COMMUNITY IMPACT ASSESSMENT

Interstate 10 Corridor Project

San Bernardino and Los Angeles Counties

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Summary

This Community Impact Assessment (CIA) assesses potential major impacts or substantial issues to be resolved with changes in land use, growth, community character, traffic and transportation/pedestrian and bicycle facilities, and public involvement that could result from implementation of the proposed Interstate 10 (I-10) Corridor Project.

Land Use

Construction of both build alternatives would result in the conversion of existing land uses, such as residential, commercial, industrial, open space, and public facilities, to transportation-related uses. Alternative 3 would permanently affect 17.94 acres of land adjacent to I-10, and Alternative 2 would affect 0.33 acre of land adjacent to I-10.

Right-of-way (ROW) and construction easements would be required to construct the project and would necessitate partial and full acquisitions of parcels. Overall, Alternative 2 would affect approximately 0.3 acre of 6 parcels with partial acquisitions. Alternative 3 would affect approximately 18 acres of 171 parcels, 54 (42 residential units and 12 nonresidential) for full acquisition and 150 for partial acquisition. Temporary construction easements (TCEs) may be required on 122 parcels for Alternative 2 and 433 parcels for Alternative 3. There may also be a partial acquisition of 0.14 acre of MacArthur Park that would be required for construction of Alternative 3.

The project is generally consistent with the overall goals and policies of Los Angeles and San Bernardino counties, as well as the affected jurisdictions. Although no construction would physically occur within Los Angeles County, the Los Angeles County General Plan was reviewed for relevant goals and policies to evaluate consistency within the transition area, which may include construction staging or roadway striping in Los Angeles County.

Growth

Given the shortage of major developable vacant lands within the study area of the proposed project, none of the build alternatives would provide a significant advantage to affect development decisions in the area. The I-10 Corridor Project is not expected to substantially influence the overall amount or type of growth. The pattern and rate of population and housing growth would be expected to remain consistent with the

population anticipated by existing General Plans for the area. The potential for growth in the study area is consistent with local land use plans and current trends. The project would not influence growth, and no growth-related impacts are expected. Current growth trends and potential future growth are considered in local land use plans, and the project would not influence growth that is not currently planned.

The build alternatives do not remove an impediment to growth because the proposed project is consistent with existing and future plans. Rather, the build alternatives include capacity enhancements along an existing interstate freeway corridor that are intended to respond to expected 2045 demand and improve existing and future operations. Future growth, as approved in the context of adopted regional and local plans, requires such management approaches to attempt to maintain acceptable levels of service (LOS) on the transportation system. The project would not result in direct adverse growth-related impacts.

Community Character

According to several indicators of community cohesion, including high homeownership rates, ethnic homogeneity, and a high percentage of persons aged 65 and over, it can be concluded there is a high degree of community cohesion in many parts of the study area; however, the proposed project is being built along an existing transportation corridor, which would limit any division of neighborhoods/communities.

Construction of Alternative 3 would displace 42 residential units, approximately 109 residents, and 12 nonresidential properties, and it would result in physical changes that could permanently alter the character of the existing community. However, a sufficient number of comparable replacement dwellings and business units exist within the same city area.

Environmental justice populations exist within the study area, particularly dominating the western portion, while the eastern portion has a more affluent population consisting of fewer minorities. Both build alternatives would benefit most study area residents, including minority and low-income populations, by improving mobility and circulation throughout the study area. The build alternatives would not have disproportionately high or adverse impacts per Executive Order (EO) 12898 to Non-White, Hispanic or Latino, or low-income populations within the reference populations because they would not result in adverse impacts being predominantly

borne by a minority or low-income population, nor would adverse impacts be appreciably more severe to these populations.

During the construction phase, residents may be disrupted and inconvenienced by detours, local road closures, dust, noise, and heavy construction equipment traffic on existing city streets. These issues would be addressed in advance by development and implementation of a Transportation Management Plan (TMP) prior to project approval.

Traffic and Transportation/Pedestrian and Bicycle Facilities

Overall, the project is intended to improve traffic congestion and reduce travel times; thus, east-west regional automobile and bus travel access would improve under the build alternatives. The project would be designed to retain existing pedestrian and bicycle circulation routes, and no arterial roadways would be permanently closed. Both build alternatives would result in the loss of parking. Alternative 2 would result in the permanent loss of 22 spaces in the city of Fontana, and Alternative 3 would result in the loss of 210 spaces in the cities of Montclair, Ontario, Upland, Fontana, and Colton.

Temporary impacts to circulation and access would result from construction activities, including mainline lane closures and ramp connector closures. Full freeway lane, ramp, and arterial street closures would also be required during night times and on weekends, or for a period less than 10 days during various roadway and structure construction activities. No two consecutive off-ramps or two consecutive on-ramps in the same direction would be closed concurrently. The TMP would be a specialized program tailored to accommodate major traffic movements during construction and to minimize construction impacts by applying a variety of traffic management techniques, some of which are identified above. In summary, operation of the build alternatives would not result in substantial, adverse effects on traffic and transportation/pedestrian or bicycle facilities.

Public Involvement

Community outreach and participation have been integrated into the project development process from the outset, including public scoping, alternatives development, and extensive public and agency stakeholder involvement. Special outreach efforts have included ongoing CAG meetings, public briefings, town hall meetings, educational forums, workshops, mailers, and flier distribution, as well as

through electronic and social media. Future public involvement includes the circulation of the draft and final environmental document and a public hearing.

Table S-1. Summary of Potential Impacts from Alternatives

Potential	Potential Impact		Alternative 2 High- Occupancy Vehicle Lane	Alternative 3 Express Lanes
	Consistency with the Los Angeles County General Plan	No impact	No impact	No impact
Land Use (See Table 2-3 for additional inconsistencies.)	Consistency with the San Bernardino County General Plan	Inconsistent with goals and policies related to roadway capacity requirements, funding, working with other agencies to improve traffic conditions, and encouraging automobile reduction incentive programs.	No impact	No impact
	Consistency with the City of Pomona General Plan	Inconsistent with goals and policies related to interchange improvements, strengthening regional mobility, reducing GHGs, and collaborating with other agencies to improve traffic conditions.	No impact	No impact
	Consistency with the City of Claremont General Plan	Inconsistent with goals and policies related to providing missing sidewalks and bicycle lanes, collaborating with other agencies to improve traffic conditions, and improving signage on designated truck routes.	No impact	No impact
	Consistency with the City of Montclair General Plan	Inconsistent with a goal related to collaborating with other agencies to improve traffic conditions.	No impact	No impact

