FTIP ID# *(required)* SBD990215

TCWG Consideration Date August 26, 2025

Project Description *(clearly describe project)*

The California Department of Transportation (Caltrans) District 8, in cooperation with the City of Highland, the City of San Bernardino, and the San Manuel Band of Mission Indians, proposes to improve mobility, connectivity, and access to and from State Route 210 (SR-210) within the identified project limits. The project limits extend along SR-210 from Del Rosa Avenue (post mile [PM] 25.8) to Orange Street (PM R27.9), along Victoria Avenue from approximately 0.1 mile south of Pacific Street to approximately 0.2 mile north of Highland Avenue, and along Highland Avenue from approximately 0.2 and 0.1 mile west and east of Victoria, respectively. The purpose of the project is to provide more direct access routes to and from SR-210 to better serve surrounding residential and commercial land uses, including historically disadvantaged communities in the City of Highland, the City of San Bernardino, and San Bernardino County. The proposed project is also intended to provide more direct and efficient access to and from SR-210 and major destinations and local businesses, as well as improve multi-modal connectivity, compatibility, and equity to users of the transportation network. One Build Alternative and a No-Build Alternative are being considered.

No Build Alternative. The No-Build Alternative would have this section of SR-210 and Victoria Avenue remain in its present condition. No improvements to the existing SR-210 and Victoria Avenue in this section would be considered, and the existing conditions would remain. This alternative would not address traffic congestion issues or accommodate future demand within the project limits.

Build Alternative 1B2. Build Alternative 1B2 proposes the addition of an interchange at SR-210 and Victoria Avenue, featuring new ramps and signals along Victoria Avenue. For the new eastbound ramps, Western Avenue would be extended east of Victoria Avenue, and new hook ramps would be added for the eastbound on-ramp and off-ramp to Western Avenue/Victoria Avenue. A cul-de-sac will be constructed at the eastern terminus of the extended Western Avenue, opposite Victoria Avenue, to accommodate errant drivers and prevent unintended access to the freeway ramps. A collector-distributor road would be constructed south of SR-210 between the Arden Road on-ramp and the Victoria Avenue off-ramp. A new bridge over Highland Creek would be constructed for the collector-distributor road. The existing bridge over Victoria Avenue would be widened to accommodate the eastbound collector-distributor road gore, on-ramp, and off-ramp. Additionally, a signalized intersection would be added on Victoria Avenue at Western Avenue. The Arden Avenue on-ramp to eastbound SR-210 would also be modified to connect to the collector-distributor road. Widening of the eastbound SR-210 mainline would extend to Orange Street in order to accommodate the new on-ramp from Victoria Avenue.

For the westbound ramps, a new diagonal westbound on-ramp would be added from Victoria Avenue, and this on-ramp would be braided with the existing westbound off-ramp to Highland Avenue. The existing westbound off-ramp at Highland Avenue would be modified to accommodate the braided ramps. A signalized intersection would be added on Victoria Avenue north of SR-210. Valaria Drive and Lynnwood Way would be reconfigured to allow for the westbound braided ramps. Bridges would be built over Highland Creek for both the westbound on-ramp and off-ramp. Additionally, a bridge would be constructed to braid the off-ramp over the on-ramp.

An auxiliary lane would also be constructed along westbound SR-210 from the Victoria Avenue on-ramp to the Del Rosa Avenue off-ramp. Westbound SR-210 would be widened at the median to accommodate the auxiliary land and allow for mainline traffic to be shifted.

Improvements to Victoria Avenue include maintaining the existing Class II bike lanes. At the Victoria Avenue and Pacific Street intersection, a right-turn lane onto westbound Pacific Avenue from Victoria Avenue would be added. The Highland Avenue and Victoria Avenue intersection would be enhanced by adding one additional southbound through lane, one additional northbound left-turn lane from eastbound Highland Avenue, one northbound right-turn lane from westbound Highland Avenue, one eastbound right-turn lane from northbound Victoria Avenue, and one additional westbound left-turn lane from northbound Victoria Avenue.

