

FTIP ID#: RIV160101A					
TCWG Consideration Date: October 25, 2022					
Project Description: The project involves the extension of a second express lane (EL) approximately 1.5 miles from the SR-91/I-15 EL connector diverge point (approximately 0.9 miles west of I-15) to merge into the existing high occupancy vehicle lane (approximately 0.3 miles east of Promenade Avenue bridge). The project does not include widening outside of the existing Caltrans right-of-way. All construction would occur adjacent to the eastbound median.					
Type of Project: Change to existing State highway.					
County Riverside		Narrative Location/Route & Postmiles: Eastbound State Route 91 between Postmiles 6.0 to 9.0			
Caltrans Projects – EA#: "Pending."					
Lead Agency: California Department of Transportation, District 8					
Contact Person Mainul Khan		Phone# (909) 381-1770		Fax# Not Applicable	Email mainul.khan@dot.ca.gov
Hot Spot Pollutant of Concern		PM2.5 X		PM10 X	
Federal Action for which Project-Level PM Conformity is Needed					
X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: June 2023					
NEPA Assignment – Project Type					
Exempt		X Section 326 –Categorical Exemption		Section 327 – Non-Categorical Exemption	
Current Programming Dates					
	PE/Environmental		ENG	ROW	CON
Start	2022		2022	N/A	2023
End	2023		2023	N/A	2023
Project Purpose and Need (Summary):					
Purpose - The purpose of the proposed project is to provide operational improvements along the SR-91 eastbound express lanes to relieve congestion and meet an acceptable level of service on the Express Lanes.					
Need - Traffic modeling demonstrates a bottleneck in the eastbound express lanes at I-15, resulting in a queue extending to Lincoln Avenue. Congestion exists for approximately 3.5 hours during the PM peak period. These conditions are attributable to the confluence of traffic from the SR 91 eastbound GP mainline, the I-15 SB to the eastbound on-ramp, and the terminus of the eastbound express lane. Together, demand at this location is over 9,000 vehicles per hour during the peak hour, while traffic throughput is only 7,600 vehicles per hour.					
Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)					
Through the project limits, SR-91 and I-15 serve are used for commuting and intraregional travel along with direct and indirect access to employment centers, recreational attractions, shopping malls, medical centers, universities, airports, and other land uses. The proposed project is immediately surrounded by residential, commercial, and light industrial uses.					

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

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

SR-91 Mainline Directional Segment		Opening Year (2023)										
		No Build LOS	No Build AADT	No Build Truck %	No Build Truck AADT	Build LOS	Build AADT	Build Truck %	Build Truck AADT	Change in Total AADT	Change in Truck AADT	Change in Truck %
EB	Lincoln Avenue On-Ramp to Main Street Off-Ramp	F	131,000	6.3%	8,300	F	131,000	6.3%	8,300	0	0	0
	Main Street Off-Ramp to SR-91/I-15 Connectors	F	127,000	6.3%	8,000	F	127,000	6.3%	8,000	0	0	0
	SR-91/I-15 Connectors to Main Street On-Ramp	F	120,000	6.3%	7,600	F	120,000	6.3%	7,600	0	0	0
	Main Street On-Ramp to SB-15/EB-91 Connector	F	120,000	6.3%	7,600	F	120,000	6.3%	7,600	0	0	0
	SB-15/EB-91 Connector to NB-15/EB-91 Connector	F	112,000	6.4%	7,200	F	112,000	6.4%	7,200	0	0	0
	NB-15/EB-91 Connector to EL Terminus at Promenade	F	110,000	6.8%	7,500	F	111,000	6.8%	7,500	0	0	0
	EL Terminus at Promenade to HOV Lane Ingress	F	110,000	6.8%	7,500	F	111,000	6.8%	7,500	0	0	0
HOV Lane Ingress to McKinley Off Ramp	F	110,000	6.8%	7,500	F	111,000	6.8%	7,500	0	0	0	
SR-91 Mainline Directional Segment		No Build LOS	No Build AADT	No Build Truck %	No Build Truck AADT	Build LOS	Build AADT	Build Truck %	Build Truck AADT	Change in Total AADT	Change in Truck AADT	Change in Truck %
WB	Lincoln Avenue On-Ramp to Main Street Off-Ramp	C	130,000	6.4%	8,300	C	130,000	6.4%	8,300	0	0	0
	Main Street Off-Ramp to SR-91/I-15 Connectors	C	127,000	6.3%	8,000	C	127,000	6.3%	8,000	0	0	0
	SR-91/I-15 Connectors to Main Street On-Ramp	C	120,000	6.3%	7,600	C	120,000	6.3%	7,600	0	0	0
	Main Street On-Ramp to SB-15/EB-91 Connector	C	120,000	6.3%	7,600	C	120,000	6.3%	7,600	0	0	0
	SB-15/EB-91 Connector to NB-15/EB-91 Connector	C	112,000	6.3%	7,000	C	112,000	6.3%	7,000	0	0	0
	NB-15/EB-91 Connector to EL Terminus at Promenade	C	114,000	6.7%	7,600	C	114,000	6.7%	7,600	0	0	0
	EL Terminus at Promenade to HOV Lane Ingress	C	114,000	6.7%	7,600	C	114,000	6.7%	7,600	0	0	0
HOV Lane Ingress to McKinley Off Ramp	C	114,000	6.7%	7,600	C	114,000	6.7%	7,600	0	0	0	
SR-91 Express Lane Location		No Build LOS	No Build AADT	No Build Truck %	No Build Truck AADT	Build LOS	Build AADT	Build Truck %	Build Truck AADT	Change in Total AADT	Change in Truck AADT	Change in Truck %
EB	West of I-15 Direct Connector	F	22,000	0.0%	0	D	22,000	0.0%	0	0	0	0
WB	West of I-15 Direct Connector	B	26,000	0.0%	0	B	26,000	0.0%	0	0	0	0