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Table S-1. Summary of Potential Impacts from Alternatives

Potential	l Impact	Alternative 1 No Build	Alternative 2 High- Occupancy Vehicle Lane	Alternative 3 Express Lanes
	Consistency with the City of Upland General Plan	No impact	No impact	No impact
	Consistency with the City of Ontario General Plan	Inconsistent with a goal related to collaborating with other agencies to improve traffic conditions.	No impact	No impact
	Consistency with the City of Fontana General Plan	Inconsistent with goals and policies related to improving traffic conditions and intersection improvements.	No impact	No impact
	Consistency with the City of Rialto General Plan	Inconsistent with goals and policies related to improving traffic conditions, implementation of the proposed project, and accommodating improvements for pedestrians and bicyclists.	No impact	No impact
	Consistency with the Bloomington Community Plan	Inconsistent with goals and policies related to improving goods movement and flood control improvements.	No impact	No impact
	Consistency with the City of Colton General Plan	Inconsistent with a policy related to pursuing funding for transportation.	No impact	No impact
	Consistency with the City of San Bernardino General Plan	Inconsistent with goals and policies related to improving traffic conditions and accommodating improvements for pedestrians and bicyclists.	No impact	No impact

Table S-1. Summary of Potential Impacts from Alternatives

Potential	l Impact	Alternative 1 No Build	Alternative 2 High- Occupancy Vehicle Lane	Alternative 3 Express Lanes
	Consistency with the City of Loma Linda General Plan	Inconsistent with goals and policies related to improving traffic conditions and accommodating improvements for pedestrians and bicyclists.	No impact	No impact
	Consistency with the City of Redlands General Plan	Inconsistent with goals and policies related to improving traffic conditions and accommodating improvements for pedestrians and bicyclists.	No impact	No impact
	Consistency with the City of Yucaipa General Plan	Inconsistent with goals and policies related to improving traffic conditions and accommodating improvements for pedestrians and bicyclists.	No impact	No impact
Coastal Zone		No impact	No impact	No impact
Wild and Scenic Rivers		No impact	No impact	No impact
Parks and Recreation		No impact	No impact	Acquisition of 0.14 acre and 0.04-acre footing easement of MacArthur Park.
Growth		The No Build Alternative is inconsistent with the regional mobility goals in the study area; however, it is not anticipated to influence growth within the study area.	No impact	No impact
Farmland/Timberl	Farmland/Timberland		No impact	8 farmland parcels would result in partial acquisition, footing easements, or temporary impacts.

Table S-1. Summary of Potential Impacts from Alternatives

Potential Impact		Alternative 1 No Build	Alternative 2 High- Occupancy Vehicle Lane	Alternative 3 Express Lanes
Community Character and Cohesion		The No Build Alternative is inconsistent with local agency gateway projects.	No impact	Community character and cohesion would be altered as a result of the 42 residential acquisitions; however, no adverse effect is anticipated.
Utilities/Emergency Services		Without the proposed project improvements, emergency response times would continue to worsen for the No Build Alternative.	Approximately 131 utilities have the potential to be affected by the proposed improvements.	Approximately 131 utilities have the potential to be affected by the proposed improvements. The Monte Vista Pump House would be removed from its existing location but relocated on the same parcel.
	Housing Displacements	No impact	No impact	42 residential unit acquisitions
	Business Displacements	No impact	No impact	12 business displacements
Relocations	Utility Displacements	No impact	Approximately 131 utilities have the potential to be affected by the proposed improvements.	Approximately 131 utilities have the potential to be affected by the proposed improvements. The Monte Vista Pump House would be removed from its existing location but relocated on the same parcel.
Environmental Justice		No impact	No impact	Environmental justice populations need to be considered when determining toll account requirements.

Table S-1. Summary of Potential Impacts from Alternatives

Potential Impact	Alternative 1 No Build	Alternative 2 High- Occupancy Vehicle Lane	Alternative 3 Express Lanes
Traffic and Transportation/Pedestrian and Bicycle Facilities	The existing multimodal transportation system would not be enhanced by new choices for commuting, as well as improved traffic conditions on I-10, without the proposed project improvements.	Permanent loss of 22 parking spaces.	Permanent loss of 210 parking spaces.
Cumulative Impacts	Inconsistent with current regional Express Lanes Program goals, as included in the 2012 Regional Transportation Plan.	No impact	No impact

Table of Contents

Sun	ımary	•••••••••••••••••••••••••••••••••••••••	i
Cha	pter 1	Introduction	1
1.1	What	is a Community Impact Assessment	1
1.2	Laws	and Regulation	1
1.3	Assess	sment Process and Methodology Used	4
1.4	Propos	sed Project	4
	1.4.1	Purpose for the Project	4
	1.4.2	Need for the Project	5
	1.4.3	Proposed Project	5
1.5	Study	Area	8
Cha	pter 2	Land Use	11
2.1	Existin	ng and Future Land Use	11
	2.1.1	Affected Environment	11
	2.1.2	Environmental Consequences	26
	2.1.3	Avoidance, Minimization, and Mitigation Measures	28
2.2	Consis	stency with State, Regional, and Local Plans	28
	2.2.1	Affected Environment	30
	2.2.2	Environmental Consequences	64
	2.2.3	Avoidance, Minimization, and/or Mitigation Measures	85
2.3	Farmla	ands/Timberlands	85
	2.3.1	Affected Environment	
	2.3.2	Environmental Consequences	
	2.3.3	Avoidance, Minimization, and/or Mitigation Measures	
2.4	Parks	and Recreation	
	2.4.1	Affected Environment	
	2.4.2	Environmental Consequences	
	2.4.3	Avoidance, Minimization, and/or Mitigation Measures	101
Cha	pter 3	Growth	103
3.1	Affect	ed Environment	103
3.2	Enviro	onmental Consequences	106
3.3	Avoid	ance, Minimization, and/or Mitigation Measures	110

