

PM Conformity Hot Spot Analysis Project Summary Form for Interagency Consultation

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project requires a project-level PM hot spot analysis pursuant to Federal Conformity Regulations.

The form is not required under the following circumstances:

- 1 The project sponsor determines that a project-level PM hot spot analysis is required or otherwise elects to perform the analysis; or
- 2 The project does not require a project-level PM hot spot analysis since it:
 - a. Is exempt pursuant to 40 CFR 93.126; or
 - b. Is a traffic signal synchronization project under 40 CFR 93.128; or
 - c. Uses no Federal funds AND requires no Federal approval; or
 - d. Is located in a Federal PM attainment area (note: PM10 and PM2.5 areas differ).

Projects other than those listed above may or may not need a project-level PM hot spot analysis depending on whether it is considered a "Project of Air Quality Concern" (POAQC), and should be brought before the TCWG for a determination.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project requires a project-level PM hot spot analysis. For example, the TCWG will be reviewing the effects of the project, and thus part of the required information includes build/no build traffic data. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions:

- 1) Fill out form in its entirety. Enter information in gray input fields.**
- 2) Be sure to include FTIP ID#. See <http://www.scag.ca.gov/ftip/index.htm> if necessary.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the MPO. Caltrans projects can be submitted by Caltrans District representatives.**

The TCWG meets the fourth Tuesday of each month at SCAG Headquarters, 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017. Participation is also available via teleconference. Call (213) 236-1800 prior to meeting to get the call-in number and pass-code.

Forms must be submitted by the second Tuesday of the month to be considered at that month's TCWG meeting.

REFERENCE

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)) – PM₁₀ and PM_{2.5} Hot Spots

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

Links to more information:

<http://www.fhwa.dot.gov/environment/conform.htm>

<http://www.epa.gov/otaq/stateresources/transconf/index.htm>

TABLE 1
Type of Project

- | |
|--|
| <ul style="list-style-type: none">• New state highway• Change to existing state highway• New regionally significant street• Change to existing regionally significant street• New interchange• Reconfigure existing interchange• Intersection channelization• Intersection signalization• Roadway realignment• Bus, rail, or inter-modal facility/terminal/transfer point• Truck weight/inspection station• At or affects location identified in the SIP as a site of actual or possible violation of NAAQS |
|--|

RTIP ID# <i>(required)</i> 4G07421			
TCWG Consideration Date: July 28, 2026			
Introduction This project was previously determined to <u>not</u> be a Project of Air Quality Concern (POAQC) by TCWG on January 26, 2021 and on December 3, 2024. The project's design, concept, and scope have not changed significantly from what was previously reviewed by TCWG. The traffic opening year has been updated to reflect an opening year of 2031. In addition, the project is included in the most recent FTIP (please refer to listing included as an attachment to this form). Because of changes to the opening year traffic conditions, this project is being resubmitted to TCWG to reaffirm the previous determination that the project would <u>not</u> be considered a POAQC.			
Project Description <i>(clearly describe project)</i> Central Avenue is one of the principal arterials within the City of Montclair, connecting to State Route 60 (SR-60) to the south and to I-10 to the north. At the location where Central Avenue crosses UPRR, Central Avenue is a four-lane arterial roadway carrying roughly 39,900 average daily traffic (ADT), resulting in a Level of Service (LOS) of D. This ADT already exceeds the San Bernardino County General Plan threshold of 31,100 ADT for a four-lane roadway. Segments to Central Avenue to the north and south of the bridge are six lanes. To accommodate current and future traffic, and to match the capacity of the adjacent roadway segments, and to eliminate the bottleneck located at the current bridge, the City proposes to widen the bridge from four to six lanes. Safety within the project limits is also a primary focus of the project. Since 2014, at least 19 accidents have been reported along Central Avenue from Holt Boulevard to Mission Boulevard. Vehicle congestion has contributed to these accidents, and has also impaired response times of emergency vehicles. The current geometric configuration also does not provide separate facilities for cyclists in either direction. A sidewalk is provided only on the east side of the bridge. The project intends to address these safety concerns by widening the roadway, and by providing sidewalks and bike lanes in both directions. Along with improving traffic flow and improving safety, the project will rehabilitate or replace the aging bridge. The existing Central Avenue Overhead was constructed in 1967 and is nearing the end of its service life. The bridge is an eight-span structure consisting of six precast/prestressed concrete "I" beam girders and two end spans consisting of cast-in-place, reinforced concrete "T" beam girders. A combination of spread footings, reinforced concrete pier walls, and column bents on concrete piles support the structure. Open-ended, reinforced concrete diaphragm abutments support the end spans. The bridge is approximately 69 feet wide and 450 feet long. The proposed Central Avenue replacement bridge over UPRR/Amtrak/MetroLink will include a two-span bridge structure to carry vehicular and pedestrian traffic over the Union Pacific Railroad (UPRR) corridor, which also includes Amtrak and MetroLink service. The Central Avenue Overhead preferred alternative is a parabolically haunched structural steel plate girder bridge. This structure type was selected to minimize the roadway profile raise associated with replacing an eight-span structure with a two-span structure of traditional, constant-depth design. By using a variable depth bridge type, businesses along the Central Avenue corridor that would have otherwise required relocation will be maintained.			
Type of Project <i>(use Table 1 on instruction sheet)</i> Change to Existing Regionally Significant Street			
County Los Angeles	Narrative Location/Route & Postmiles: Central Avenue Bridge (Bridge No. 54C0112)		
Lead Agency: Caltrans District 8/City of Montclair			
Contact Person Rosemary Hoerning (City)	Phone# (909) 625-9446	Fax#	Email rhoerning@montclairca.gov