Type of Project *(use Table 1 on instruction sheet)*
New Interchange

County	**Narrative Location/Route & Postmiles** 08-SBD-210-25.8/27.9
San Bernardino	**Caltrans Projects – EA#** 0M730

Lead Agency: City of Highland

Contact Person	**Phone#**	**Fax#**	**Email**
Octavio Duran Jr. Public Works Director	909-864-6861 x221	N/A	oduran@cityofhighland.org

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 x** **PM10 x**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
	x				

Scheduled Date of Federal Action: August 2027

NEPA Assignment – Project Type *(check appropriate box)*

Exempt	**Section 326 –Categorical Exemption**		**Section 327 – Non-Categorical Exemption**
		x	

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2022	2022	2027	2029
End	2027	2025	2028	2031

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

Purpose

- Provide improved mobility, connectivity, and access to and from SR-210 to better serve surrounding residential and commercial land uses, including historically disadvantaged communities in the City of Highland, the City of San Bernardino, San Bernardino County, and the San Manuel Tribal Community
- Provide more direct and efficient access to and from SR-210 and major destinations and local businesses.
- Improve multi-modal connectivity, compatibility, and equity to users of the transportation network.

Need

The existing access through the Highland Avenue interchange is a circuitous and inefficient route, as the existing interchange does not provide for the effective distribution and flow of traffic. In addition, the existing interchanges provide inefficient connectivity options to and from SR-210 for residents, as well as local and regional businesses/employers that are served by the existing SR-210/Highland Avenue and SR-330/Highland Avenue interchanges. The existing multi-modal facilities in the project area are not convenient to users. Existing bus stops for public transportation do not have standard shelters or a safe place for commuters to sit. Although bicycle access along Victoria Avenue is available, the bicycle lane width is not consistent; at some locations the bicycle lane width is 4 feet wide or less.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The surrounding land uses include single-family and multi-family residences, storage centers, a motel, commercial and retail centers, several schools, daycare centers, and recreational spaces and parks.

The San Bernardino Mountains are approximately 1.5 miles north and 2.5 miles east of the project limits along SR-210. Two drainages are within the project study area: Highland Creek and a second, partially underground, concrete drainage channel that feeds into Highland Creek. Land uses within the surrounding project area include the Yaamava' at San Manuel Resort and Casino, Patton State Hospital, the San Bernardino International Airport, and the Amazon Air Freight Fulfillment Center. Additional land uses consist of residential and commercial developments, as well as undeveloped parcels scattered throughout the area.