Cha	pter 4	Community Character	111	
4.1	Popul	ation and Housing	111	
	4.1.1	Affected Environment	111	
	4.1.2	Environmental Consequences	140	
	4.1.3	Avoidance, Minimization, and/or Mitigation Measures	144	
4.2	Econo	omic Conditions	145	
	4.2.1	Affected Environment	145	
	4.2.2	Environmental Consequences	156	
	4.2.3	Avoidance, Minimization, and/or Mitigation Measures	162	
4.3	Comn	nunity Facilities and Services		
	4.3.1	Affected Environment	173	
	4.3.2	Environmental Consequences	185	
	4.3.3	Avoidance, Minimization, and/or Mitigation Measures	190	
4.4	Reloc	ations	191	
	4.4.1	Affected Environment	191	
	4.4.2	Environmental Consequences	191	
	4.4.3	Avoidance, Minimization, and/or Mitigation Measures	195	
4.5	Envir	onmental Justice	195	
	4.5.1	Affected Environment	195	
	4.5.2	Environmental Consequences	196	
	4.5.3	Avoidance, Minimization, and/or Mitigation Measures	212	
Cha	pter 5	Traffic and Transportation / Pedestrian and Bicycle		
		Facilities	215	
5.1	Affect	ted Environment	215	
	5.1.1	Access, Circulation, and Parking	215	
	5.1.2	Public Transportation	216	
5.2	Enviro	onmental Consequences	227	
	5.2.1	Access, Circulation, and Parking	227	
	5.2.2	Public Transportation	232	
5.3	Avoid	lance, Minimization, and/or Mitigation Measures	235	
Cha	pter 6	Public Involvement	237	
6.1	Comn	nunity-Based Organizations	238	
6.2	Stakel	holders	238	
6.3	Outre	ach to Minority and Low-Income Communities	240	
6.4	Comn	nunity Participation Program	242	
6.5	Result	Results248		

Appendix A	References Used and Contacts	249		
Appendix B	Appendix B List of Preparers25			
Appendix C	Summary of Relocation Benefits	257		
Appendix D	General Plan Land Uses	259		
Appendix E	Ramp Closure Study	309		
Appendix F	Farmland Conversion Impact Rating Form (NRCS CPA-106)	359		
List of Figures				
Figure 1-1. Projec	t Vicinity Map	6		
Figure 1-2. Projec	t Location Map	7		
Figure 1-3. Censu	s Tracts within 0.25 Mile (Alternative 2)	9		
Figure 1-4. Censu	s Tracts within 0.25 Mile (Alternative 3)	10		
Figure 2-1. Relate	ed Projects (Sheet 1 of 5)	21		
Figure 2-2. Relate	ed Projects (Sheet 2 of 5)	22		
Figure 2-3. Relate	ed Projects (Sheet 3 of 5)	23		
Figure 2-4. Related Projects (Sheet 4 of 5)24				
Figure 2-5. Relate	ed Projects (Sheet 5 of 5)	25		
Figure 2-6. Existing	ng Farmland	87		
Figure 2-7 Farmland Impacts in Ontario90				
Figure 2-8 Farmla	and Impacts in Redlands	91		
Figure 4-1. Comm	nunity Facilities and Services (Sheet 1 of 5)	163		
Figure 4-2. Comm	nunity Facilities and Services (Sheet 2 of 5)	165		
Figure 4-3. Comm	nunity Facilities and Services (Sheet 3 of 5)	167		
Figure 4-3. Comm	nunity Facilities and Services (Sheet 4 of 5)	169		
Figure 4-4. Comm	nunity Facilities and Services (Sheet 5 of 5)	171		
Figure 4-6. Percen	ntage of Non-White Population (Alternative 2)	197		
Figure 4-7. Percen	ntage of Non-White Population (Alternative 3)	198		
Figure 4-8. Percen	ntage of Hispanic or Latino Population (Alternative 2)	199		
Figure 4-9. Percentage of Hispanic or Latino Population (Alternative 3)200				
Figure 4-10. Perce	entage of Individuals below Poverty Level (Alternative 2)	201		
Figure 4-11. Perce	entage of Individuals below Poverty Level (Alternative 3)	202		
Figure 4-12. Medi	ian Household Income (Alternative 2)	203		
Figure 4-13 Median Household Income (Alternative 3)				

Figure 5-1. Existing and Proposed Bikeways (Sheet 1 of 4)	219
Figure 5-1. Existing and Proposed Bikeways (Sheet 2 of 4)	221
Figure 5-1. Existing and Proposed Bikeways (Sheet 3 of 4)	223
Figure 5-1. Existing and Proposed Bikeways (Sheet 4 of 4)	225
List of Tables	
Table S-1. Summary of Potential Impacts from Alternatives	iv
Table 2-1. Related Projects	15
Table 2-2. Land Use Impacts by Build Alternative	26
Table 2-3. Consistency with Plans and Policies	65
Table 2-4. I-10 Corridor Study Area Farmland	88
Table 2-5. Summary of Potential Impacts to Farmlands under Alternative 3	89
Table 2-6. Parks and Recreational Centers within the Study Area	95
Table 2-7. Alternative 2 Parks and Recreation Impacts	99
Table 2-8. Alternative 3 Parks and Recreation Impacts	100
Table 3-1. Annual Average Growth Rate Percentages	105
Table 4-1. Adopted SCAG Regionwide Forecasts	111
Table 4-2. Neighborhoods	113
Table 4-3. Age Distribution	121
Table 4-4. Ethnic Composition	126
Table 4-5. Housing Profile	135
Table 4-6. Potential Full Acquisitions	141
Table 4-7. Travel Patterns	148
Table 4-8. Employment Industries	151
Table 4-9. Community Facilities and Services	173
Table 4-10. Utilities	183
Table 4-11. Potential Displacements	192
Table 4-12. Environmental Justice	206
Table 5-1. Public Transportation Options in Project Area by Jurisdiction	216
Table 5-2. Roadway Impacts	227
Table 5-3. Parking Impacts (Alternative 2)	229
Table 5-4. Parking Impacts (Alternative 3)	229
Table 6-1. List of CAG Members	244

