

<b>FTIP ID#</b> <i>(required)</i> RIV211201
<b>TCWG Consideration Date:</b> August 27, 2024
<p><b>Project Description</b> <i>(clearly describe project)</i></p> <p><b><u>Background</u></b></p> <p>The State Route 91 Corridor Improvement Project (SR-91 CIP, EA 0F540) was approved in 2012. As stated in the SR-91 CIP Environmental Impact Report/Environmental Impact Statement (EIR/EIS), implementation of the project will be in phases over a 20-year period, beginning with an Initial Phase and culminating with completion of the Ultimate Project by 2035. Separate phases would be identified and programmed to incorporate the components of the improvements on SR-91 and Interstate 15 (I-15) between the Initial Phase and completion of the Ultimate Project by 2035, as funding becomes available. On September 22, 2009, the United States Environmental Protection Agency (USEPA), the Federal Highway Administration (FHWA), and Caltrans determined that the SR-91 CIP is expected to reduce the severity and number of localized PM<sub>2.5</sub> and PM<sub>10</sub> violations in the project area and that the PM<sub>2.5</sub> and PM<sub>10</sub> hot-spot analysis was acceptable for NEPA circulation. On June 6, 2012, FHWA issued a Project Level Conformity Determination for the SR-91 CIP. This Project Level Conformity Determination was issued for the entire project including both the Initial and Ultimate phases.</p> <p><b><u>Proposed Project</u></b></p> <p>The Riverside County Transportation Commission (RCTC), in cooperation with California Department of Transportation (Caltrans), is proposing operational and safety improvements by constructing a portion of the SR-91 CIP Ultimate Project on eastbound SR-91, which consists of adding an operational lane on eastbound SR-91 from SR-241 general purpose connector to the SR-71 Connector auxiliary lane (in the vicinity of the Green River Road Overcrossing). The project will help alleviate the traffic congestion in this area (ORA Post Mile R17.0 to RIV Post Mile 1.1). This portion of the Ultimate SR-91 CIP is being titled the SR-91 Eastbound Corridor Operations Project (91 ECOP). The EA for this phase of the SR-91 CIP is 08- 0F545.</p> <p>The regional location of the 91 ECOP is shown on <b>Figure 1</b>, and <b>Figure 2</b> depicts a detailed view of the 91 ECOP project vicinity and proposed improvements. These figures are attached at the end of this form.</p> <p>The 91 ECOP consists of the following components that were included in the 2012 Final EIR/EIS:</p> <ul style="list-style-type: none"> <li>• Adding an operational lane approximately 3 miles in length in the eastbound direction on SR-91 from the SR-241 general purpose connector to the SR-71 Connector auxiliary lane</li> <li>• Widening Coal Canyon Road Undercrossing (Bridge No. 55-0507R)</li> <li>• Widening County Line Creek Undercrossing (Bridge No. 56-0366)</li> <li>• Constructing new retaining walls</li> <li>• Reconstructing a portion of the Green River Road eastbound exit ramp from one to two lanes</li> <li>• Replacing overhead signs</li> <li>• Drainage improvements</li> <li>• Geotechnical exploration</li> </ul> <p>The following design enhancements are proposed as part of the 91 ECOP:</p> <ul style="list-style-type: none"> <li>• Up to 20 feet of widening to the south, from approximately 600 feet east of the Coal Canyon Road Undercrossing to the Green River Road exit ramp auxiliary lane, requiring retaining wall, concrete barrier, and drainage improvements to accommodate standard lane and shoulder widths. No additional lanes are being added from what was approved in the 2012 Final EIR/EIS. This change is a result of design enhancements which modified the alignment of the project and is constructing additional pavement for standard shoulder and lane widths.</li> </ul>

