Springs Avenue and I-10 westbound direct on-ramp is presented under intersection 4.
2. Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At Side Street Stop-Controlled (SSSC) intersection, delay refers to the worst movement.
3. Intersection 14 and 15 were analyzed under Alternative 2A. Under Alternative 2B and Alternative 5, I-10 westbound off-ramp and hook on-ramp will be both connected to Joshua Palmer Way and Apex Avenue. Therefore, Intersection 15 represents I-10 westbound off-ramp/hook on ramp and Joshua Palmer Way/Apex Avenue under Alternative 2B and Alternative 5 and was analyzed as signal controlled.
4. Intersection 4 is not signalized in Alternative 5. The only movements permitted at this intersection are northbound/southbound through and right.

Source: Fehr & Peers, 2025.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street Delay and LOS
 Table 4 presents intersection LOS for Design Year 2050 for No-Build and Alternatives 2A and 2B Build Alternative conditions.

Table 4. Design Year (2050) Intersection Operations

Intersection	Control	Alternative 5	
		AM	PM
Highland Springs Avenue and Joshua Palmer Way	Signal	25 / C	41 / D
Highland Springs Avenue and I-10 Westbound Ramps	Signal	-	-
Highland Springs Avenue and I-10 Eastbound Ramps	Signal	<u>33 / C</u>	<u>34 / C</u>
I-10 Westbound On-Ramp and Joshua Palmer Way	Unsignalized Roundabout	-	-
Apex Avenue and I-10 Westbound Off-Ramp/Joshua Palmer Way	Unsignalized Roundabout	-	-
I-10 Westbound On-Ramp/Apex Avenue and I-10 Westbound Off-Ramp/Joshua Palmer Way	Unsignalized Roundabout	7 / A	11 / B

Note:

1. **Bold and underline** font indicate LOS E or F conditions.
2. "-." represents the intersection does not exist in the corresponding Build Alternative.

Source: Fehr & Peers, 2025.

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

The project intends to modify the local arterials by eliminating the left-turn conflicts from Highland Springs Avenue onto the I-10 on-ramps. This will be done by introducing hook ramps and reconfiguring the existing interchange configuration for the I-10 WB on- and off-ramps. Build Alternative 5 provides auxiliary lanes for the I-10 WB on-ramp and EB off-ramp, in addition to an extended deceleration lane for the WB off-ramp. (Build Alternatives 2A and 2B are no longer being considered.)

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

The proposed project is not a Project of Air Quality Concern (POAQC) because the project does not meet the following criteria:

- 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.**
 - The project is not a new highway nor would the project result in 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.**
 - The project would not significantly deteriorate LOS at LOS D, E, or F intersections nor would there be a significant increase in the number of diesel vehicles.
- 3. 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 bus or rail terminal project.
- 4. 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* an expansion to an existing bus or rail terminal project.
- 5. Projects in or affecting locations, areas, or categories of sites that are identified in the PM2.5- or PM10-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.**
 - The project is *not* located in an area identified in applicable PM attainment plans.

The proposed project would not affect a major highway or expressway that serves a significant volume of diesel truck traffic, such as facilities with greater than 125,000 AADT of which 8 percent or more is HHD traffic (i.e., 10,000 AADT HHD). As noted in Tables 1 and 2, HHD traffic on the area roadways would not exceed 10,000 AADT. For this reason and the reasons noted above, the project would not be considered a POAQC.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

2025 FTIP Project Listing (Amendment #25-12)

2025 Federal Transportation Improvement Program
Amendment #25-12
Riverside County Transportation Commission
Public Comparison Report
(in \$000's)