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

SR-210

2030 No Build; ADT=89,020; Truck ADT=7,010 (7.9%); LOS=F

2030 Build Alternative 1B2; ADT=93,100; Truck ADT=7,370 (7.9%); LOS=F

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

SR-210

2050 No Build; ADT=116,900; Truck ADT=11,880 (10.2%); LOS=F

2050 Build Alternative 1B2; ADT=117,590; Truck ADT=12,270 (10.4%); LOS=E

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

Victoria Avenue

2030 No Build; ADT=28,700; Truck ADT=1,580 (5.5%); LOS=E

2030 Build Alternative 1B2; ADT=30,900; Truck ADT=1,700 (5.5%); LOS=D

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

Victoria Avenue

2050 No Build; ADT=33,100; Truck ADT=1,820 (5.5%); LOS=F

2050 Build Alternative 1B2; ADT=36,100; Truck ADT=1,990 (5.5%); LOS=D

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

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

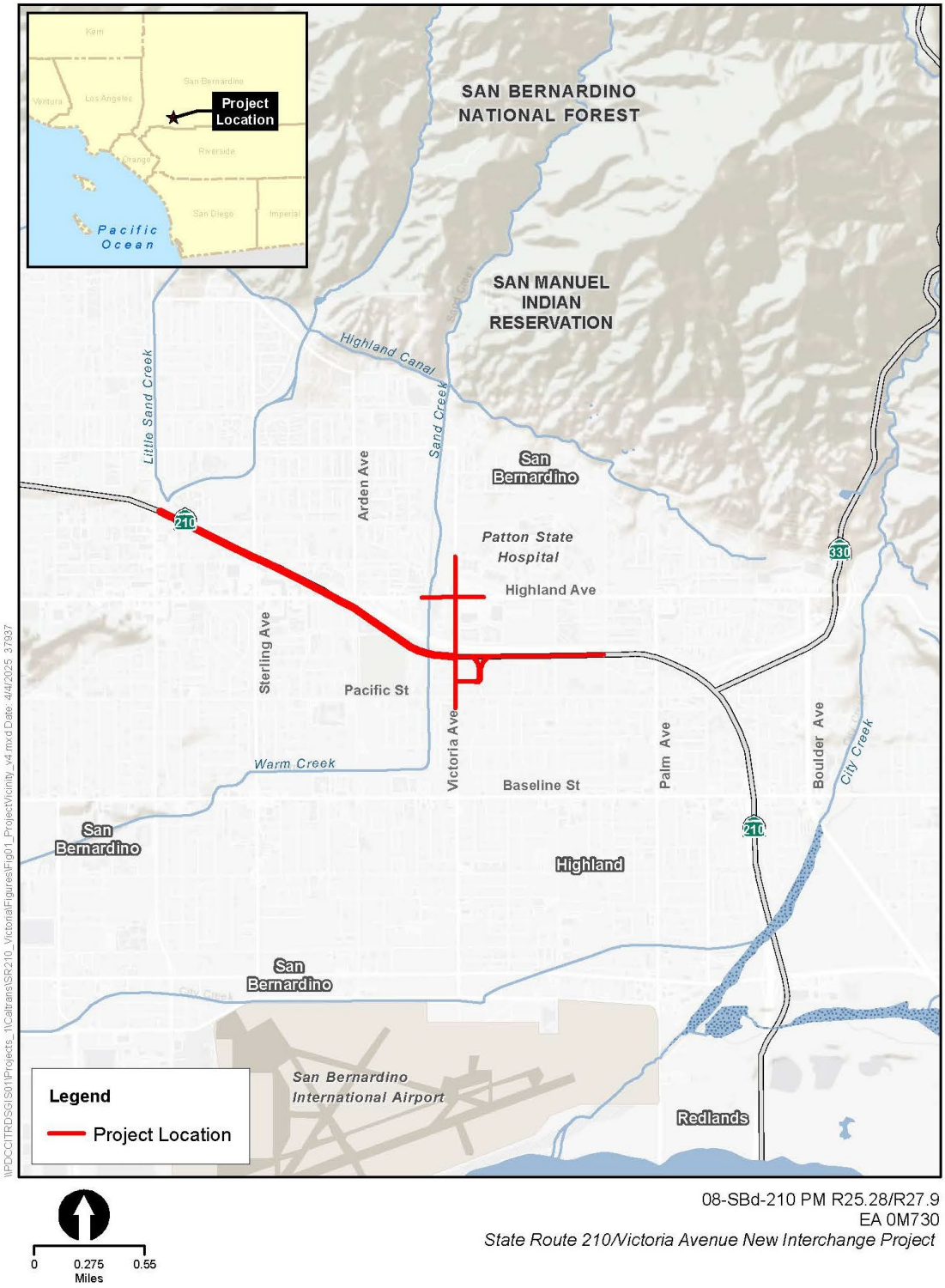

Figure 1. Map of the Project Location.

Figure 1. Map of the Project and Nearby Roadways.

$PM_{2.5}$/PM_{10} Hot-Spot Analysis

The SR-210 Victoria Avenue New Interchange Project is located within a nonattainment area for federal standards for particulate matter less than 2.5 micrometers in diameter ($PM_{2.5}$) and within an attainment/maintenance area for the federal standards for particulate matter less than 10 micrometers in diameter (PM_{10}). Therefore, per 40 Code of Federal Regulations (CFR) Part 93, hot-spot analyses are required for conformity purposes. However, the U.S. Environmental Protection Agency does not require hot-spot analyses—qualitative or quantitative—for projects that are not listed in Section 93.123(b)(1) as an air quality concern.