Hot Spot Pollutant of Concern (<i>check one or both</i>) x PM2.5 x PM10				
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
Scheduled Date of Federal Action: October 2026				
NEPA Assignment – Project Type (<i>check appropriate box</i>)				
Exempt		X Section 326 –Categorical Exemption	Section 327 – Non-Categorical Exemption	
Current Programming Dates (<i>as appropriate</i>)				
	PE/Environmental	ENG	ROW	CON
Start	2019	2020	2027	2028
End	2026	2027	2028	2031
Project Purpose and Need (Summary): (<i>attach additional sheets as necessary</i>)				
PROJECT PURPOSE The purpose of the Central Avenue Bridge Replacement Project (Project) is to: • Address structural deficiencies of the bridge • Improve traffic flow and safety; and • Enhance pedestrian and bicycle access.				
PROJECT NEED Two Bridge Inspection Reports were prepared in 2018. A supplementary inspection in January 2018 resulted in a Sufficiency Rating (SR) of 45.2 and a Structurally Deficient (SD) flag. A May 2018 routine inspection resulted in a SD flag and a SR of 54.9. The SD flag and a SR less than 80 places the bridge on the Eligible Bridge List (EBL) with funding available under the Highway Bridge Program (HBP). The two 2018 Bridge Inspection Reports are provided in Appendix A. The goal of the project is to address the deficiencies according to HBP guidelines and to remove the bridge from the EBL. The project is located in an Area of Persistent Poverty in Census Tract 3.06. Two San Bernardino Historically Disadvantaged communities span the project site, tracts numbered 06071000301 and 06071000304. The project site is located in the Riverside-San Bernardino urban area of the 2020 Census				
Surrounding Land Use/Traffic Generators (<i>especially effect on diesel traffic</i>)				
Nearby land uses consist of a mix of land uses, including commercial, and residential uses. The nearest residential land uses are generally located adjacent to Central Avenue, north of Mission Boulevard and south of the bridge. Commercial land uses are generally located on Central Avenue, between Holt Boulevard and Mission Boulevard. The proposed project would not significantly affect overall traffic or truck volumes. Nearby land uses are depicted in Figure 3.				
Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility				
Overall vehicle AADT, truck AADT, and truck percentages for opening year are summarized in Table 2. Roadway segment levels of service for opening year, without project weaving, are summarized in Table 3.				

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

Overall vehicle AADT, truck AADT, and truck percentages for design year conditions are summarized in Table 2. Roadway segment levels of service for design year, without project weaving, are summarized in Table 3.