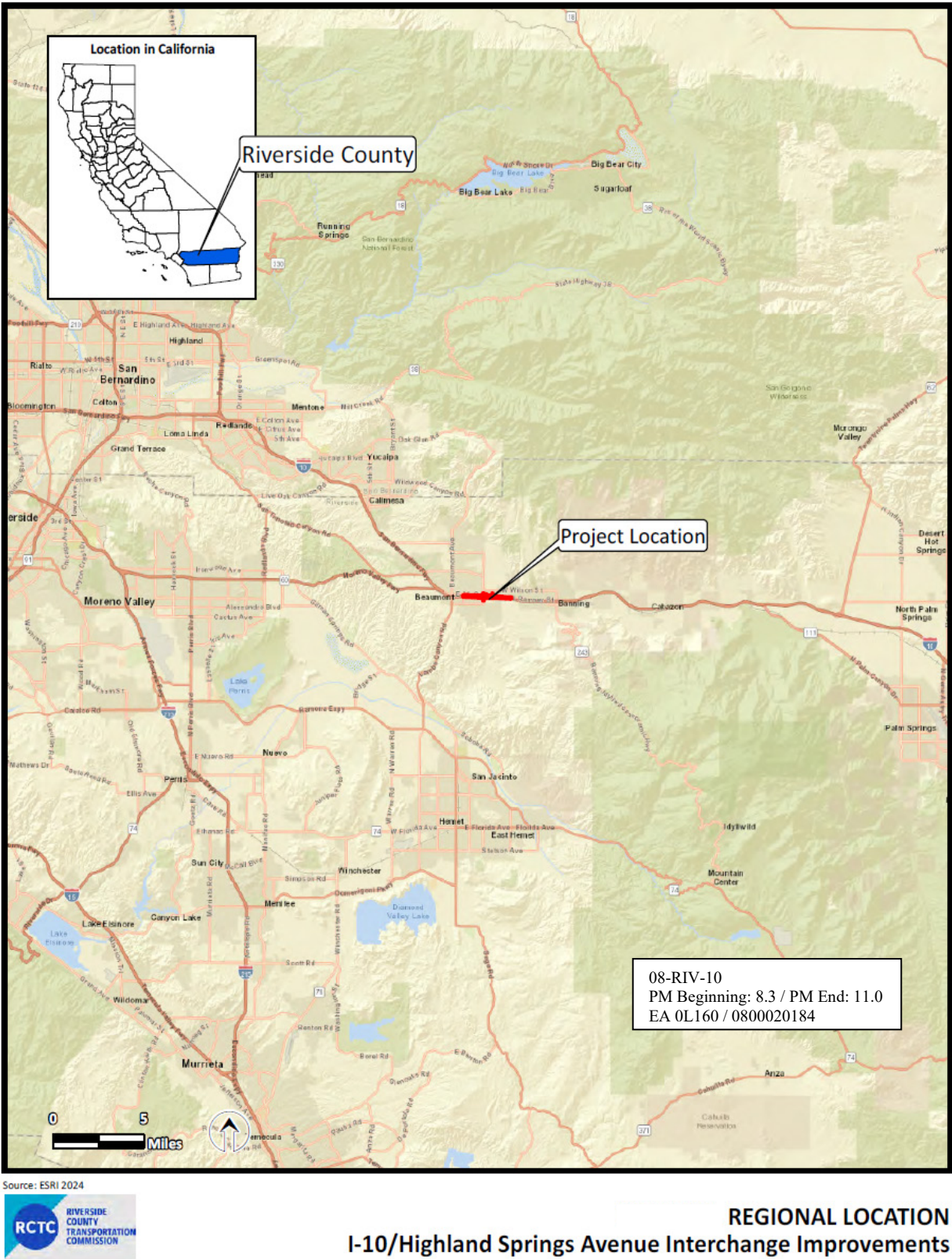
Co.	Sys	RTPID	Project ID	Amd	Ver	Program	Rt	PMB	PME	SPMB	SPME	Total Project Cost
Riverside	State Hwy	RIV180104	RIV180104	25-12	14	CAR88	10	8.3	11			\$37,000
IN WESTERN RIVERSIDE COUNTY IN THE CITIES OF BANNING AND BEAUMONT: I-10/HIGHLAND SPRINGS IC IMPROVEMENTS - IMPROVE EXISTING W/B OFF RAMP AND W/B ON RAMP												
Fund												Fiscal Year
DEV FEE												ENG
DEV FEE												ROW
STIP-AC												CON
STIP-AC												Fund Total
WRVTUMF												Total Prc Prior
WRVTUMF												FY24/25
WRVTUMF												FY25/26
WRVTUMF												FY26/27
WRVTUMF												FY27/28
WRVTUMF												FY28/29
WRVTUMF												FY29/30
Project TOTALS:												
Agency: RIVERSIDE COUNTY TRANS COMMISSION (RCTC)												
SCAG Change Reason: MINOR CHANGE												
Pct. Change: +0%												
Cost Difference: +\$0												
Status: Programmed												