<ul style="list-style-type: none"> <li>• Widening of eastbound SR-91 into Mendimen Ranch Road up to 20 feet, reducing the width of Mendimen Ranch Road. No additional lanes are being added from what was approved in the 2012 Final EIR/EIS. This change is a result of design enhancements which modified the alignment of the project and is constructing additional pavement for standard shoulder and lane widths.</li> <li>• Lowering the access road below the Coal Canyon bridge to accommodate minimum emergency vehicle clearance, including excavation up to 5 feet deep.</li> <li>• Widening of the County Line Creek Undercrossing (Bridge No. 56-0366) up to 20 feet to the south instead of to the north as identified in the Final EIR/EIS.</li> <li>• A detailed geotechnical exploration plan, including access to the boring locations.</li> </ul>				
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> Change to existing state highway.				
<b>County</b>	<b>Narrative Location/Route &amp; Postmiles:</b> PM ORA-R17.0 to PM RIV-1.1 Riverside <b>Caltrans Projects – EA#:</b> 0F545			
<b>Lead Agency:</b> Riverside County Transportation Commission (RCTC)				
<b>Contact Person</b>	<b>Phone#</b>	<b>Fax#</b>	<b>Email</b>	
David Thomas	(951) 787-7141	(951) 787-7920	dthomas@rctc.org	
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both):</i> <b>PM2.5</b> <input checked="" type="checkbox"/> <b>PM10</b> <input type="checkbox"/>				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
<input type="checkbox"/> <b>Categorical Exclusion (NEPA)</b>	<input type="checkbox"/> <b>EA or Draft EIS</b>	<input type="checkbox"/> <b>FONSI or Final EIS</b>	<input type="checkbox"/> <b>PS&amp;E or Construction</b>	<input checked="" type="checkbox"/> <b>Other Revalidation</b>
<b>Scheduled Date of Federal Action:</b> 7/29/25				
<b>NEPA Assignment – Project Type</b> <i>(check appropriate box)</i>				
<input type="checkbox"/> <b>Exempt</b>	<input type="checkbox"/> <b>Section 326 – Categorical Exemption</b>	<input checked="" type="checkbox"/> <b>Section 327 – Non-Categorical Exemption</b>		
<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	5/22/23	3/27/25	1/12/26	9/21/27
<b>End</b>	2/13/26	4/5/27	3/8/27	11/19/29

**Project Purpose and Need (Summary):** *(attach additional sheets as necessary)*

**Purpose of the Project:** The SR-91 CIP is intended to achieve the following purposes:

- Improve the vehicle, person, and goods movement within the SR-91 corridor to more effectively serve existing and future travel demand between and within Riverside and Orange Counties.
- Provide improvements along the SR-91 and 1-15 transportation corridors as well as to related local roads, and to reduce diversion of regional traffic from the freeways into the surrounding communities.

**Need for the Project:** SR-91 is currently used by more than 280,000 vehicles per day (vpd) at the Orange/Riverside County line, and this volume continues to grow. At the same time, travel speeds on SR-91 are well below 30 miles per hour (mph) during the lengthy morning (westbound) and evening (eastbound) peak travel periods in this corridor. Existing congestion and delays on SR-91 and 1-15 during peak travel periods result in freeway traffic diverting to adjacent local roads to avoid congestion and delays. This diversion of freeway traffic is particularly prevalent in the City of Corona as motorists on westbound SR-91 and motorists transitioning from northbound 1-15 to westbound SR-91 seek less congested routes in the morning (westbound) peak travel period. Similarly, diversion of freeway traffic into the City occurs as motorists on eastbound SR-91 and motorists transitioning from eastbound SR-91 to southbound 1-15 seek less congested routes in the evening (eastbound) peak travel period.

**Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*

Land uses along the project corridor are primarily comprised of undeveloped land along the south side of SR-91. There are single-family residential developments, located to the north of SR-91 near the western terminus and located to the north and southeast near the eastern terminus. There is also a small commercial park adjacent to SR-91 on the northern side of the project corridor near the eastern terminus that contains restaurants, gas stations, and commercial office developments. A second small commercial park is situated approximately 0.35 miles east of the project corridor along Green River Road on the southern side that also contains restaurants, a gas station, and small office developments. Approximately 0.4 miles east of the project corridor along the north side of Prado Road is a commercial park comprised of a metal finishing business, a home remodeling store, a dance studio, and an indoor skating rink. None of the nearby developments are substantial generators of heavy truck traffic.