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

Opening year intersection LOS data is summarized in Table 4.

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

Design year intersection LOS data is summarized in Table 4.

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

The project would include operational improvements to Central Avenue Bridge and would not result in significant increases in overall traffic or truck volumes.

Table 2. Central Avenue Bridge Average Daily Traffic & Truck Volumes

Segment	Average-Daily Traffic Volumes								
	No-Build Conditions			Build Conditions			Change from No-Build Conditions		
	Total	Truck	%Truck	Total	Truck	%Truck	Total	Truck	%Truck
Opening Year 2031									
Central Ave. (From Mission Blvd. to Holt Blvd.)	38,560	3,779	10%	38,560	3,779	10%	0	0	0
Design Year 2045									
Central Ave. (From Mission Blvd. to Holt Blvd.)	45,363	4,446	10%	45,363	4,446	10%	0	0	0

Table 3. HCS Roadway Link Analysis

HCS Multi-Lane Highway Analysis		Central Ave. Northbound				Central Ave. Southbound			
		Mission Blvd. to Holt Blvd.				Holt Blvd. to Mission Blvd.			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Year	Scenario	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
2020	Existing Conditions	11.0	A	18.3	C	9.1	A	15.1	B
2031	Build	8.3	A	13.9	B	6.8	A	11.4	A
	No-Build	12.5	B	20.8	C	10.3	A	17.1	B
2045	Build	9.8	A	16.3	B	8.1	A	13.4	B
	No-Build	14.7	B	24.5	C	12.1	B	20.2	C

Notes:

HCS speed and density are based on the HCM 6th Edition Methodology.

Forecasted density is the flow rate divided by the existing speed.

Flow Rate is in passenger cars per hour per lane (pc/h/ln).

Density is in passenger cars per mile per lane (pc/mi/ln).

Table 4. Intersection LOS Analysis									
Year	Scenario	Central Avenue at Holt Boulevard				Central Avenue at Mission Boulevard			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
2020	Existing	39.0	D	55.2	E	39.9	D	69.5	E
2031	No Build	40.0	D	71.1	E	41.7	D	97.2	E
	Build	40.0	D	71.1	E	41.7	D	97.2	E
2045	No Build	42.2	D	121.6	F	46.0	D	157.9	F
	Build	42.2	D	121.6	F	46.0	D	157.9	F

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

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

- (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;*

In comparison to no-build conditions, the proposed build alternative would not significantly increase the number of diesel vehicles operating within the project study area. Refer to Table 1.

- (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;*

As noted above and depicted in Table 1, the project would not result in significant increases in overall traffic or truck volumes along area roadways. As depicted in Tables 4, the proposed build alternative would not result in significant changes in intersection operations. Based on this information, the proposed build alternative would not significantly increase the number of diesel vehicles operating within the project study area, nor would the proposed build alternative adversely impact nearby intersections that have a significant number of diesel vehicles.

- (iii) *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 or expanded bus or rail terminal, nor would the project adversely impact transfer points that have a significant number of diesel vehicles congregating at a single location.

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

The project is not a new or expanded bus or rail terminal, nor would the project adversely impact transfer points that have a significant number of diesel vehicles congregating at a single location.

- (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 build alternative is not located in nor would it affect locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

For the reasons noted above, the proposed project would not be considered a POAQC.

Figure 1. Regional Location

This map illustrates the regional location of the project. An inset map in the top left corner shows the state of California with San Bernardino County highlighted in blue. The main map covers a large area of Southern California, including parts of Los Angeles, San Bernardino, and Riverside counties. Major cities such as Los Angeles, San Diego, San Bernardino, and Orange are labeled. The project location is marked with a red star and labeled 'Project Location' near Ontario. A scale bar at the bottom left indicates distances up to 5 miles. The map is sourced from ESRI 2020.