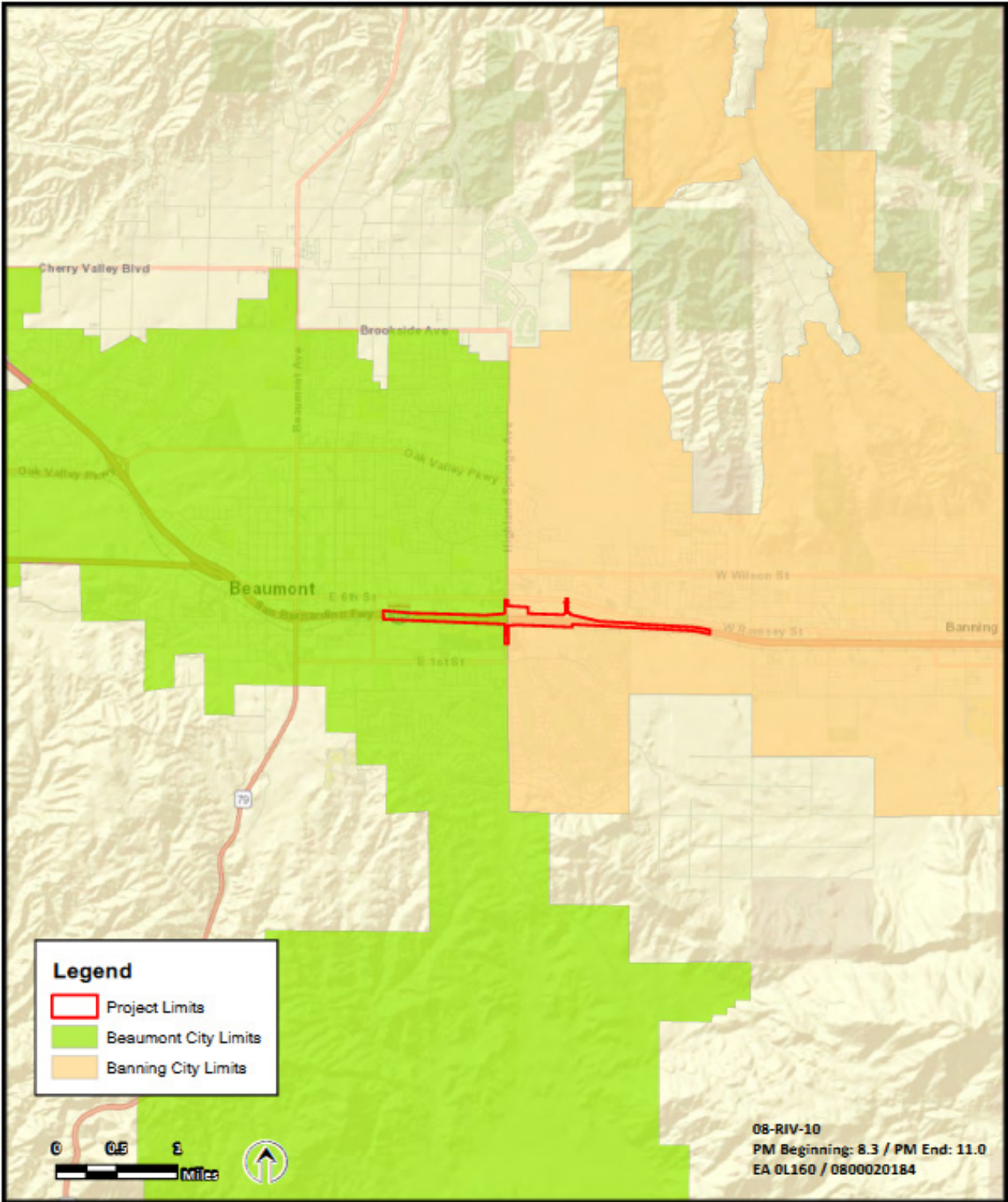
Co.	Sys	RTPID	Project ID	Amd	Ver	Program	Rt	PMB	PME	SPMB	SPME	Total Project Cost
Riverside	Transit	32001009	RIV230802	25-01	6	TRK15						\$34,500
In Western Riverside County in the city of Perris: Construct approx. 6 mi of 2nd main track from Moreno Valley/March Field Station to Control Point Nueve. Includes rehab. of the 2nd track south to CP Nueve, with the replacement of the existing switch to a higher speed turnout. Includes new concrete cross ties, other track material, ballast, new signal system, & continuous welded rail. Existing turnouts will be removed & replaced as necessary to maintain freight operations.												
Fund												Fiscal Year
AGENCY												ENG
AGENCY												ROW
Consolidated App Act 2024/Community Project Fund												CON
Consolidated App Act 2024/Community Project Fund												Fund Total
SB125 Transit Program												Total Prc Prior
SB125 Transit Program												FY24/25
TRICP												FY25/26
TRICP												FY26/27
TRICP												FY27/28
TRICP												FY28/29
TRICP												FY29/30
Project TOTALS:												
Agency: RIVERSIDE COUNTY TRANS COMMISSION (RCTC)												