List of Acronyms and Abbreviations

AARP American Association of Retired Persons

ABCW Association of Black Correctional Workers

ADA Americans with Disabilities Act

APN Assessor's Parcel Number

ARA Agricultural Resource Area

AREAA Asian Real Estate Association of America

ARMC Arrowhead Regional Medical Center

BMPs Best Management Practices

BRT Bus Rapid Transit

CAG Community Advisory Group

Caltrans California Department of Transportation

CCAEJ Center for Community Action and Environmental Justice

CEQ Council on Environmental Quality

CEQA California Environmental Quality Act

CFR Code of Federal Regulations

CHIN Caltrans Highway Information Network

CHP California Highway Patrol

CIA Community Impact Assessment

CJUSD Colton Joint Unified School District

CMS changeable message sign

COZEEP Construction Zone Enhanced Enforcement Program

CSA construction staging area

CSUSB California State University, San Bernardino

DOC California Department of Conservation

DRIS Draft Relocation Impact Statement

DRPA Devore Rural Protection Association

EB eastbound

EO Executive Order

EPD Employment Protection District

ESA environmentally sensitive area

FHWA Federal Highway Administration

FMMP Farmland Mapping and Monitoring Program

FPPA Farmland Protection Policy Act

FTA Federal Transit Administration

FTIP Federal Transportation Improvement Program

GHG greenhouse gas

GIS Geographic Information System

GP general purpose

HOT high-occupancy toll

HOV high-occupancy vehicle

I-10 Interstate 10

ISI Institute for Sustainable Infrastructure

ISTEA Intermodal Surface Transportation Efficiency Act of 1991

kV kilovolt

LA/SB Los Angeles/San Bernardino

LOS level of service

LRT light-rail transit

Metro Los Angeles County Metropolitan Transportation Authority

MPO Metropolitan Planning Organization

MSWMP Master Stormwater System Maintenance Program

NEPA National Environmental Policy Act

NPDES National Pollutant Discharge Elimination System

NPS National Park Service

NRCS Natural Resources Conservation Service

NRHP National Register of Historic Places

OCTA Orange County Transportation Authority

OHM Oak Hills Marketplace

PM Post Mile

RAP Relocation Assistance Program

RCP Regional Comprehensive Plan

RCTC Riverside County Transportation Commission

ROW right-of-way

RTP Regional Transportation Plan

SANBAG San Bernardino Associated Governments

SANDAG San Diego Association of Governments

SB Senate Bill

SBCCD San Bernardino Community College District

SCAG Southern California Association of Governments

SCAQMD South Coast Air Quality Management District

SCE Southern California Edison

SCS Sustainable Communities Strategy

SEA Significant Ecological Area

SER Standard Environmental Reference

SOV single-occupancy vehicle

SR State Route

SWIP Southwest Industrial Park

TCE temporary construction easement

TDM Transportation Demand Management

TMP Transportation Management Plan

TOD Transit-Oriented District

U.S.C. United States Code

USDA United States Department of Agriculture

v/c volume to capacity

VTrans Valley Transportation Services

WB westbound

WIB Workforce Investment Board

Chapter 1 Introduction

This Community Impact Assessment (CIA) is prepared for the Interstate 10 (I-10) Corridor Project by California Department of Transportation (Caltrans), or an authorized agent, in accordance with Caltrans standards as defined in the Standard Environmental Reference (SER). The information in this document has been prepared as a "blended" assessment to comply with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), and other substantive environmental laws applicable to the subjects addressed in this document.

Per authority under "NEPA Delegation," the environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 United States Code (U.S.C.) 327.

1.1 What is a Community Impact Assessment

The purpose of this report is to provide information regarding social, economic, and land use effects of the project so that final transportation decisions will be made in the public interest. The report is intended to clearly describe the relevant existing conditions and the potential socioeconomic impacts of the project.

NEPA and CEQA require consideration of social and economic impacts of projects in the preparation of environmental documents.

1.2 Laws and Regulation

National Environmental Policy Act

The Council on Environmental Quality (CEQ) regulations, which established the steps necessary to comply with NEPA, requires evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences that may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 *Code of Federal Regulations* (CFR) 1508.8, refers to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

California Environmental Quality Act

CEQA also requires the analysis of a project's potential to induce growth. CEQA Guidelines, Section 15126.2(d), requires that environmental documents "...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 and related statutes require that there be no discrimination in federally assisted programs on the basis of race, color, national origin, age, sex, or disability (religion is a protected category under the Fair Housing Act of 1968). All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project.

Executive Order 12898

All projects involving a federal action must comply with Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by President Clinton on February 11, 1994. This EO directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. "Low-income" is defined based on the Department of Health and Human Services poverty guidelines. For 2010, this was \$22,050 for a family of four. The 2010 poverty guidelines were used to be consistent with the 2010 U.S. Census data.

Caltrans Relocation Assistance Program

The Caltrans Relocation Assistance Program (RAP) is based on the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended, and 49 CFR 24. The purpose of the RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 U.S.C. 2000d, *et seq.*).

The Americans with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 extends the protection of the 1964 Civil Rights Act to the disabled, prohibiting discrimination in public accommodations and transportation and other services. The ADA stipulates involving the community, particularly those with disabilities, in the development and improvement of services.

The Farmland Protection Policy Act

NEPA and the Farmland Protection Policy Act (FPPA) (U.S.C. 4201, 4209, and its regulations, 7 CFR Ch. VI, Part 658) require federal agencies such as the Federal Highway Administration (FHWA) to coordinate with the Natural Resources Conservation Service (NRCS) if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. For the purposes of the FPPA, farmland includes Prime Farmland, Unique Farmland, and Farmlands of Statewide or Local Importance.

The California Land Conservation Act of 1965 (Williamson Act)

The California Land Conservation Act, better known as the Williamson Act, is a nonmandated State program administered by counties and cities to preserve agricultural lands by discouraging the premature conversion of farmland to urban uses. Although participation in the program is voluntary on the part of landowners and local governments, tax incentives for private landowners, as well as planning advantages and fiscal assistance to local governments, have made it the State's premier agricultural land protection program since its enactment in 1965. The Williamson Act program allows individual property owners to have their property assessed on the basis of its agricultural production rather than at its current market value. The property owner is thus relieved of having to pay higher property taxes as long as the land remains in agricultural production. The State also provided subventions to local governments that participate in the land conservation program by taking on Williamson Act contracts. Subventions provide fiscal assistance to local governments by partially replacing property tax revenues lost on contracted lands and offsetting some local costs for administering the program.

Once a Williamson Act contract has been entered into, the landowner forgoes the possibility of converting their property into nonagricultural uses in return for lower taxes, and the local government foregoes a portion of its property tax revenue in return for subventions, planning advantages, and values implicit in retaining

agricultural land. Williamson Act contracts have an initial term of 10 years, with an automatic renewal occurring each year unless a notice of nonrenewal is filed or a contract cancellation is approved by the local government.

CFR 652 Accommodations for Pedestrians and Bicyclists

Full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects. CFR 652 further directs that special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

Intermodal Surface Transportation Efficiency Act of 1991

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) incorporates Sections 109(h) and 128 of Title 23 of the U.S.C. on highways, which requires that social and economic impacts of proposed federal aid projects be determined, evaluated, and eliminated or minimized as part of environmental documentation for project development. These include "destruction or disruption of man-made and natural resources, aesthetic values, community cohesion, and the availability of public facilities and services; adverse employment effects, and tax and property values losses; injurious displacement of people, businesses, and farms; and disruption of desirable community and regional growth." The implementing regulations for the legislation are contained in 23 CFR 771.