The central portion of the corridor is flanked by predominately undeveloped open space, aside from the Green River Golf Club that is accessed via Green River Road, which runs parallel to the SR-91 project corridor on the north side. Implementation of the project would not affect light duty vehicle or truck traffic volumes along Green River Road, and it would not introduce new truck trips to the area.

<b>Opening Year (2030): Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b>								
SR-91 Segment	No Build Alternative (2030)				Build Alternative (2030)			
	No Build AADT	No Build Truck %	Truck AADT	PM Peak Period LOS	AADT	Truck %	Truck AADT	PM Peak Period LOS
<b>Westbound SR-91 (General Purpose + Express Lanes)</b>								
Imperial Hwy to Lakeview	135,000	4.0%	5,400	F	135,000	4.0%	5,400	F
Weir Canyon Rd. to Imperial Hwy	106,000	5.3%	5,600	F	107,000	5.3%	5,700	F
Green River Rd. to O/R County Line	168,000	5.1%	8,500	F	168,000	5.1%	8,500	F
Serfas Club Dr. to SR 71	153,000	5.5%	8,400	F	154,000	5.5%	8,500	F
Main Street to Lincoln Avenue	149,000	5.5%	8,200	F	150,000	5.5%	8,200	F
<b>Eastbound SR-91 (General Purpose + Express Lanes)</b>								
Lakeview to Imperial Hwy	134,000	4.0%	5,300	F	135,000	4.0%	5,400	F
Imperial Hwy to Weir Canyon Rd.	106,000	5.3%	5,600	F	107,000	5.3%	5,700	F
O/R County Line to Green River Rd.	165,000	5.1%	8,300	F	168,000	5.1%	8,500	F
SR 71 to Serfas Club Dr.	150,000	5.5%	8,300	F	154,000	5.5%	8,500	F
Lincoln Ave to Main St.	146,000	5.5%	8,000	F	150,000	5.5%	8,200	F
<b>SR-91 Bidirectional Corridor (General Purpose + Express Lanes)</b>								
Lakeview to Imperial Hwy	269,000	4.0%	10,700	F	270,000	4.0%	10,800	F
Imperial Hwy to Weir Canyon Rd.	212,000	5.3%	11,200	F	213,000	5.3%	11,300	F
O/R County Line to Green River Rd.	333,000	5.0%	16,800	F	334,000	5.1%	16,900	F
SR 71 to Serfas Club Drive	303,000	5.5%	16,700	F	305,000	5.5%	16,800	F
Lincoln Ave to Main Street	295,000	5.5%	16,200	F	297,000	5.5%	16,300	F

As shown in the data above, the maximum incremental increase in truck AADT along eastbound SR-91 throughout the project corridor resulting from implementation of the Build Alternative would be approximately 200 trucks per day in the Opening Year of 2030. The maximum truck percentage throughout the project area would be approximately 5.5% under both the No Build Alternative and the Build Alternative.

**RTP Horizon Year / Design Year (2050): Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

SR-91 Segment	No Build Alternative (2050)				Build Alternative (2050)			
	No Build AADT	No Build Truck %	Truck AADT	PM Peak Period LOS	AADT	Truck %	Truck AADT	PM Peak Period LOS
<b>Westbound SR-91 (General Purpose + Express Lanes)</b>								
Imperial Hwy to Lakeview	147,000	4.0%	5,900	F	148,000	4.0%	5,900	F
Weir Canyon Rd. to Imperial Hwy	114,000	5.3%	6,000	F	116,000	5.3%	6,200	F
Green River Rd. to O/R County Line	183,000	5.1%	9,300	F	184,000	5.1%	9,300	F
Serfas Club Dr. to SR 71	164,000	5.5%	9,100	F	168,000	5.5%	9,300	F
Main Street to Lincoln Avenue	160,000	5.5%	8,800	F	163,000	5.5%	9,000	F
<b>Eastbound SR-91 (General Purpose + Express Lanes)</b>								
Lakeview to Imperial Hwy	144,000	4.0%	5,700	F	146,000	4.0%	5,800	F
Imperial Hwy to Weir Canyon Rd.	114,000	5.3%	6,000	F	116,000	5.3%	6,200	F
O/R County Line to Green River Rd.	177,000	5.1%	9,000	F	180,000	5.1%	9,100	F
SR 71 to Serfas Club Dr.	161,000	5.5%	8,900	F	164,000	5.5%	9,100	F
Lincoln Ave to Main St.	156,000	5.5%	8,600	F	159,000	5.5%	8,700	F
<b>SR-91 Bidirectional Corridor (General Purpose + Express Lanes)</b>								
Lakeview to Imperial Hwy	291,000	4.0%	11,600	F	294,000	4.0%	11,700	F
Imperial Hwy to Weir Canyon Rd.	228,000	5.3%	12,000	F	232,000	5.3%	12,400	F
O/R County Line to Green River Rd.	360,000	5.1%	18,300	F	364,000	5.1%	18,400	F
SR 71 to Serfas Club Drive	325,000	5.5%	18,000	F	332,000	5.5%	18,400	F
Lincoln Ave to Main Street	316,000	5.5%	17,400	F	322,000	5.5%	17,700	F