Co.	Sys	RTPID	Project ID	Amd	Ver	Program	Rt	PMB	PME	SPMB	SPME	Total Project Cost
Riverside	Transit	32001009	RIV230802	25-12	7	TRK15						\$88,800
In Western Riverside County in the city of Perris: Construct approx. 6 mi of 2nd main track from Moreno Valley/March Field Station to Control Point Nueve. Includes rehab. of the 2nd track south to CP Nueve, with the replacement of the existing switch to a higher speed turnout. Includes new concrete cross ties, other track material, ballast, new signal system, & continuous welded rail. Existing turnouts will be removed & replaced as necessary to maintain freight operations.												
Fund												Fiscal Year
S307RS												ENG
S307RS												ROW
Consolidated App Act 2024/Community Project Fund												CON
Consolidated App Act 2024/Community Project Fund												Fund Total
SB125 Transit Program												Total Prc Prior
SB125 Transit Program												FY24/25
TRICP												FY25/26
TRICP												FY26/27
TRICP												FY27/28
TRICP												FY28/29
TRICP												FY29/30
Project TOTALS:												
Agency: RIVERSIDE COUNTY TRANS COMMISSION (RCTC)												
SCAG Change Reason: COST INCREASE												
Pct. Change: +132.87%												
Cost Difference: +\$44,300												
Status: Programmed												

Co.	Sys	RTPID	Project ID	Amd	Ver	Program	Rt	PMB	PME	SPMB	SPME	Total Project Cost
Riverside	State Hwy	RIV180104	RIV180104	25-12	14	CAR88	10	8.3	11			\$37,000
IN WESTERN RIVERSIDE COUNTY IN THE CITIES OF BANNING AND BEAUMONT: I-10/HIGHLAND SPRINGS IC IMPROVEMENTS - IMPROVE EXISTING W/B OFF RAMP AND W/B ON RAMP												
Fund												Fiscal Year
DEV FEE												ENG
DEV FEE												ROW
STIP-AC												CON
STIP-AC												Fund Total
WRVTUMF												Total Prc Prior
WRVTUMF												FY24/25
WRVTUMF												FY25/26
WRVTUMF												FY26/27
WRVTUMF												FY27/28
WRVTUMF												FY28/29
WRVTUMF												FY29/30
Project TOTALS:												
Agency: RIVERSIDE COUNTY TRANS COMMISSION (RCTC)												
SCAG Change Reason: MINOR CHANGE												
Pct. Change: +0%												
Cost Difference: +\$0												
Status: Programmed												