1.3 Assessment Process and Methodology Used

Windshield surveys of the study area were completed in January 2013. The surveys were conducted to obtain information on the types of communities, people, and land uses within the study area to supplement the detailed demographic data for the study area from the U.S. Census. American Community Survey and decennial census data were collected for years 2000 and 2010.

1.4 Proposed Project

1.4.1 Purpose for the Project

The purpose of the I-10 Corridor Project is to improve traffic operations on I-10 in San Bernardino County to reduce congestion, increase throughput, and enhance trip reliability for the planning design year of 2045.

The objectives of the project are to:

- Reduce volume-to-capacity (v/c) ratios along the corridor;
- Improve travel times within the corridor;
- Provide a facility that is compatible with transit and other modal options;
- Provide consistency with the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP);
- Provide a cost-effective project solution; and
- Minimize environmental impacts and right-of-way (ROW) acquisition.

1.4.2 Need for the Project

The deficiencies of I-10 within the project limits are summarized below:

- Substantial portions of the I-10 mainline general purpose (GP) lanes peakperiod traffic demand currently exceeds capacity;
- Nearly all of the I-10 mainline GP lanes are projected to exceed capacity in future years; and
- The I-10 existing mainline high-occupancy vehicle (HOV) lanes operation is degraded during peak periods.

1.4.3 Proposed Project

Caltrans, in cooperation with the San Bernardino Associated Governments (SANBAG), proposes to add capacity through all or a portion of the 33-mile stretch of I-10 from the Los Angeles/San Bernardino (LA/SB) county line to Ford Street in San Bernardino County. The project limits, including transition areas, extend from approximately 0.4 mile west of White Avenue in Pomona at Post Mile (PM) 44.9 to Live Oak Canyon Road in Yucaipa at PM 37.0.

Alternative 1: No Build Alternative

Alternative 1 (No Build Alternative) would maintain the existing lane configuration of I-10 within the project limits with no additional mainline lanes or associated capacity-increasing improvements to be provided. Figures 1-1 and 1-2 show the project vicinity and project location maps, respectively. Although local government agencies may analyze, fund, and construct interchange improvements or improve local roads within the project limits in the future, it is not anticipated that these projects will address the current and future increase in v/c ratios and travel times on I-10 or provide a facility that is compatible with future transit and other modal options.

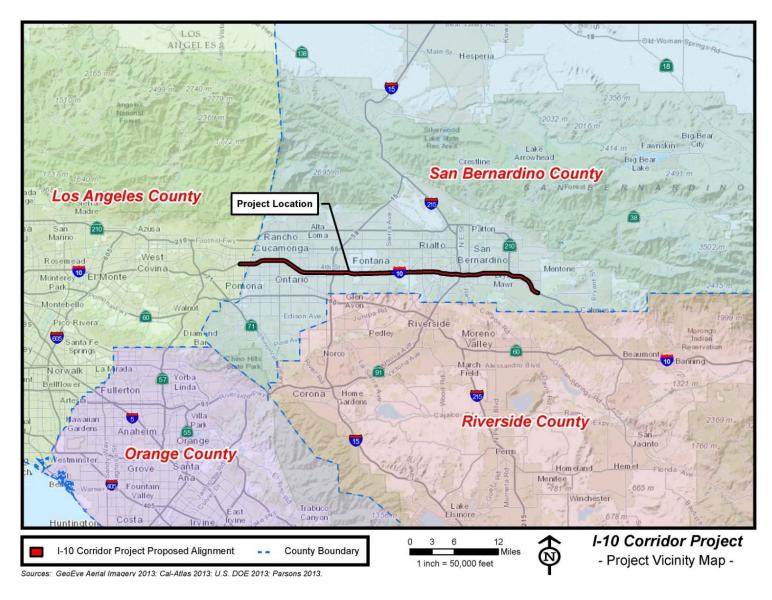


Figure 1-1. Project Vicinity Map

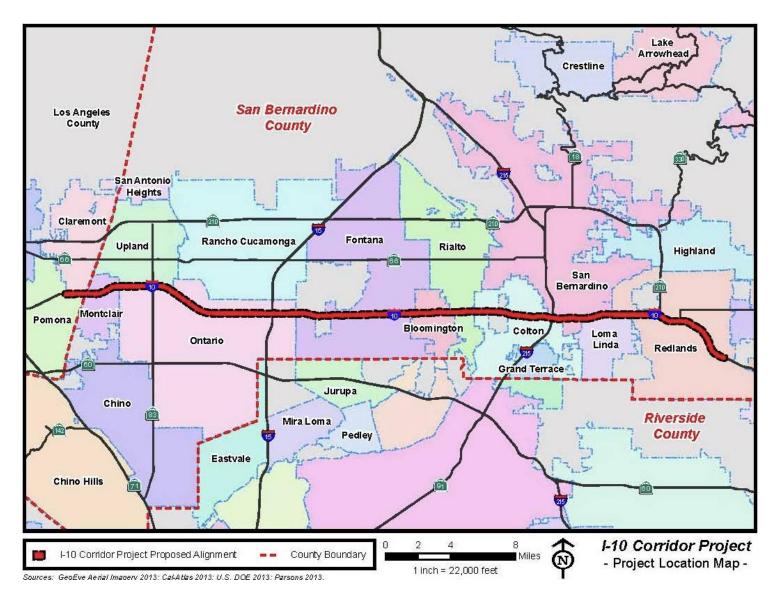


Figure 1-2. Project Location Map

Alternative 2: One High-Occupancy Vehicle Lane in Each Direction

Alternative 2 (One HOV Lane in Each Direction) would extend the existing HOV lane in each direction of I-10 from the current HOV terminus near Haven Avenue in Ontario to Ford Street in Redlands, a distance of approximately 25 miles.

Alternative 3: Two Express Lanes in Each Direction

Alternative 3 (Two Express Lanes in Each Direction) would provide two Express Lanes in each direction of I-10 from the LA/SB county line to California Street (near State Route [SR] 210) in Redlands and one Express Lane in each direction from California Street to Ford Street in Redlands, a total of 33 miles. West of Haven Avenue, a single new lane would be constructed and combined with the existing HOV lane to provide two Express Lanes in each direction; east of Haven Avenue. The Express Lanes would be priced managed lanes in which vehicles not meeting the minimum occupancy requirement would pay a toll and vehicles meeting the minimum occupancy would not pay a toll.

