

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

|  |   |                                     |   |   |
|--|---|-------------------------------------|---|---|
| <b>RTIP ID# (required)</b> 200850  |   |                                     |   |   |
| <b>TCWG Consideration Date</b><br>April 20, 2010   |   |                                     |   |   |
| <b>Project Description (clearly describe project)</b><br>The San Bernardino Associated Governments (SANBAG) acting on behalf of the City of San Bernardino (City) and San Bernardino County (County), in cooperation with the California Division of the Burlington Northern Santa Fe (BNSF) is proposing the construction of the Palm Avenue Grade Separation Project (Project). The Project consists of a new bridge structure, approach embankments, and associated roadway improvements to grade separate Palm Avenue from the BNSF railroad tracks. Based on the preliminary data and the analysis of the proposed options, the recommended alternative is the Palm Avenue Roadway Overcrossing with the north-off alignment overpass because it has less impact on the existing utilities, traffic movement, and the BNSF railroad tracks. The grade separation will be built in two phases. Phase 1 will provide a two-lane facility that will run one side of the proposed center line along the bridge, and will be tapered to match the existing roadway conditions on either end of the improvement. At its "ultimate buildout" or Phase 2, the Project will include a total of four travel lanes and a painted median that will accommodate single and double left turn lane movements at different locations. |   |                                     |   |   |
| <b>Type of Project (use Table 1 on instruction sheet)</b><br>Reconfigure existing interchange  |   |                                     |   |   |
| <b>County</b><br>San Bernardino  | <b>Narrative Location/Route &amp; Postmiles</b> Approximately 530' S/O I-215/Palm Ave to approximately 1450' S/O Cajon Blvd |                                     |   |   |
| <b>Lead Agency:</b> San Bernardino Associated Governments  |   |                                     |   |   |
| <b>Contact Person</b><br>Dennis Saylor, P.E.   | <b>Phone#</b><br>(909) 884-8276   | <b>Fax#</b><br>(909) 388-2002       | <b>Email</b><br>dsaylor@sanbag.ca.gov       |   |
| <b>Hot Spot Pollutant of Concern (check one or both)</b> <b>PM2.5 x</b> <b>PM10 x</b>  |   |                                     |   |   |
| <b>Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)</b>  |   |                                     |   |   |
| <input checked="" type="checkbox"/>  | <b>Categorical Exclusion (NEPA)</b>   | <input type="checkbox"/>            | <b>EA or Draft EIS</b>                      | <input type="checkbox"/>                        |
|  |   | <input type="checkbox"/>            | <b>FONSI or Final EIS</b>                   | <input type="checkbox"/>                        |
|  |   |                                     | <input type="checkbox"/>                    | <b>PS&amp;E or Construction</b>                 |
|  |   |                                     |   | <input type="checkbox"/>                        |
|  |   |                                     |   | <b>Other</b>                                    |
| <b>Scheduled Date of Federal Action:</b> July 1, 2010  |   |                                     |   |   |
| <b>NEPA Delegation – Project Type (check appropriate box)</b>  |   |                                     |   |   |
| <input type="checkbox"/>   | <b>Exempt</b>   | <input checked="" type="checkbox"/> | <b>Section 6004 – Categorical Exemption</b> | <input type="checkbox"/>                        |
|  |   |                                     |   | <b>Section 6005 – Non-Categorical Exemption</b> |
| <b>Current Programming Dates (as appropriate)</b>  |   |                                     |   |   |
|  | <b>PE/Environmental</b>   | <b>ENG</b>                          | <b>ROW</b>                                  | <b>CON</b>                                      |
| <b>Start</b>   | January 2010  | April 2010                          | April 2010                                  | December 2010                                   |
| <b>End</b>   | July 2010   | July 2010                           | August 2010                                 | April 2012                                      |