Attachment A. Project Maps



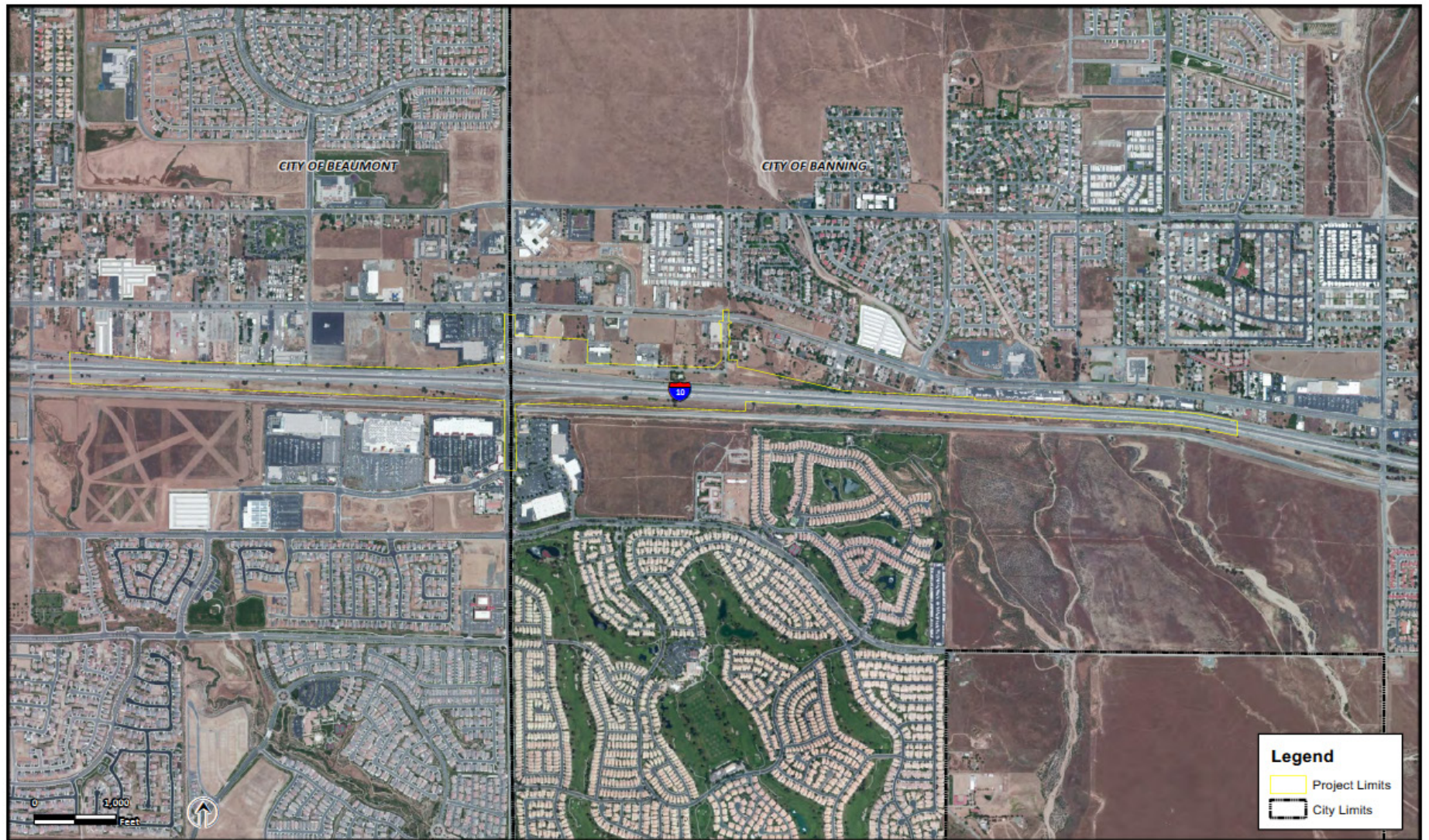


Source: City of Banning 2024; City of Beaumont 2024; ESRI 2025



PROJECT LOCATION
I-10/Highland Springs Avenue Interchange Improvements

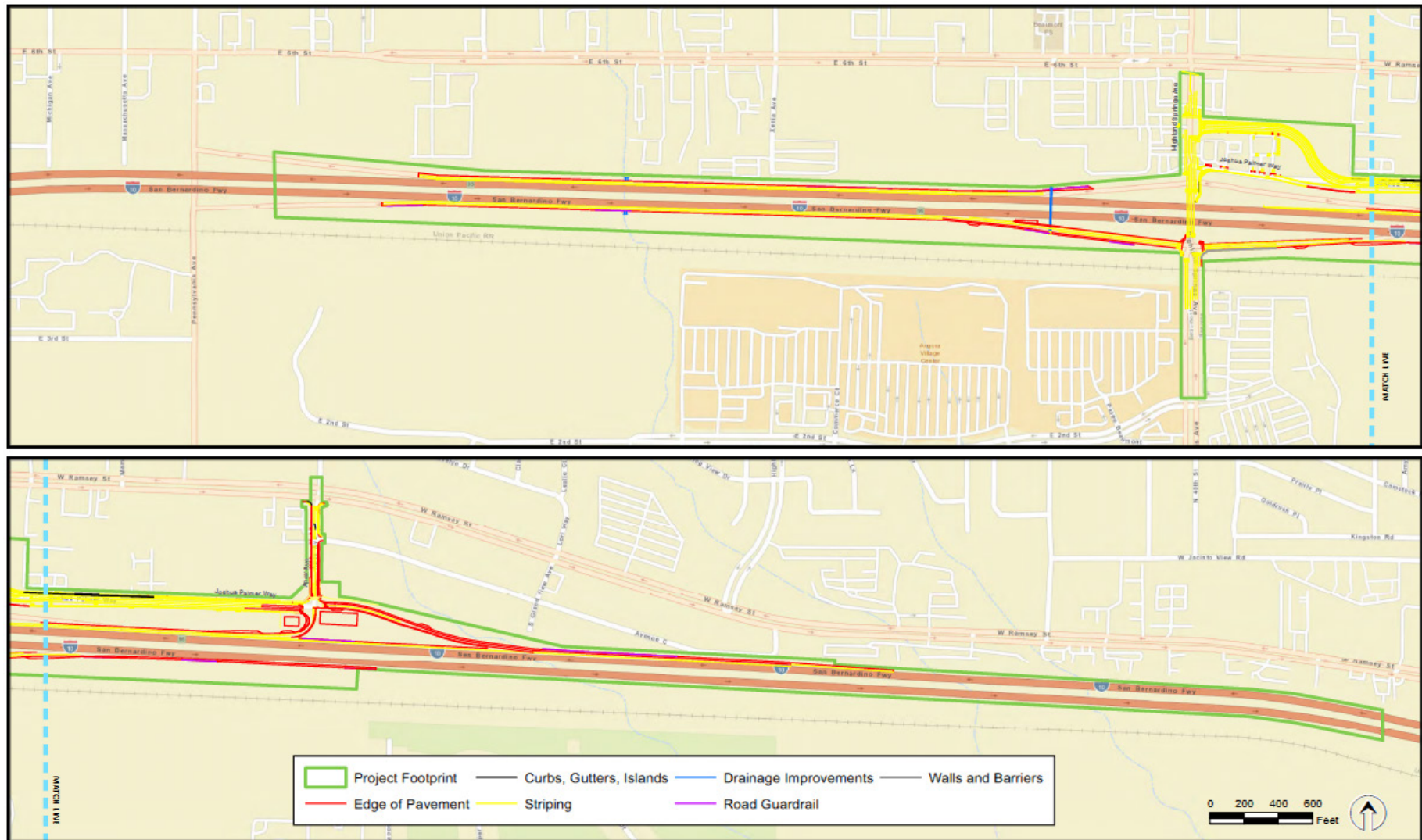
PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation



08-RIV-10
PM Beginning: 8.3 / PM End: 11.0
EA 0L160 / 0800020184

PROJECT STUDY FIGURE
I-10/Highland Springs Avenue Interchange Improvements

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation



06-RIV-10
PM Beginning: 8.3 / PM End: 11.0
EA 0L160 / 0800020184

BUILD ALTERNATIVE EXHIBIT - ALT 5
I-10/Highland Springs Avenue Interchange Improvements

Attachment B. Previous Determination



TRANSPORTATION CONFORMITY WORKING GROUP

Meeting Minutes

August 27, 2024

10:00 a.m. – 12:00 p.m.