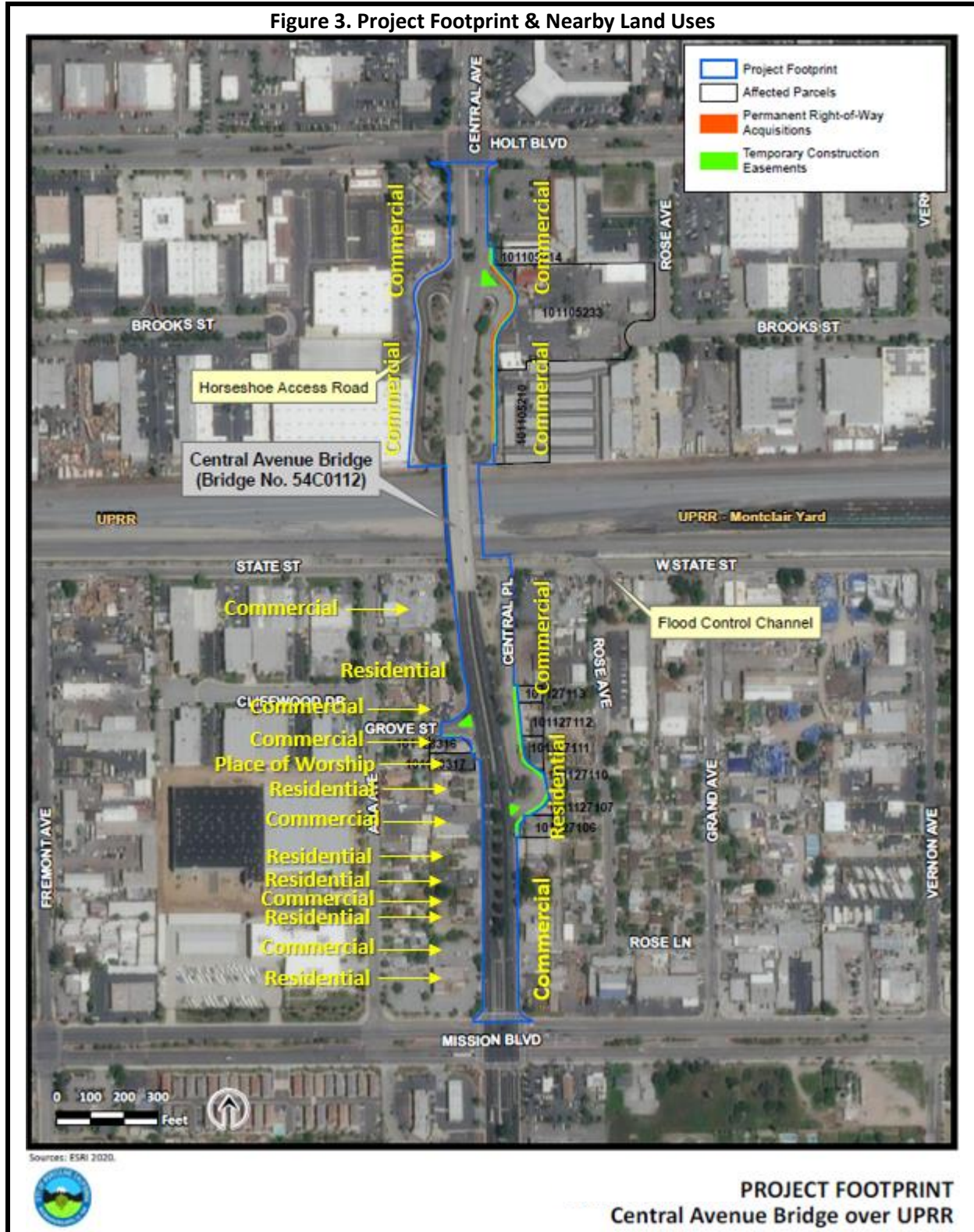
Sources: ESRI 2020.