According to 40 CFR Part 93.123(b)(1), the following are Projects of Air Quality Concern (POAQC):

i. New highway projects 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 a 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 $PM_{2.5}$ and PM_{10} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project does not qualify as a POAQC because of the following reasons:

i) The build alternative would construct a new interchange between SR-210 and Victoria Avenue. Tables A and B list the average daily traffic (ADT) and truck ADT volumes along SR-210 and Victoria Avenue within the Project area for the opening year (2030) and horizon year (2050) conditions, respectively.

   Under Opening Year 2030 conditions (Table A), the Build Alternative 1B2 traffic volumes would increase in terms of ADT as well as truck ADT volumes. Along SR-210, the total ADT is projected to increase by up to 4,080 and the truck ADT is projected to increase by up to 360. Along Victoria Avenue, the total ADT is projected to increase by up to 11,450 and the truck ADT is projected to increase by up to 630. Therefore, construction of the new interchange would not significantly increase the number of diesel vehicles.

   Under Horizon Year 2050 conditions (Table B), the Build Alternative 1B2 traffic volumes would increase in terms of ADT as well as truck ADT volumes. Along SR-210, the total ADT is projected to increase by up to 690 and the truck ADT is projected to increase by up to 390. Along Victoria Avenue, the total ADT is projected to increase by up to 15,600 and the truck ADT is projected to increase by up to 860. Therefore, construction of the new interchange would not significantly increase the number of diesel vehicles.

ii) Tables C and D list the levels of service (LOS) and delay at the intersections within the Project area for the opening year (2030) and horizon year (2050) conditions, respectively. As shown, for all intersections that are currently operating under LOS E or

F conditions, the construction of Build Alternative 1B2 would reduce the average delay. In addition, as discussed above, the proposed Project would not significantly increase the number of diesel vehicles operating within the project study area. Therefore, the proposed Project would not affect intersections that are at a Level of Service D, E, or F with a significant number of diesel vehicles.

iii) The proposed build alternative does not include the construction of a new bus or rail terminal.

iv) The proposed build alternative does not expand an existing bus or rail terminal.

v) The proposed build alternative is not in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$ and PM_{10} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed SR-210/Victoria Avenue New Interchange Project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis and would not create a new, or worsen an existing, $PM_{2.5}$ and PM_{10} violation.

Table A. 2030 Traffic Volumes

Roadway Segment	No Build			Build Alternative 1B2			Project Change	
	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT
SR-210								
Between Highland Avenue and Victoria Avenue	89,020	7,010	7.9	93,100	7,330	7.9	4,080	320
Between Victoria Avenue and Ramona Expressway	89,020	7,010	7.9	92,500	7,370	8.0	3,480	360
Victoria Avenue								
North of Highland Avenue	28,700	1,580	5.5	30,900	1,700	5.5	2,200	120
Between Highland Avenue and WB SR-210 Ramps	14,550	800	5.5	26,000	1,430	5.5	11,450	630
Between WB SR-210 and EB SR-210 Ramps	15,300	840	5.5	23,900	1,310	5.5	8,600	470
Between EB SR-210 Ramps and Pacific Avenue	16,000	880	5.5	21,800	1,200	5.5	5,800	320
South of Pacific Street	16,400	900	5.5	19,700	1,080	5.5	3,300	180

Source: Fehr and Peers, November 2024
ADT = average daily traffic; SR-210 = State Route 210; EB = eastbound; WB = westbound

Table B. 2050 Traffic Volumes

Roadway Segment	No Build			Build Alternative 1B2			Project Change	
	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT
SR-210								
Between Highland Avenue and Victoria Avenue	116,900	11,880	10.2	115,790	12,050	10.4	-1,110	170
Between Victoria Avenue and Ramona Expressway	116,900	11,880	10.2	117,590	12,270	10.4	690	390
Victoria Avenue								
North of Highland Avenue	33,100	1,820	5.5	36,100	1,990	5.5	3,000	170
Between Highland Avenue and WB SR-210 Ramps	16,400	900	5.5	32,000	1,760	5.5	15,600	860
Between WB SR-210 and EB SR-210 Ramps	17,100	940	5.5	29,000	1,590	5.5	11,900	650
Between EB SR-210 Ramps and Pacific Avenue	17,800	980	5.5	25,900	1,420	5.5	8,100	440
South of Pacific Street	17,600	970	5.5	23,600	1,300	5.5	6,000	330

