

RTIP ID# <i>(required)</i> 4G07421			
TCWG Consideration Date: December 3, 2024			
Introduction			
<p>This project was previously determined to <i>not</i> be a Project of Air Quality Concern (POAQC) by TCWG on January 26, 2021. The project’s design, concept, and scope have not changed significantly from what was reviewed by TCWG on January 26, 2021. Likewise, no changes to the traffic analyses prepared for this project have occurred since TCWG’s determination on January 26, 2021. In addition, the project is included in the most recent FTIP (please refer to listing included as an attachment to this form). Per FHWA guidance and given that TCWG’s determination was made more than three years ago, this project is being resubmitted to TCWG to reaffirm the previous determination that the project would <i>not</i> be considered a POAQC.</p>			
Project Description <i>(clearly describe project)</i>			
<p>The project includes replacing the existing four-lane bridge with a six-lane bridge (three lanes in each direction), and adding sidewalks and 5-foot shoulders to accommodate bike lanes between Mission Boulevard on the south and Holt Avenue on the north. Sidewalks and bike lanes would be included on both the eastern and western sides of the new bridge, and the bridge would also include a raised center median. The new bridge would consist of two spans with a single bent in the center of the UPRR right-of-way. The western edge of the bridge would remain as its current location, and the bridge footprint would be widened approximately 30 feet to the east.</p> <p>The project would be constructed in phases to ensure that vehicle access is maintained on the bridge during construction. The first phase would include constructing the eastern portion of the proposed bridge, directly adjacent to and east of the existing bridge; during this phase, vehicle access would be maintained on the existing bridge. The second phase of construction would include demolishing the existing bridge and replacing it with the western portion of the proposed bridge; during this phase, vehicle access would be maintained on the newly constructed portion of the bridge to the east. Pending traffic analysis, temporary re-striping of surrounding intersections may be required during construction, but these activities would be limited to existing right-of-way.</p> <p>Project construction would include installing retaining wall footings, utility trenching, and partial removal of the existing substructure. The maximum depth of excavation would be 6 feet, which includes 4 feet of excavation plus 2 feet of over excavation. Because the project would include widening to the east, all of the trees and vegetation along the east side of the roadway would require removal. Construction access routes will be primarily from the south of the bridge because the tight curves along the horseshoe access road to the north would not accommodate large construction vehicles, and crossing the railroad tracks will be avoided unless absolutely necessary. Therefore, existing access points over the flood control channel to the east and west of the bridge will be utilized for construction vehicle and equipment access to the project site.</p> <p>The project may require partial right-of-way acquisitions and temporary construction easements. No residential or commercial relocations are anticipated. The project will also require relocation of existing utilities, including overhead and underground electrical/telecommunications lines, street lights, storm drain inlets, and water meters and valves.</p>			
Type of Project <i>(use Table 1 on instruction sheet)</i>			
Change to Existing Regionally Significant Street			
County	Narrative Location/Route & Postmiles:		
Los Angeles	Central Avenue Bridge (Bridge No. 54C0112)		
Lead Agency: Caltrans District 8/City of Montclair			
Contact Person	Phone#	Fax#	Email
Noel Castillo (City)	(909) 625-9441		ncastillo@cityofmontclair.org

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	Other
Scheduled Date of Federal Action: December 2024					
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	2025	2026	
End	2024	2026	2026	2028	
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:					
<ul style="list-style-type: none"> • Address structural deficiencies of the bridge • Improve traffic flow and safety; and • Enhance pedestrian and bicycle access. 					
PROJECT NEED					
The Central Avenue Bridge has been flagged as structurally deficient. Additionally, the Union Pacific Railroad (UPRR) has determined the bridge does not meet their vertical or horizontal clearance requirements. Widening of the bridge will help accommodate current and future traffic capacity by alleviating congestion.					
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 2025									
Central Ave. (From Mission Blvd. to Holt Blvd.)	35,966	360	1%	35,966	360	1%	0	0	0
Design Year 2045									
Central Ave. (From Mission Blvd. to Holt Blvd.)	45,363	454	1%	45,363	454	1%	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
2025	Build	7.8	A	12.9	B	6.4	A	10.7	A
	No-Build	11.6	B	19.4	C	9.6	A	16.0	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).

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

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
2025	No Build	39.4	D	60.0	E	40.6	D	83.7	F
	Build	39.4	D	60.0	E	40.6	D	83.7	F
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*