1.5 Study Area

Figures 1-3 and 1-4 identify the census tract study area within 0.25 mile from the proposed project for both build alternatives. Alternative 2 consists of 28 census tracts delineated for the 2010 Census. Alternative 3 consists of 57 census tracts delineated for the 2010 Census. The CIA study area includes an area much larger than that directly affected by project construction and ROW acquisitions to provide a broader picture of the area affected by the project than city and county demographics alone can provide. City and county demographic data were analyzed to present the general population and housing characteristic of the study area. Census tracts are also used to incorporate populations that may not be directly affected by the project but may be indirectly affected by project construction and operation. The study area for farmland included a 1-mile radius, per the NRCS guidelines. The community facility and parkland analyses utilized a 0.5-mile radius to analyze the affected environment. In addition, all ramps studied in the Ramp Closure Study (Appendix E) are included within the CIA study area.

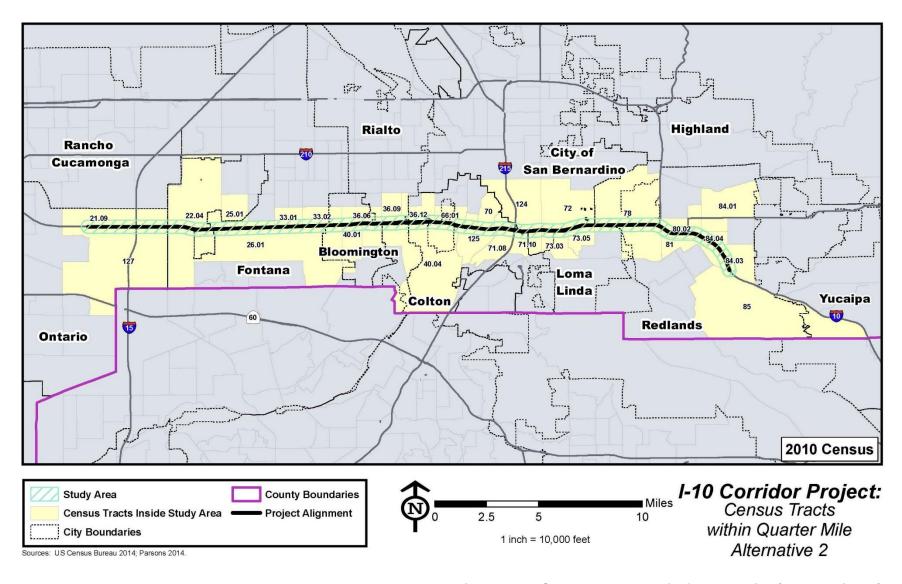


Figure 1-3. Census Tracts within 0.25 Mile (Alternative 2)

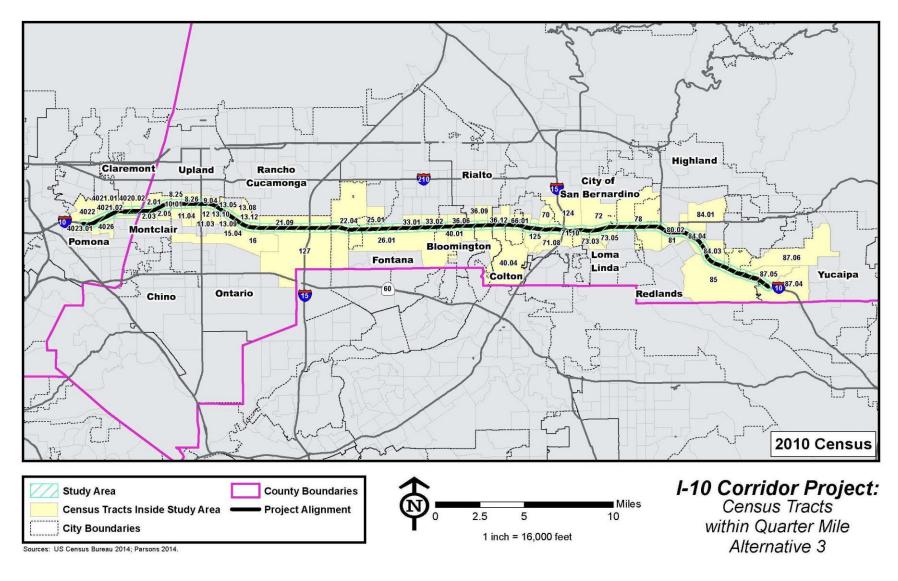


Figure 1-4. Census Tracts within 0.25 Mile (Alternative 3)

Chapter 2 Land Use

The following narrative provides existing land use descriptions by jurisdiction and geographic/community area. The following information is summarized from the General Plans from the 12 cities of Pomona, Claremont, Montclair, Upland, Ontario, Fontana, Rialto, Colton, San Bernardino, Loma Linda, Redlands, and Yucaipa; the community of Bloomington; and the counties of Los Angeles and San Bernardino. Although no construction will physically occur within Los Angeles County, the Los Angeles County General Plan was reviewed for relevant goals and policies to evaluate consistency within the transition area, which may include construction staging or roadway striping in Los Angeles County. For this analysis, the City and County General Plans were reviewed to understand the development trends, land use related goals, and specific policies that could affect or be affected by the proposed improvements to the I-10 corridor.

General Plans from the above-mentioned jurisdictions are within the Alternative 3 study area, while Alternative 2 would only affect the jurisdictions starting with Ontario through Redlands; therefore, the study area for Alternative 2 includes General Plans for seven cities, including Ontario, Fontana, Rialto, Colton, San Bernardino, Loma Linda, and Redlands; the community of Bloomington; and the county of San Bernardino.

2.1 Existing and Future Land Use

The I-10 corridor study area consists of a mixture of urbanized mixed-use, residential, agricultural, industrial, commercial, and open space land uses. The General Plan land uses are shown in the figures in Appendix D, General Plan Land Uses.

2.1.1 Affected Environment

Existing land uses located immediately adjacent to the proposed project area were identified from west to east by jurisdiction. The summary of existing land uses is based on a Google Earth survey; windshield surveys conducted in 2014; and regional and local plans in the affected project area.

Pomona. Medical facilities dominate the west end of Pomona immediately adjacent to I-10. These medical facilities include Pomona Valley Medical Center and other doctors' offices. These facilities are also mixed with residential and typical highway commercial uses. Schools, churches, and parks are also located within this area. Single-family residential uses dominate the east end of Pomona.

Claremont. Commercial uses, including hotels, are clustered around Indian Hill Boulevard at the west end of Claremont adjacent to I-10. There is also the Claremont Center shopping center to the south of I-10 and multi-family residential uses. The east end of Claremont immediately adjacent to I-10 consists of single-family residential uses mixed with retail uses.

