

RTIP ID# <i>(required)</i> ORA120534				
TCWG Consideration Date September 28, 2010				
Project Description <i>(clearly describe project)</i> The Orange County Gateway project, located in northeastern Orange County, involves the construction of five grade separations for existing at-grade Burlington Northern Santa Fe (BNSF) railroad crossings along the Orangethorpe Corridor. The original Environmental Impact Report was approved on June 30, 2009. This analysis is being submitted to address changes associated with the construction of a temporary bypass road near the Tustin Avenue/Rose Drive intersection, which was approved by Orange County Transportation Authority in August 2010. The temporary bypass road will be constructed in the northeast quadrant of the project for purposes of maintaining the north-south flow of traffic and improving the overall traffic flow in the community during project construction. The proposed alignment of the temporary bypass road will follow the general alignment of the permanent Connector Road which passes through both the Rose Plaza Shopping Center and the Del Cerro Mobile Home Park. The alignment will continue south of Orangethorpe Avenue crossing railroad tracks and the Atwood Channel. The temporary bypass road will be in place for no longer than 24 months during construction and will be completely removed including the at-grade railroad crossing and the temporary bridge. The existing conditions will be restored after construction.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Roadway realignment, Change to existing regionally significant street				
County Orange	Narrative Location/Route & Postmiles Orangethorpe Ave. and Tustin Ave./Rose Dr. at BNSF Crossing			
	Caltrans Projects – EA# 12-ORA-0-PLCN (Orange County Gateway/Tustin Avenue)			
Lead Agency: OCTA				
Contact Person John Rawles	Phone# 714.560.5753	Fax# 714.560.5983	Email jrawles@octa.net	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 <input checked="" type="checkbox"/> PM10 <input checked="" type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	<input checked="" type="checkbox"/> PS&E or Construction	Other
Scheduled Date of Federal Action: 2012				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
<input type="checkbox"/> Exempt	<input type="checkbox"/> Section 6004 – Categorical Exemption		<input checked="" type="checkbox"/> Section 6005 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2008	2009	2009	2012
End	2009	2012	2012	2013

<p>Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i></p> <p>The purpose of the Orange County Gateway project is to eliminate the current and potential hazards posed by the existing at-grade crossings at several intersections on the Orangethorpe Corridor. At the same time, the project seeks to accomplish the following objectives:</p> <ul style="list-style-type: none"> • Improve the economic vitality of the surrounding community by reducing traffic delays for residents, employees, and visitors to area businesses • Improve the projected future vehicle level of service and reduce the amount of congestion and delay on the project area roadway network • Increase the efficiency of moving people and goods by rail (freight and passengers) and cars and trucks in the Orange County Gateway project area • Increase public safety by eliminating at-grade rail/local street crossings • Reduce operational train noise and whistles • Reduce emergency vehicle response times • Reduce air pollution from idling vehicles on local streets at rail crossings
<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i></p> <p>The land uses along the project corridor include residences, light industrial, and commercial developments.</p>
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>Build: LOS = C/D, ADT = 4,009, Truck ADT = 273 (6.8%) along Orangethorpe Ave. at Tustin Ave./Rose Dr.</p> <p>No Build: LOS = C/D, ADT = 4,070, Truck ADT = 277 (6.8%) along Orangethorpe Ave. at Tustin Ave./Rose Dr.</p> <p>Ref: KOA Corporation, August 2010 (see Figure 2)</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>Not available, but assumed to increase no more than 50% based on Orange County Gateway traffic analysis (LSA Associates, Inc., 2004)</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>Build: LOS = C/D, ADT = 4,684, Truck ADT = 319 (6.8%) along Tustin Ave./Rose Dr. at Orangethorpe Ave.</p> <p>No Build: LOS = C/D, ADT = 4,430, Truck ADT = 301 (6.8%) along Tustin Ave./Rose Dr. at Orangethorpe Ave.</p> <p>Ref: KOA Corporation, August 2010 (see Figure 2)</p> <p>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</p> <p>Not available, but assumed to increase no more than 50% based on Orange County Gateway traffic analysis (LSA Associates, Inc., 2004)</p>

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

Originally, traffic was proposed to be diverted to alternate intersections via detours. However, the alternate intersections in the community are also entering construction phases, and diverted traffic would cause traffic congestion. This proposed change includes the construction of a temporary bypass road that will allow for the north-south traffic flow to be maintained through the project site during construction and improve the overall traffic flow within the surrounding community. This would eliminate traffic congestion from a potential detour at those locations. In addition, overall traffic congestion would not increase with the construction of the bypass road. The bypass road will be in place for no more than 24 months and the area will be returned to its existing condition upon completion of the construction.

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

The proposed project is within a nonattainment area for federal PM_{2.5} and PM₁₀ standards. Therefore, per 40 CFR Part 93 analyses are required for conformity purposes. However, the EPA does not require hotspot 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 is not a new or expanded highway project. The proposed project is a roadway realignment and railway overcrossing/lowering project that does not increase the capacity of the local roadways. This type of project improves roadway operations by reducing traffic congestion and improving railroad safety. Based on the *Traffic Analysis for the Construction Phase of the Tustin Avenue/Rose Drive Grade Separation Project (KOA Corporation, 2010)*, the proposed project would not increase the traffic volumes along the local roadways. None of the traffic volumes along the roadways within the project vicinity would exceed the 125,000 average daily trips (ADT) threshold for a POAQC. In addition, based on the traffic volumes along SR-57 (6.8 percent trucks) the truck traffic would not exceed 8 percent truck volume or the 10,000 truck ADT threshold for POAQC (see Figure 2).
- ii. The proposed project does not affect intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles. The purpose of the proposed project is to eliminate the existing at-grade railroad crossing at Tustin Avenue/Rose Drive and Orangethorpe Avenue. The removal of this at-grade crossing would reduce the delay and improve the LOS at intersections within the project vicinity. The LOS in the project vicinity with and without the proposed project are shown in attached Tables 1 and 2.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.

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