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

Attendee List

SCAG Staff:

Banuelos, Ryan
Barajas, Augustin
Gropen, Sadie
Gutierrez, Pablo
Lo, Nancy
Luo, Rongsheng
Sun, Lijin

Via Zoom and Teleconference:

Anderson, Kelsie
Bade, Rabindra
Becha, Karishma
Berge, Brent
Brugger, Ron
Caraig, Ricardo
Chen, Shishi
Cooper, Keith
Dorantes, Michael
Galbreath, Holly
Gaschot, Bertrand
Gaskill, Steve
Huddleston, Lori
Hynes, Michael
Johnson, Darin
Kalandiyur, Nesamani
Kaya, Garrett
Kung, Angie
Lay, Keith
Lee, Albert
Lee, David
Legleiter, Kurt
Lewis, David
Lugaro, Julie
Machuca, Robert
Maggioncalda, Emma
Marburger, Savannah
Meneses, Mercedes
Moran, Nohemi
Morris, Michael
Provenzano, Leslie
Quintero, Gustavo

TCA
Caltrans District 12
Caltrans Headquarters (HQ)
Caltrans District 11
LSA
Caltrans District 12
RCTC/Bechtel
ERP
U.S. EPA Region 9
Ventura County APCD (VCAPCD)
Mojave Desert AQMD (MDAQMD)
HDR
LA Metro, Long Range Planning
HDR
Mark Thomas
California Air Resources Board (CARB)
HDR
EGP Consulting
ICF
RCTC/Bechtel
Caltrans District 8
Ambient Air Quality & Noise Consulting
RCTC
Caltrans District 12
LA Metro
Caltrans Headquarters (HQ)
GPA Consulting
LA Metro
SBCTA
FHWA
Parsons
RCTC



TRANSPORTATION CONFORMITY WORKING GROUP

Rafikova, Sofia
Schnapp, Angela
Schoenewald, Vanessa
Sutherland, Anders
Tavitas, Rodney
Todaro, Ryan
Tso, Kristin
Vaca, Erika
Votsch, Delia
Wong, Alison
Yoon, Andrew

Coalition for Clean Air
Parsons
SBCTA
Terry A Hayes Associates
Caltrans *Headquarters (HQ)*
GPA Consulting
OCTA
Caltrans *Headquarters (HQ)*
Fehr & Peers
Caltrans *District 7*
Caltrans *District 7*



TRANSPORTATION CONFORMITY WORKING GROUP

MEETING SUMMARY

1. CALL TO ORDER AND SELF-INTRODUCTIONS

Vanessa Schoenewald, TCWG Chair, called the meeting to order at 10:01 a.m.

2. PUBLIC COMMENT PERIOD

None.

3. CONSENT CALENDAR

- 3.1. July 23, 2024 TCWG Meeting Minutes
The meeting minutes were approved.

4. INFORMATION ITEMS

4.1. Review of PM Hot Spot Interagency Review Forms

- **RIV211201:** TCWG did not concur that this project is not a project of air quality concern and requested additional information on project description and modeling.
- **Conformity Exemption Form for LA9918955:** TCWG did not concur that this project is an exempt project and requested interagency consultation with Caltrans District 7 prior to TCWG review.
- **RIV180104:** it was determined that this project is not a project of air quality concern.
- **Conformity Exemption for Games Route Network (GRN) 2028 Olympics and Paralympics:** TCWG did not concur that this is an exempt project under the requested safety type listed in Table 2-Exempt Projects of Section 93.126. Staff of Caltrans HQ and Caltrans District 7 would coordinate with staff of U.S. EPA and FHWA to discuss how to approach project-level conformity analysis for projects that would support temporary 2028 Olympics and Paralympics (LA28)-exclusive travel as these types of projects would be critical to the region's readiness for LA28.

4.2. RTP Update

Agustin Barajas, SCAG, reported the following:

- The draft Amendment 1 to Connect SoCal 2024 completed a 30-day public review and comment period on August 12, 2024. Comments received were general or technical in nature, and none affected the transportation conformity analyses or determinations. All comments were addressed and incorporated in the proposed final documents.
- SCAG staff would present the proposed final Amendment 1 to Connect SoCal 2024, including the associated proposed final transportation conformity analysis, to SCAG's Regional Council for their consideration to adopt on September 5, 2024. Final federal approval of transportation conformity was anticipated in December 2024.

4.3. FTIP Update

Agustin Barajas, SCAG, reported the following:

- The public review and adoption schedule for 2025 FTIP followed that for Amendment 1 to Connect SoCal 2024 as reported under Item 4.2. The packet including the resolution would be submitted to Caltrans by September 30, 2024.
- After final federal approval of 2025 FTIP, 2025 FTIP Amendment No. 25-01 would be submitted to Caltrans and FHWA/FTA to incorporate changes made to the 2025 FTIP.
- Project updates submitted in the 2023 FTIP would be limited to those that need to obligate federal approvals or federal funding; otherwise, all other project updates should be submitted through the 2025 FTIP once it receives final federal approval in December.
- 2023 FTIP Administrative Modification No. 23-32 was approved on July 29, 2024.