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility												
SR-91 Mainline Directional Segment		Opening Year (2045)										
		No Build LOS	No Build AADT	No Build Truck %	No Build Truck AADT	Build LOS	Build AADT	Build Truck %	Build Truck AADT	Change in Total AADT	Change in Truck AADT	Change in Truck %
EB	Lincoln Avenue On-Ramp to Main Street Off-Ramp	F	143,000	6.4%	9,100	F	143,000	6.4%	9,100	0	0	0
	Main Street Off-Ramp to SR-91/I-15 Connectors	F	139,000	6.3%	8,700	F	139,000	6.3%	8,700	0	0	0
	SR-91/I-15 Connectors to Main Street On-Ramp	F	131,000	6.3%	8,300	F	131,000	6.3%	8,300	0	0	0
	Main Street On-Ramp to SB-15/EB-91 Connector	F	131,000	6.3%	8,300	F	131,000	6.3%	8,300	0	0	0
	SB-15/EB-91 Connector to NB-15/EB-91 Connector	F	122,000	6.5%	7,900	F	122,000	6.5%	7,900	0	0	0
	NB-15/EB-91 Connector to EL Terminus at Promenade	F	122,000	6.8%	8,300	F	122,000	6.8%	8,300	0	0	0
	EL Terminus at Promenade to HOV Lane Ingress	F	122,000	6.8%	8,300	F	122,000	6.8%	8,300	0	0	0
	HOV Lane Ingress to McKinley Off Ramp	F	122,000	6.8%	8,300	F	122,000	6.8%	8,300	0	0	0
SR-91 Mainline Directional Segment		No Build LOS	No Build AADT	No Build Truck %	No Build Truck AADT	Build LOS	Build AADT	Build Truck %	Build Truck AADT	Change in Total AADT	Change in Truck AADT	Change in Truck %
WB	Lincoln Avenue On-Ramp to Main Street Off-Ramp	D	150,000	6.4%	9,600	D	150,000	6.4%	9,600	0	0	0
	Main Street Off-Ramp to SR-91/I-15 Connectors	D	147,000	6.3%	9,200	D	147,000	6.3%	9,200	0	0	0
	SR-91/I-15 Connectors to Main Street On-Ramp	D	139,000	6.3%	8,700	D	139,000	6.3%	8,700	0	0	0
	Main Street On-Ramp to SB-15/EB-91 Connector	D	139,000	6.3%	8,700	D	139,000	6.3%	8,700	0	0	0
	SB-15/EB-91 Connector to NB-15/EB-91 Connector	D	129,000	6.4%	8,200	D	129,000	6.4%	8,200	0	0	0
	NB-15/EB-91 Connector to EL Terminus at Promenade	D	126,000	6.7%	8,500	D	126,000	6.7%	8,500	0	0	0
	EL Terminus at Promenade to HOV Lane Ingress	D	126,000	6.7%	8,500	D	126,000	6.7%	8,500	0	0	0
	HOV Lane Ingress to McKinley Off Ramp	D	126,000	6.7%	8,500	D	126,000	6.7%	8,500	0	0	0
SR-91 Express Lane Location		No Build LOS	No Build AADT	No Build Truck %	No Build Truck AADT	Build LOS	Build AADT	Build Truck %	Build Truck AADT	Change in Total AADT	Change in Truck AADT	Change in Truck %
EB	West of I-15 Direct Connector	F	31,000	0.0%	0	D	31,000	0.0%	0	0	0	0
WB	West of I-15 Direct Connector	C	35,000	0.0%	0	C	35,000	0.0%	0	0	0	0

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

Not applicable. The project is the extension of an existing express lane on an existing highway.

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

Not applicable. The project is the extension of an existing express lane on an existing highway.

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

The proposed project would improve overall performance, reduce congestion, and improve operational deficiencies at merge and diverge locations within the project limits. The proposed project would not divert traffic to other routes, and the travel demand volume is not predicted to vary substantially between the build and no-build conditions, as shown in the tables above. Thus, local traffic is not anticipated to be redistributed.

Comments/Explanation/Details

Under 40 CFR 93.123(b)—PM₁₀ and PM_{2.5} Hot Spots—the following criteria are utilized to determine the potential for a proposed project to qualify as a Project of Air Quality Concern.

- (i) *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;*

As shown in the tables above, the proposed project would not represent a new highway project and would not result in a significant increase in the number of diesel vehicles on the existing highway facilities, and thus would not be considered a Project of Air Quality Concern under this criterion.

- (ii) *Projects affecting intersections that are at 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;*

The proposed project is located within the freeway mainline corridor and not at an intersection. Similar to the mainline analysis presented above, the proposed project would not add a significant number of diesel vehicles to an intersection. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*

The proposed project would not implement a new bus or retail terminal or transfer point. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*

The proposed project does not involve expansion of a bus or rail terminal or transfer point. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.

- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

The proposed project is not in or affecting a site of PM₁₀ or PM_{2.5} air quality standard violation that was identified in an applicable air quality management plan. Therefore, the proposed project would not be considered a Project of Air Quality Concern under this criterion.