As shown in the data above, the maximum incremental increase in truck AADT along SR-91 throughout the project corridor resulting from implementation of the Build Alternative would be approximately 400 trucks per day in the Horizon/Design Year of 2050. The maximum truck percentage throughout the project area would be approximately 5.5% under both the No Build Alternative and the Build Alternative.

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

The proposed action does not involve development of a new interchange or intersection, nor does it involve reconfiguration of an existing intersection that would affect local traffic circulation patterns or truck volumes.

**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**

The proposed action does not involve development of a new interchange or intersection, nor does it involve reconfiguration of an existing intersection that would affect local traffic circulation patterns or truck volumes.

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

The Build Alternative would provide additional capacity to alleviate congestion during the peak travel periods of the day, which currently operate at LOS F and would continue to do so under the No Build Alternative in both the Opening Year of 2030 and the Horizon/Design Year of 2050. The Build Alternative would add what would essentially serve as an extended auxiliary lane on eastbound SR-91 between the SR-241 N/SR-91 E Connector and the SR-91 E/SR-71 N Connector.

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

In addition to the information presented above, the explanatory purposes for seeking this consultation include:

- Receiving confirmation that this phase of the SR-91 CIP, the 91 ECOP, is not a Project of Air Quality Concern (POAQC). The 91 ECOP was accounted for within the scope of the air quality analyses prepared for the SR-91 CIP, which was determined by the TCWG not to be a POAQC on June 6, 2012.
- Receiving confirmation that the previous non-POAQC determination for the SR-91 CIP, and thus 91 ECOP, is still valid. And,
- Receiving confirmation that the conclusions of the air quality analyses prepared for the SR-91 CIP remain unchanged in the context of subsequent revisions to the PM<sub>2.5</sub> annual average NAAQS value.

Consistent with the previously obtained concurrence that the SR-91 CIP would not be a POAQC, the 91 ECOP would not be a POAQC because it does not meet any of the following criteria outlined in the 2010 U.S. EPA Transportation Conformity Guidance:

- 1) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles (significant number is defined as greater than 125,000 Annual Average Daily Traffic (AADT) **and** 8% or more of such AADT is diesel truck traffic, or in practice 10,000 truck AADT or more regardless of total AADT; significant increase is defined in practice as a 10% increase in heavy duty truck traffic);*

The maximum truck percentage throughout the 91 ECOP corridor would not exceed 6 percent in either the Opening Year of 2030 or the Horizon/Design Year of 2050 under the Build Alternative.

The largest incremental increase in heavy truck traffic would be approximately 400 additional trucks per day in the Horizon/Design Year of 2050, representing an increase of approximately 3.3 percent relative to the No Build Alternative.

- 2) *Projects affecting intersections that are at a Level of Service D, E, F, with a significant number of diesel vehicles, or that 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 Build Alternative would not increase traffic volumes at nearby intersections.