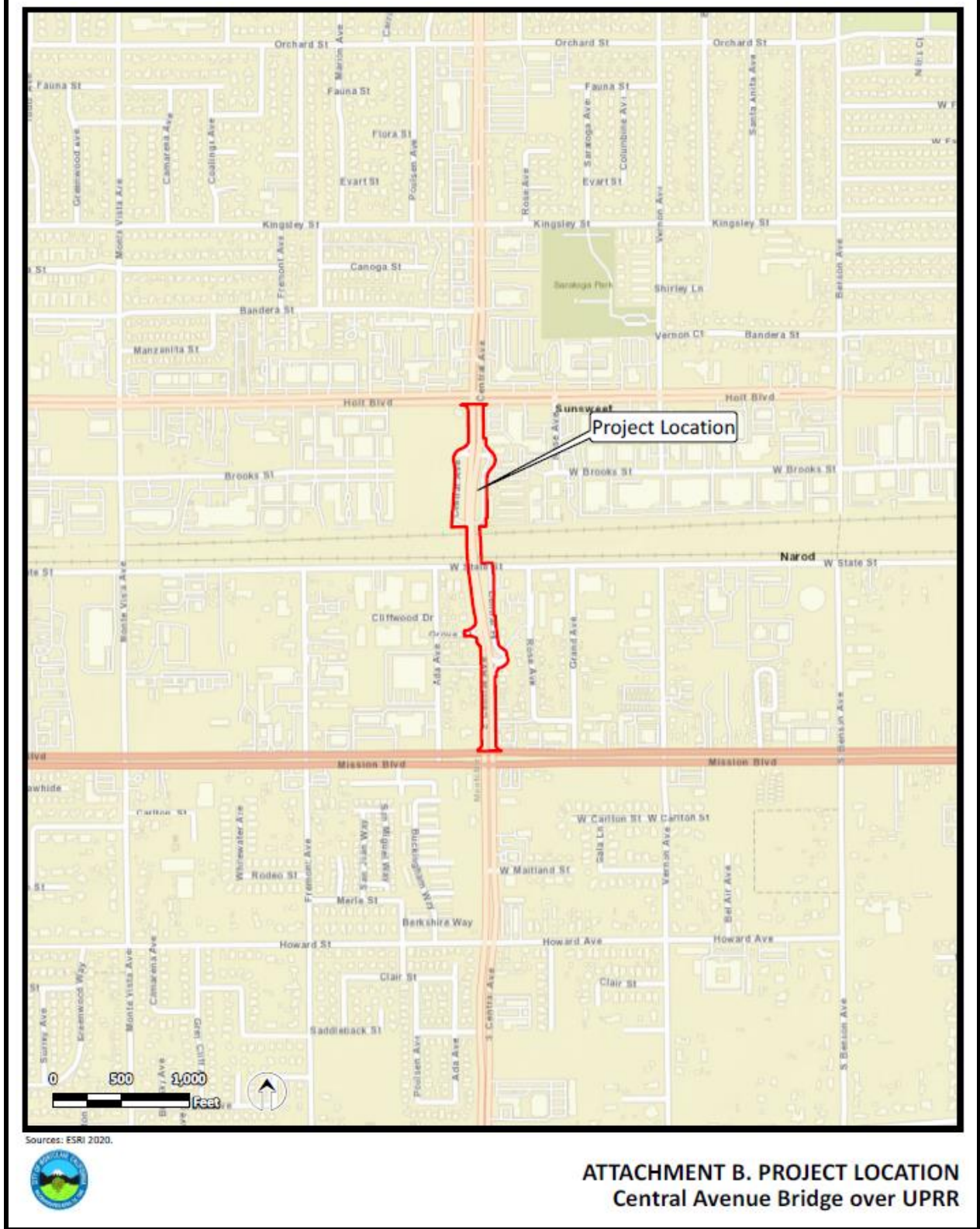
The project is not a new or expanded bus or rail terminal, nor would the project adversely impact transfer points that have a significant number of diesel vehicles congregating at a single location.

- (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 2. Project Location





2022/23-2027/28 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing includes projects that should be individually listed in the FTIP/FSTIP. (Line item projects only)

District: 08 County: San Bernardino

Responsible Agency	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
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Montclair BRIDGE NO. 54C0112, CENTRAL AVE OVER UP RR AMTRAK METROLINK, 0.2 MI S HOLT AVENUE. Bridge rehabilitate. Rehabilitate existing four lane bridge with six lane bridge with sidewalks. Project must appear in 20 year RTP. Other Federal Funds must be programmed in the FTIP. Scope not clear.

Fed Proj: BRLS-5326(018)

Phase Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
PE	150,000				619,368				769,368
R/W					546,000				546,000
CON								11,380,770	11,380,770
Total	150,000				1,165,368			11,380,770	12,696,138
Fund Source Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	132,795				1,031,700			10,075,396	11,239,891
Local Match	17,205				133,668			1,305,374	1,456,247
LSSRP Bond									
Local AC									
Total	150,000				1,165,368			11,380,770	12,696,138
PE Summary:	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
Fed \$	132,795				548,326				681,121
Local Match	17,205				71,042				88,247
LSSRP Bond									
Local AC									
Total	150,000				619,368				769,368

Phase Funding Details:

Proj id	Funds Src	Phase	Prior	22/23	23/24	24/25	25/26	26/27	27/28	Beyond	Total
4105	HBP	PE			-548,326		548,326				
	Local Match				-71,042		71,042				
Fed. Reimb. Rate: 88.53% 3/15/2023 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 23/24 to 25/26. NEPA not yet clear.											
Total: _____											
4105	HBP	PE		-548,326	548,326						
	Local Match			-71,042	71,042						
Fed. Reimb. Rate: 88.53% 10/10/2022 DLA-Admin: Not ready to ad within 6 months. PE funds moved from FFY 22/23 to 23/24. NEPA not yet clear.											
Total: _____											
4105	HBP	PE		548,326		-548,326					
	Local Match			71,042		-71,042					
Fed. Reimb. Rate: 88.53% 8/26/2022 Enrique Gonzalez: PE funds move from FFY 24/25 to 22/23. Do to Annual status August 2022.											
Total: _____											