TRANSPORTATION CONFORMITY WORKING GROUP

- 2023 FTIP Administrative Modification No. 23-35 was under review by SCAG staff and was expected to be approved by September 6, 2024.
- 2023 FTIP Amendment No. 23-33 was submitted to Caltrans and FHWA/FTA during the week of August 19, 2024.

4.4. EPA Update

Michael Dorantes, EPA, reported the following:

- EPA published the hot-spot analyses and project-level conformity determinations FAQs to supplement existing PM hot-spot FAQs.
- All the FAQs were available on EPA's website at: <https://www.epa.gov/system/files/documents/2024-08/420f24030.pdf>.

Lijin Sun, SCAG TCWG lead staff and also SCAG lead staff for addressing highway sanction clocks, joined Rongsheng Luo, SCAG, and Rodney Tavitias, Caltrans HQ, on acknowledging the extraordinary efforts by FHWA, EPA, Caltrans HQ, and South Coast AQMD for fully resolving EPA action. As a result, EPA did not need to take action to finalize the proposed disapproval of the South Coast AQMD's Contingency Measure Plan. Therefore, there would be no highway sanction clock, no highway sanction, no FIP, and no severe economic impacts. It was a tremendous effort involving strategic leadership and many staff from multiple agencies. SCAG staff thanked all the involved agencies and their staff, particularly acknowledging the point of contact staff from CARB, Caltrans HQ, County Transportation Commissions, EPA Region 9, FHWA, and South Coast AQMD, listed alphabetically, for their diligent and effective interagency coordination efforts and significant contributions: Nesamani Kalandiyur from CARB; Rodney Tavitias from Caltrans HQ, Karina O'Connor and Michael Dorantes from EPA Region 9; Michael Morris from FHWA, Lori Huddleston from LA Metro; Greg Nord from OCTA; Steve Smith from SBCTA; and Dr. Sang-Mi Lee from South Coast AQMD.

Rodney Tavitias, Caltrans HQ, urged all involved agencies to work immediately using the newest EPA-approved emissions model for the 2024 annual PM₅ NAAQS.

4.5. ARB Update

Nesamani Kalandiyur, CARB, reported the following:

- EMFAC202Y model was under development.
- An alpha version of EMFAC202Y was released to MPOs in the state on August 26, 2024 for testing purposes and feedback.

4.6. Air Districts Updates

4.6.1. Ventura County APCD Update

Holly Galbreath, VCAPCD, reported no updates.

4.6.2. South Coast AQMD Update

No representative was present to provide updates.

4.6.3. Mojave Desert AQMD Update

Bertrand Gaschot, MDAQMD, reported no updates.

4.6.3.1. Status Update on the MDAQMD Lawsuit against EPA (Case No. 23-1411)

Bertrand Gaschot, MDAQMD, reported the following:

- MDAQMD presented oral arguments on August 20, 2024 and was waiting court's decision.



TRANSPORTATION CONFORMITY WORKING GROUP

4.6.4. Antelope Valley AQMD Update

No representative was present to provide updates.

4.6.4.1. Status Update on the AVAQMD Lawsuit against EPA (Case No. 23-1614)

No representative was present to provide updates.

4.6.5. Imperial County APCD Update

No representative was present to provide updates.

5. INFORMATION SHARING

- Lijin Sun, SCAG, announced to the TCWG that PM Hot Spot Analysis Interagency Review Forms for the September TCWG meeting be emailed to her by September 10, 2024.
- Lijin Sun reminded the TCWG that the September 24, 2024 TCWG meeting would be held in a virtual format only with no in-person attendance option.

6. ADJOURNMENT

The next TCWG meeting would be held on Tuesday, September 24, 2024 via Zoom and by teleconference. Please submit PM Hot Spot Analysis Interagency Review Forms for the next meeting to Lijin Sun, sunl@scag.ca.gov, by Tuesday, September 10, 2024.