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

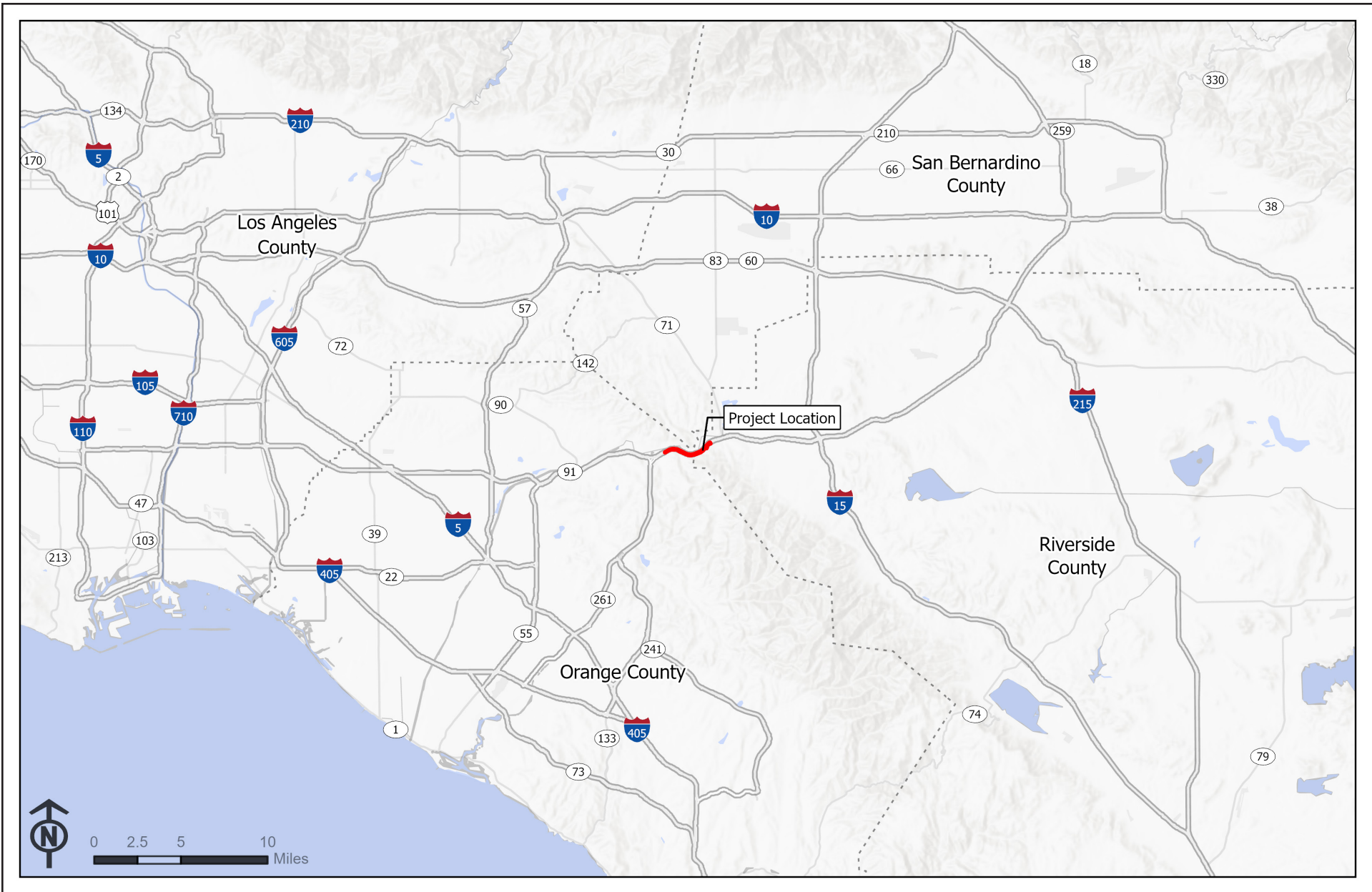
The Build Alternative would not involve implementation of a new bus or rail terminal.

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

The Build Alternative would not involve the expansion of a bus or rail terminal or transfer point.

