

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTIP ID# <i>(required)</i> 200018				
Project Description <i>(clearly describe project)</i> Boulder Avenue Widening Project. Boulder Avenue across City Creek Wash south of Baseline, reconstruct existing bridge from 2 to 4 lanes. In addition, widen Boulder Avenue from 190 feet north to 1,430 feet south of the bridge from 2 to 4 lanes to match existing 4 lanes on Boulder Avenue north and south of the bridge.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Change to an existing regionally significant street.				
County San Bernardino	Narrative Location/Route & Postmiles Boulder Avenue Widening (0.31 mile long)			
	Caltrans Projects – EA# 08-924830			
Lead Agency: City of Highland				
Contact Person Dennis Barton	Phone# 909-864-8732 x251	Fax# 909-862-3180	Email dbarton@cityofhighland.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>				
x Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: March 2007				
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start	2006	2008	2008	2009
End	2007	2008	2009	2010
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i>				
<p>The purpose of the proposed project is to replace the existing bridge which is structurally deficient and functionally obsolete with a new bridge widened to four (4) lanes to tie in to existing improvements on both ends of the project limits.</p>				

<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> The land uses within the vicinity of the proposed project include open space, residential, and commercial developments.</p>
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility LOS A, Total ADT = 6,630*, Truck ADT = 351* (5.3%¹), Year 2006 * These traffic volumes apply to both the No Build and Build Alternatives.</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility LOS F/A², Total ADT = 20,200*, Truck ADT = 1,071* (5.3%), Year 2030 * These traffic volumes apply to both the No Build and Build Alternatives.</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT N/A³</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 N/A</p>
<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i> See attached analysis</p>
<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i> See attached analysis</p>

¹ SR-30 at Base Line Road traffic mix.
² No Project/With Project levels of service.
³ Not applicable.

Particulate Matter (PM₁₀ and PM_{2.5}) Analysis

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 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 increase the capacity of Boulder Avenue. However, based on the *Traffic Analysis* (LSA Associates, Inc., July 2006), the proposed project would not result in any increases in the traffic volumes along Boulder Avenue. The traffic volumes along Boulder Avenue would not exceed the 125,000 average daily trips threshold for a POAQC. In addition, as the existing land uses within the vicinity of the interchange are primarily residential and retail the truck traffic would not exceed eight percent truck volume threshold for POAQC. The actual truck percentage along Boulder Avenue is unknown. Therefore, the truck ADTs were calculated using the truck percentage from SR-30 at Base Line Road. Using this worst case assumption would result in 1,071 truck trips, lower than the 10,000 truck ADT threshold for POAQC. The future traffic volumes along Boulder Avenue are shown in Table A.
- 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 chokepoint along Boulder Avenue. The removal of this chokepoint would reduce the delay and improve the LOS within the project vicinity. The LOS conditions in the project vicinity with and without the proposed project are shown in Table A.
- 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.

Table A - Year 2030 Daily Traffic Volumes, V/C Ratios, and LOS

Roadway Segment		Volume (ADT)	Capacity	V/C Ratio	LOS
Boulder Avenue	Two lanes undivided	20,200	16,300	1.24	F
	Four lanes divided	20,200	34,500	0.59	A