Montclair. From Mills Avenue to Monte Vista Avenue, there are mostly residential and open space uses. There are three parks located immediately to the south of I-10 within Montclair. From Monte Vista Avenue to Central Avenue, is the Montclair Plaza, a large mall to the north of I-10 and auto sales properties to the south. The north side of I-10 continues with commercial uses at the east end of Montclair, while the south side is mostly residential.

Upland. Upland is located north of I-10, and the western portion of this part of the city consists of larger commercial properties, including Boomers (an entertainment park), Sit 'n Sleep, and Super 8. Continuing east from here, there are some light industrial uses, and SR-83/Euclid Avenue runs north-south through the city. The eastern end of Upland within the study area consists primarily of multi-family and single-family residential properties.

Ontario. Residential neighborhoods dominate the land uses to the south of I-10, with commercial uses clustered at major intersections. There are also open space uses immediately adjacent to the southern side of I-10. The northern side is also dominated by residential uses until Vineyard Avenue. At this point, Cucamonga-Guasti Regional Park occupies the area immediately adjacent to I-10 to the north, and the LA/Ontario International Airport is located to the south of I-10. Several business parks are located around the same area north of I-10. There are several hotel properties and commercial/retail uses surrounding the Haven Avenue intersection, which are likely to accommodate the Citizens Business Bank Arena, an event center, located north of this area. The Ontario Mills Mall and other commercial uses dominate the area northwest of the I-15 interchange. Business parks and light industrial uses encompass the eastern end of Ontario.

Fontana. The west end of Fontana is comprised primarily of industrial uses. The city is known for its economic reliance on distribution centers, which contributes to the heavy truck usage in this area. There is a small patch of unincorporated San Bernardino County that also consists primarily of industrial uses. Industrial uses continue to dominate this part of Fontana, with some residential interspersed. At the east end of

Fontana, there are three large commercial centers: Inland Empire Center, Palm Court at Empire Center, and Vineyard Valley Shopping Center. These commercial uses include stores such as Toys "R" Us, Pep Boys, 24 Hour Fitness, and Denny's.

Bloomington. To the north of I-10, most of the land uses are industrial, with one patch of open space. Near the east end, there are mobile homes, single-family residential uses, and some commercial uses. Light industrial uses and the Union Pacific Colton Railyard border the southern side of I-10 in the community of Bloomington.

Rialto. Light industrial uses, including used car dealerships and vacant lots, line the portion of Rialto immediately north of I-10. Near the eastern end of the city limits, there is a concrete channel. The Union Pacific Colton Railyard is located south of I-10.

Colton. At the western limit of Colton, land uses consist primarily of industrial, with the Union Pacific Colton Railyard to the south of I-10. The Sam Snead Golf Course is located to the north of I-10 near Pepper Avenue. The Arrowhead Regional Medical Center is also located to the north of I-10, just east of Pepper Avenue. There is a portion of unincorporated San Bernardino County south of I-10 from approximately Pepper Avenue to Rancho Avenue where the recently closed Colton Cement Plant (or Mt. Slover) is located. Mt. Slover originally served as a marble quarry. North of I-10 and Mt. Slover is the recently completed rail grade-separation project, Colton Crossing, and to the east of that is an unincorporated residential neighborhood. At this point in incorporated Colton, there are mainly residential uses south of I-10 and residential, commercial, and light industrial uses north of I-10. Near the I-215 interchange is the Santa Ana River and trail, which is under the jurisdiction of unincorporated San Bernardino County.

San Bernardino. North of I-10, there are many restaurants on Hospitality Lane, which runs parallel to I-10. Immediately adjacent to I-10 within San Bernardino, there are some hotel uses north of I-10, as well as a Home Depot and PetSmart retail use. The east end of San Bernardino consists primarily of single-family residential uses, including a planned development residential property. South of I-10, there are large retail/commercial uses, as well as fast-food businesses.

Loma Linda. Strip malls, office uses, and light industrial uses exist along Redlands Boulevard at the west end of Loma Linda. Near Anderson Street, there are more commercial uses, including fast-food chains. At this point, automobile sales uses begin to occupy Redlands Boulevard. Following the automobile uses, there are open

space uses. Before Mountain View Avenue, there is a mobile home park. Office uses occupy most of the eastern end of Loma Linda within close proximity to I-10.

Redlands. There are agricultural uses mixed with light industrial uses and office buildings north of I-10, at the west end of Redlands. Splash Kingdom Water Park is also located north of I-10 to the west of California Street, and the San Bernardino County Museum is located to the east of California Street. There is a City-owned citrus grove immediately south of I-10 at California Street and the Pavilion at Redlands Shopping Center. More light industrial uses flank I-10, with some hotels near Alabama Street. Similar uses continue up until the SR-210 interchange. After the interchange, the uses change to primarily residential, with several freeway-adjacent open space uses, Redlands High School, and some commercial uses. Undeveloped hillside dominates the study area to the east end of the city limits.

Yucaipa. Low-density retail/commercial businesses and undeveloped land dominate the land uses within the project study area in Yucaipa. There are also small single-family residential neighborhoods within close proximity of the proposed project alignment.

2.1.1.1 Related Projects

Recent development trends in the I-10 corridor study area have been primarily focused on transportation projects. Table 2-1 and Figures 2-1 through 2-5 show transportation and residential projects located within 5 miles of the proposed alignment and all other land development project types (e.g., commercial development) located within 2 miles of the proposed project alignment. The project timeframe includes any projects that may occur within 3 years of the proposed project implementation. The projects listed were used to analyze cumulative impacts of the proposed project.