REGIONAL LOCATION
Central Avenue Bridge over UPRR

Figure 2. Project Location



Figure 3. Project Footprint & Nearby Land Uses



PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

2025 Federal Transportation Improvement Program San Bernardino County Local Highway - Project Listing Including Amendments 1 - 23 (In \$000's)

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEVELOPER FEES	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
ROW	DEVELOPER FEES	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25
CON	SBD CO MEASURE I	\$0	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$500
TOTAL	TOTAL	\$125	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$625

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD31876	LOMA LINDA	San Bernardino	NON-EXEMPT	SCAB	\$10,120	SBD31876	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING		FTIP AMENDMENT	
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S (NO HOV LANES):		From REDLANDS BOULEVARD to BARTON ROAD			YES	25-00	
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					
09/05/2024	11/15/2024	12/16/2024					

DESCRIPTION

CALIFORNIA STREET BARTON ROAD TO REDLANDS BOULEVARD WIDEN FROM 2 TO 4 LANES

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	CITY FUNDS	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50
ROW	CITY FUNDS	\$70	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,070
CON	CITY FUNDS	\$6,000	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$9,000
TOTAL	TOTAL	\$6,120	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,120

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20150001	MONTCLAIR	San Bernardino	NON-EXEMPT	SCAB	\$14,380	4G07421	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS		MODELING		FTIP AMENDMENT	
CAX60 - BRIDGE RESTORATION & REPLACEMENT- LN		From About 0.25 miles north of Mission Blvd. to About 0.15 miles south of Holt Blvd.			YES	25-07	
ADDITIONS: RS	<u>SCAG APPROVED</u>	<u>STATE APPROVED</u>	<u>FEDERAL APPROVED</u>				
05/20/2025	N/A	N/A					

DESCRIPTION

BRIDGE NO. 54C0112, CENTRAL AVE OVER UP RR AMTRAK METROLINK, 0.2 MI S HOLT AVENUE. Bridge replacement. Replace and widen the existing four lane bridge on Central Avenue over UPRR/ Amtrak/Metrolink with a new six lane bridge with sidewalks. Toll credits to match EARREPU. Consistent with HBP listing as of March 24, 2025.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	2016 EARMARK REPURPOSING	\$1,440	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,440
PE	2020 EARMARK REPURPOSING	\$245	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$245
PE	BRIDGE - LOCAL	\$133	\$0	\$0	\$0	\$548	\$0	\$0	\$0	\$681
PE	CITY FUNDS	\$17	\$71	\$0	\$0	\$0	\$0	\$0	\$0	\$88
PE	LOCAL ADVANCE CONSTRUCTION	\$0	\$548	\$0	\$0	\$-548	\$0	\$0	\$0	\$0
ROW	BRIDGE - LOCAL	\$0	\$0	\$0	\$0	\$483	\$0	\$0	\$0	\$483
ROW	CITY FUNDS	\$0	\$63	\$0	\$0	\$0	\$0	\$0	\$0	\$63
ROW	LOCAL ADVANCE CONSTRUCTION	\$0	\$483	\$0	\$0	\$-483	\$0	\$0	\$0	\$0
CON	BRIDGE - LOCAL	\$0	\$0	\$0	\$0	\$0	\$10,075	\$0	\$0	\$10,075
CON	CITY FUNDS	\$0	\$1,305	\$0	\$0	\$0	\$0	\$0	\$0	\$1,305
CON	LOCAL ADVANCE CONSTRUCTION	\$0	\$10,075	\$0	\$0	\$0	\$-10,075	\$0	\$0	\$0
TOTAL	TOTAL	\$1,835	\$12,545	\$0	\$0	\$0	\$0	\$0	\$0	\$14,380

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD233303	MONTCLAIR	San Bernardino	NON-REPORTABLE TCM COMMITTED	SCAB	\$1,450	7120004	Local
PRIMARY PROGRAM CODE		PROJECT LIMITS			MODELING	FTIP AMENDMENT	
NCN25 - BICYCLE & PEDESTRAIN FACILITIES-NEW		From Moreno Street to Arrow Highway				25-01	
SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED					
11/01/2024	11/15/2024	12/20/2024					

DESCRIPTION

On Fremont Avenue from Moreno Street to Arrow Highway Active Transportation Improvements will install active transportation infrastructure on Fremont Avenue including bike lanes, sidewalks, curb and gutter including bulb-outs, ADA ramps, signage and striping, drainage, paving, efficient street lighting, and traffic signal modifications.