- 5) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM<sub>2.5</sub> or PM<sub>10</sub> implementation plan or implementation plan submission, as appropriate, as sites of possible violation.*

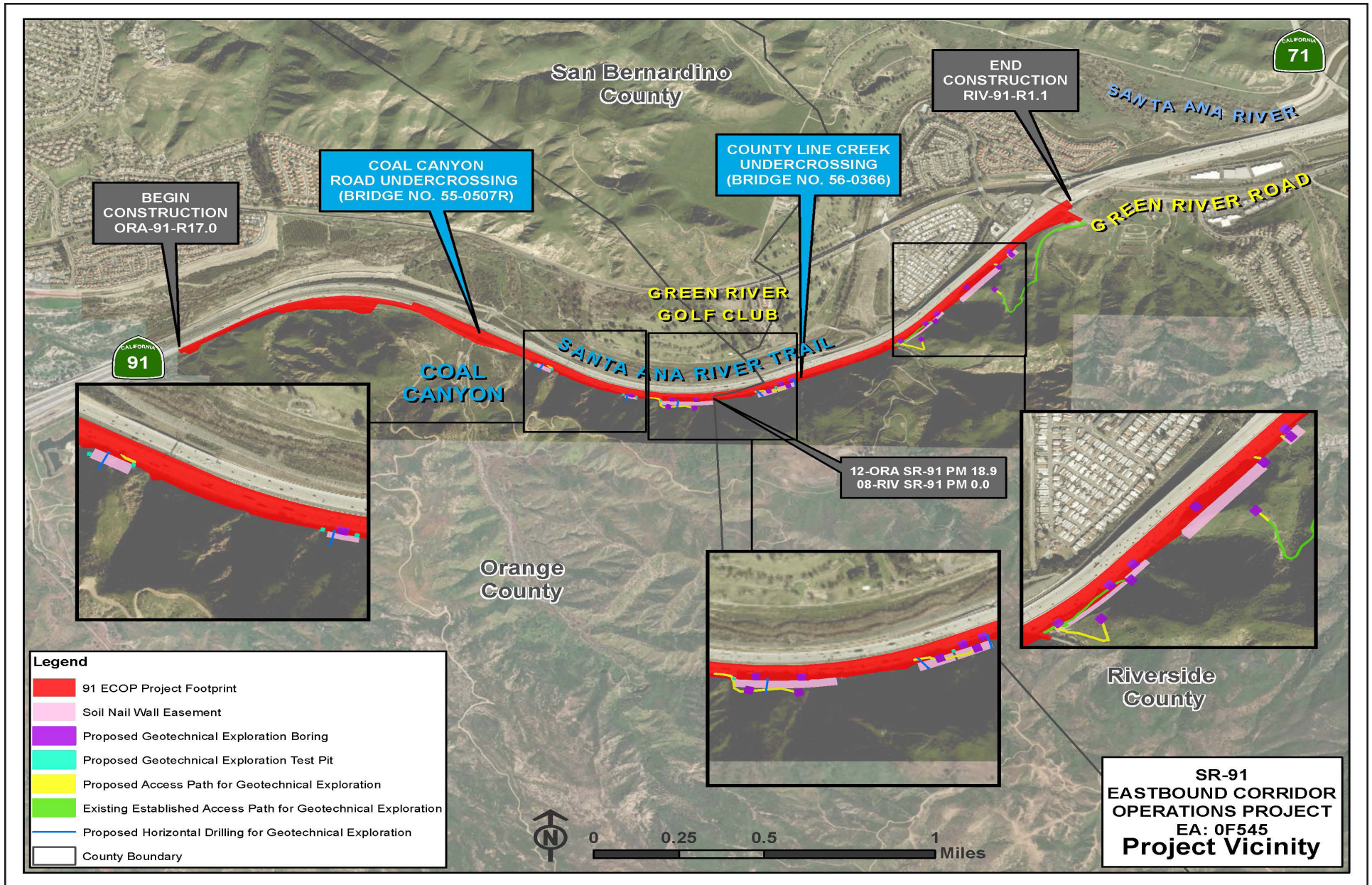
Although the Riverside County portion of the South Coast Air Basin is designated as nonattainment for the federal PM<sub>2.5</sub> ambient air quality standards, the Build Alternative would not be implemented in an area that has been identified as having sites of possible air quality violations. The project area is largely undeveloped aside from single-family residential communities and small commercial districts.



Source: TAHA, 2024.

**FIGURE 1**  
**REGIONAL PROJECT LOCATION**





Source: TAHA, 2024.