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- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
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Additional Support Material Agenda Item No. 26

Board of Directors Meeting

November 4, 2015

10:15 am

Location:

San Bernardino Associated Governments
Santa Fe Depot – SANBAG Lobby 1st Floor
1170 W. 3rd Street, San Bernardino, California 92410

Discussion Calendar

Project Delivery

26. I-10 Corridor Project - Reconfirm Locally Preferred Alternative

That the Board, acting in its capacity as the San Bernardino Transportation Commission:
Reconfirm Express Lanes as the Locally Preferred Alternative for the I-10 Corridor Project.

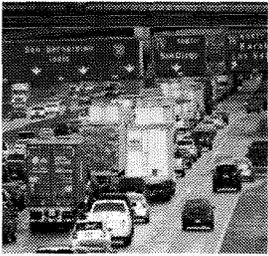
The power point presentation is attached.



I-10 CORRIDOR PROJECT

RECONFIRM I-10 LOCALLY PREFERRED ALTERNATIVE (LPA)



I-10 Corridor Environmental Impact Report (EIR) / Environmental Impact Study (EIS) Summary

I-10 Build Alternatives

- Alternative 2 - One High Occupancy Vehicle Lane in each direction of I-10 from the current HOV terminus near Haven Avenue in the City of Ontario to Ford Street in the City of Redlands, a distance of approximately 25 miles.
- Alternative 3 -Two Express Lanes in each direction from the LA/SB County Line to California Street (near SR-210) in the City of Redlands and one Express Lane in each direction from California Street to Ford Street in the City of Redlands, a total of 33 miles.



CEQA/NEPA Document

- The EIR - California Environmental Quality Act (CEQA) and EIS - National Environmental Policy Act (NEPA) analyze project impacts and identify avoidance, minimization, and mitigation measures to reduce impacts.



EIR/EIS includes:

- Chapter 1 - Proposed Project
- Chapter 2 - Project Alternatives
- Chapter 3 – Affected Environment, Environmental Consequences, and Avoidance, Minimization, and /or Mitigation Measures
- Chapter 4 – CEQA
- Chapter 5 – Comments & Coordination
- Chapter 6 – List of Preparers
- Chapter 7 – Distribution List



EIR/EIS Process

- Public Review of Draft EIR/EIS: December – February
- Public Hearing: January 2016
- Public comments addressed and incorporated into the Final EIR/EIS
- Final document approval in 2017



Draft EIR/EIS 5-Steps of Review

- Step 1: Caltrans District NEPA QC Review
- Step 2: Caltrans Headquarters (HQ) and Legal Review
- Step 3: Caltrans District Final Review
- Step 4: Caltrans HQ Preapproval Review
- Step 5: Caltrans District Review and Approval to Circulate



Technical studies for the project:

Community Impact Assessment (July 2015)	Biological Assessment (December 2014)
Preliminary Geotechnical Report (April 2015)	Paleontological Identification Report/Paleontological Evaluation Report (December 2014)
Visual Impact Assessment (March 2015)	Initial Site Assessment (September 2014)
Historic Property Survey Report (April 2015)	Air Quality Technical Study (July 2015)
Historical Resources Evaluation Report (April 2015)	Finding of No Adverse Effect with Non-Standard Conditions (May 2015)
Archaeological Survey Report (April 2015)	Noise Study Report (July 2015)
Location Hydraulic Study (December 2014)	Natural Environment Study (April 2015)
Floodplain Evaluation Report (December 2014)	Jurisdictional Delineation Report (March 2014)
Water Quality Assessment Report (May 2015)	Relocation Impact Assessment (February 2015)
Noise Abatement Decision Report (July 2015)	Traffic Study (August 2014)



Mitigation Highlights

- All impacts, with the exception of air quality, can be mitigated to below a level of significance.
- Alternative 2 requires no resident or business displacement, while Alternative 3 displaces 42 residential units (109 displacees) and 11 non-residential properties.
- 122 (Alternative 2) to 142 (Alternative 3) avoidance, minimization, and/or mitigation measures identified.
- Low-Income Equity Program to enable low-income households to use facility (Alternative 3).



Mitigation Highlights

- Removal of trees will be replaced with new trees and plants to the greatest extent feasible.
- Euclid Avenue is a historic resource and will be reconstructed to reflect its cultural sensitivity. Worked closely with Caltrans and the Cities of Ontario and Upland.
- The South Coast Basin is in an area of non-attainment for air quality. Air quality impacts exist in the current condition and therefore exist for both build alternatives, which will require a Finding of Overriding Significance.



Mitigation Highlights

- Approximately 14 (Alternative 2) to 24 (Alternative 3) new soundwalls are proposed, for a
 - Total length ranging from approximately 24,297 (Alternative 2) to 31,011 (Alternative 3) linear feet
 - Alternative 3 also includes approximately 22,755 linear feet of soundwall to be replaced-in-kind.
- Limited habitat exists in the project area.
 - Focused surveys for Delhi sands flower-loving fly are being conducted.
- Permanent impacts to Waters of the State are approximately 11 acres. Mitigation is estimated to cost \$2.5 million.





I-10 CORRIDOR PROJECT

**RECONFIRM I-10 LOCALLY
PREFERRED ALTERNATIVE (LPA)**