Source: Fehr and Peers, November 2024
ADT = average daily traffic; SR-210 = State Route 210; EB = eastbound; WB = westbound

Table C. 2030 Intersection Operations

Intersection	Peak Hour	No-Build		Alternative 1B2	
		Delay[1]	LOS[2]	Delay	LOS
Del Rosa Avenue/East Date Street	AM	**87**[3]	**F**	27	C
	PM	16	B	13	B
Del Rosa Avenue/SR-210 Westbound Ramps	AM	19	B	17	B
	PM	17	B	17	B
Del Rosa Avenue/SR-210 Eastbound Ramps	AM	30	C	30	C
	PM	**89**	**F**	42	D
Del Rosa Avenue/East Date Street/Date Place	AM	36	D	20	C
	PM	**76**	**E**	52	D
Highland Avenue/SR-210 Eastbound Off-Ramp	AM	**59**	**E**	18	B
	PM	**254**	**F**	18	B
Highland Ave/SR-210 Westbound On-Ramp/Arden Ave	AM	**55**	**E**	41	D
	PM	49	D	34	C
Highland Avenue/SR-210 Westbound Off-Ramp	AM	10	A	8	A
	PM	47	D	10	A
Arden Avenue/SR-210 Eastbound On-Ramp	AM	21	C	14	B
	PM	22	C	15	B
Highland Avenue/Victoria Avenue	AM	38	D	34	C
	PM	**58**	**E**	42	D
Victoria Avenue/SR-210 Westbound Ramps	AM	–[4]	–	7	A
	PM	–	–	9	A
Victoria Avenue/SR-210 Eastbound Ramps	AM	–	–	23	C
	PM	–	–	25	C
Victoria Avenue/Pacific Street	AM	28	C	31	C
	PM	22	C	28	C

Source: Fehr and Peers, November 2024

1. Delay in seconds
2. LOS = Level of Service
3. Bold indicates LOS E or F conditions
4. No intersection under this alternative

Table D. 2050 Intersection Operations

Intersection	Peak Hour	No-Build		Alternative 1B2	
		Delay[1]	LOS[2]	Delay	LOS
Del Rosa Avenue/East Date Street	AM	23	C	18	B
	PM	15	B	14	B
Del Rosa Avenue/SR-210 Westbound Ramps	AM	16	B	18	B
	PM	16	B	15	B
Del Rosa Avenue/SR-210 Eastbound Ramps	AM	23	C	24	C
	PM	**125**[3]	**F**	24	C
Del Rosa Avenue/East Date Street/Date Place	AM	19	B	21	C
	PM	28	C	22	C
Highland Avenue/SR-210 Eastbound Off-Ramp	AM	**200**	**F**	20	B
	PM	**250**	**F**	50	D
Highland Ave/SR-210 Westbound On-Ramp/Arden Ave	AM	**88**	**F**	**78**	**E**
	PM	**67**	**E**	**60**	**E**
Highland Avenue/SR-210 Westbound Off-Ramp	AM	34	C	16	B
	PM	**93**	**F**	20	C
Arden Avenue/SR-210 Eastbound On-Ramp	AM	21	C	13	B
	PM	**76**	**E**	16	B
Highland Avenue/Victoria Avenue	AM	38	D	36	D
	PM	**214**	**F**	41	D
Victoria Avenue/SR-210 Westbound Ramps	AM	–[4]	–	9	A
	PM	–	–	10	B
Victoria Avenue/SR-210 Eastbound Ramps	AM	–	–	27	C
	PM	–	–	27	C
Victoria Avenue/Pacific Street	AM	29	C	42	D
	PM	33	C	43	D

Source: Fehr and Peers, November 2024

1. Delay in seconds
2. LOS = Level of Service
3. Bold indicates LOS E or F conditions
4. No intersection under this alternative