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| <p><b>Project Purpose and Need (Summary):</b> <i>(attach additional sheets as necessary)</i></p> <p>Due to the need to improve vehicular traffic flow in the area and the safety of motorists, SANBAG has proposed the construction of a grade separation at the current at-grade crossing of Palm Avenue with the BNSF Railroad. Eligible facilities for Trade Corridor Improvement Fund (TCIF) allocations are those major grade crossings that will provide a regional benefit and that are shown on the Circulation Element of the City, County, and Regional General Plans. The Project meets these selection criterion and the local agencies involved want to deliver this improvement to the local community to meet the following key objectives:</p> <ul style="list-style-type: none"> <li>• Eliminate the signalized at-grade crossing between the railroad and Palm Avenue</li> <li>• Provide unimpeded access for emergency vehicles to cross the tracks</li> <li>• Reduce traffic congestion and improve the level of service (LOS) of roadways and intersections near the Project</li> <li>• Improve air quality by eliminating the emissions generated by idle vehicles at the existing crossing</li> <li>• Complete a preliminary study to guide the final engineering and environmental clearance phase</li> </ul> |
| <p><b>Surrounding Land Use/Traffic Generators</b> <i>(especially effect on diesel traffic)</i></p> <p>The surrounding land uses are industrial/commercial and open space.</p>   |
| <p><b>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p>The Palm Avenue Grade Separation project would not increase capacity so, as shown below, No Build and Build would have the same ADT in the opening year of 2014.</p> <p><b>Palm Avenue</b><br/>                 2014 No Build, ADT=4500, Truck ADT=360 (8%)<br/>                 2014 Build, ADT=4500, Truck ADT=360 (8%)</p>  |
| <p><b>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p>The Palm Avenue Grade Separation project would not increase capacity so, as shown below, No Build and Build would have the same ADT in the horizon year of 2035.</p> <p><b>Palm Avenue</b><br/>                 2035 No Build, ADT=6200, Truck ADT=496 (8%)<br/>                 2035 Build, ADT=6200, Truck ADT=496 (8%)</p>  |

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

**Cajon Boulevard**

2014 No Build, ADT=3700, Truck ADT=296 (8%)

2014 Build, ADT=3700, Truck ADT=296 (8%)

**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**

**Cajon Boulevard**

2035 No Build, ADT=5200, Truck ADT=416 (8%)

2035 Build, ADT=5200, Truck ADT=416 (8%)

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

As shown in Tables 1 and 2 below, the Palm Avenue Grade Separation project would improve intersection operations in the horizon year.

**Table 1.**

2035 Peak Hour Traffic Conditions –No Build

| Intersection                          | AM Peak Hour    |     | PM Peak Hour    |     |
|---------------------------------------|-----------------|-----|-----------------|-----|
|                                       | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| Cajon Boulevard at Palm Avenue South  | 12              | B   | 10              | A   |
| Institution Road at Palm Avenue South | NA              | NA  | NA              | NA  |
| Palm Avenue at Industrial Parkway     | 18              | C   | 23              | C   |

Note: Peak hour analysis assumed 8 percent trucks throughout study area.

sec/veh – seconds per vehicle

NA- Not applicable in no build condition because intersection does not exist.

**Table 2.**

2035 Peak Hour Traffic Conditions - Build

| Intersection                          | AM Peak Hour    |     | PM Peak Hour    |     |
|---------------------------------------|-----------------|-----|-----------------|-----|
|                                       | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| Cajon Boulevard at Palm Avenue South  | 10              | A   | 9               | A   |
| Institution Road at Palm Avenue South | 9               | A   | 9               | A   |
| Palm Avenue at Industrial Parkway     | 10              | A   | 18              | C   |

Note: Peak hour analysis assumed 8 percent trucks throughout study area.

sec/veh – seconds per vehicle

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

The Palm Avenue Grade Separation project is intended improve traffic flow and the safety of motorists and the project is located in an area designated nonattainment for both PM<sub>10</sub> and PM<sub>2.5</sub>. However, the project would not be a project of air quality concern per 40 CFR 93.123(b)(1)(i) and (ii), for the following reasons:

- (i) The proposed project is not a new highway or expressway that serves a significant volume of diesel truck traffic. As shown above, the ADT would be much less than 125,000 and the truck ADT would be 8% of the total ADT for both the No Build and Build alternatives.
- (ii) The project would not affect a congested intersection that has a significant increase in the number of diesel trucks. As shown above, the LOS for intersections affected by the project would improve compared to the No Build scenario.
- (iii) The project does not include a new bus or rail terminal or transfer point.
- (iv) The project does not include expanding an existing bus or rail terminal or transfer point.
- (v) The project is not in and does not affect locations, areas, or categories of sites which are identified in the PM<sub>10</sub> or PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, per 40 CFR 93.123(b)(1)(i), the project should be considered “not of air quality concern” because the project is intended to serve mainly gasoline fueled vehicles and would not create a new or worsen an existing PM<sub>10</sub> or PM<sub>2.5</sub> violation.

Figure 1. Vicinity Map

Figure 2. Grade Separation Layout, Phases 1 and 2