Table 2-1. Related Projects

Project Name, Type, Status, and ID Number (Refer to Figures 2-1 through 2-5)	Project Description
 I-10 Projects Transportation Projects Located at various locations along the I-10 corridor Caltrans projects In various phases of planning or development through the year 2045 (This project is located all along I-10 and is not shown in the Related Projects map.) 	Caltrans has 48 projects proposed for I-10, ranging from minor maintenance upgrades to bridge retrofits to roadway widening. As of December 2014, the following percentage breakdown represents the number of the 48 proposed projects' plans for I-10: Bridge projects: 6 percent Maintenance projects: 54 percent Roadway widening projects: 13 percent Interchange/Intersection/Ramp projects: 17 percent Landscaping projects: 10 percent
 I-15 Corridor Improvement Project Transportation Project Located in the cities of Jurupa Valley, Eastvale, Norco, Corona, and Riverside Riverside County Transportation Commission (RCTC) and Caltrans project Currently in the environmental phase, which is expected to be completed in fall 2015. (This project is south of the I-10 Corridor Project and is not shown in the Related Projects map.) 	RCTC, in partnership with Caltrans District 8, is exploring improvements on a 14.6–mile-long segment of the I-15 corridor. The proposed project would include the addition of one to two Tolled Express Lanes in each direction from Cajalco Road where it crosses I-15 in Corona to just south of the I-15 and SR-60 interchange at Riverside Drive. This project has an estimated construction cost of \$415 million.
San Bernardino County Flood Control District's Master Stormwater System Maintenance Program (MSWMP) Located within the San Bernardino County Flood Control District Jurisdiction San Bernardino County Flood Control District Project A Notice of Preparation of a Draft Environmental Impact Report was circulated on June 30, 2014. (The project is located throughout San Bernardino County and will apply to all Flood Control District Facilities. It is not shown in the Related Projects map.)	The San Bernardino County Flood Control District is proposing to implement a comprehensive program to prepare and implement a Maintenance Plan for maintenance of flood facilities throughout San Bernardino County. Types of routine operations and maintenance activities include, but are not limited to, the removal of excess sediment, debris, and vegetation; stockpiling excess material and debris following removal; maintaining sufficient flowpaths; grooming/repairing earthen and improved channel slopes and bottoms; and maintaining culverts and bridges to ensure proper drainage and structural integrity.

Table 2-1. Related Projects

Project Name, Type, Status,	
and ID Number (Refer to Figures 2-1 through 2-5)	Project Description
State Route 210 Foothill Freeway Planned Construction Activity – ID Number 1 (Sheet 4) Transportation Project Located in the cities of La Verne, Claremont, Upland, Rancho Cucamonga, Fontana, Rialto, and	 Future work on SR-210 would include: Freeway landscaping is planned for the final 8 miles (Segment 11) of SR-210 ending at the I-10 interchange. Landscaping construction contract awarded to Kasa Construction in June 2013. Seismic retrofit of the UPRR bridge in San Bernardino. Construction of an interchange at Pepper Avenue in
 San Bernardino SANBAG and Caltrans Project Future planned project; timeline is uncertain Construction/approval dates range for the varying activities; see Project Description column 	Rialto. SANBAG built a bridge at this location. Once the City of Rialto extends Pepper Avenue north to SR-210, SANBAG will build on-ramps and off-ramps at this location. Preliminary engineering and preparation of the environmental document are underway now. Public Hearing occurred on June 2, 2014. Project approval is anticipated for early 2015. • SR-210 to I-215 high-speed connectors.
Redlands Passenger Rail Project – ID Number 2 (Sheet 4) Transportation Project Located in the cities of San Bernardino, Loma Linda, Redlands, and unincorporated areas of San Bernardino County. Federal Transit Administration (FTA), SANBAG, Omnitrans, Metrolink, and the City of San Bernardino Project Project construction is expected to begin in late 2015	The Redlands Passenger Rail Project is proposed to run along existing railroad ROW from E Street just before Stoddard Avenue in San Bernardino to Rialto Avenue in Redlands, roughly a 9-mile extension of passenger rail service. The project is proposing to build five new stations. The project will incorporate track improvements, including redesign of the existing track alignment, track ballast, and subgrade foundation. Additional project components include the replacement or strengthening of five bridges; additional traffic and rail signals; utility replacement and relocation; and culvert replacements, extensions, and relocations.
Metro Gold Line Foothill Extension Construction Activity: Azusa to Montclair – ID Number 3 (Sheet 1) Transportation Project Located in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair Metro Project Starting in early 2014, the project will begin advanced conceptual engineering	The Metro Gold Line light-rail transit (LRT) system extension is proceeding in two phases. Construction of the first phase from the Pasadena Sierra Madre Villa Madre Station, located at Raymond Avenue and Del Mar, to the Azusa-Citrus Station, located between Palm Drive and Citrus Avenue, began in late 2011, and construction is anticipated to be completed in late 2015. The Foothill extension from Vermont Avenue in Azusa to just east of Monte Vista Avenue and north of Arrow Highway in Montclair will extend the Metro Gold Line 12.3 miles and add six stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair.

Table 2-1. Related Projects

Project Name, Type, Status, and ID Number (Refer to Figures 2-1 through 2-5)	Project Description
Metro Gold Line Foothill Extension Construction Activity: Ontario Airport Extension – ID Number 4 (Sheets 1 and 2) Transportation Project Located in the cities of Montclair, Upland, and Ontario Metro Project Funding for the Ontario Airport Extension has not been identified; project timeline is uncertain The Alternatives Analysis process will begin in 2014	The Ontario Airport Extension will extend the Gold Line approximately 8 miles – from the TransCenter in Montclair, located just east of Monte Vista Avenue and north of Arrow Highway, to Ontario – and terminate the line at the Los Angeles/Ontario International Airport. Although not formally part of the Foothill Extension Project, the Construction Authority completed a study to understand the feasibility of extending the line from Montclair to the airport in 2008. The initial study concluded that extending the line was feasible and provided many potential route options.
The Paseos – ID Number 5 (Sheet 1) Land Development Project Located in the city of Montclair GLJ Partners and Alliance Project Specific Plan approved in 2010	The proposed project would construct a 385-unit multi- family residential development at the northeast corner of Monte Vista Avenue and Moreno Street.
 Arrow Station – ID Number 6 (Sheet 1) Land Development Project Located in the city of Montclair Hutton Companies Project The project is expected to commence construction in late 2014 	The Specific Plan proposes a 129-unit residential development consisting of 99 urban-style multi-family units and 30 single-family detached homes, which was approved by the City Council in December 2010. Arrow Station is to be located on the north side of Arrow Highway just east of Monte Vista Avenue.
Park View Specific Plan – ID Number 7 (Sheet 1) Land Development Project Located in the city of Upland City of Upland Housing Element – Specific Plan To be implemented between 2013 and 2021	The Park View Specific Plan is envisioned as a mixed-use village that will be located in between east Baseline Road, SR-210, and Cajon Road. The plan calls for the development of up to 100,000 square feet of commercial/ retail space, 32 acres of residential land, and 57 acres of open space for a city park, flood control facilities, and spreading grounds. When built to capacity, the Specific Plan will add 400 housing units to Upland, most of which will be single-family housing.
Upland Crossing Specific Plan – ID Number 8 (Sheet 1) Land Development Project Located in the city of Upland City of Upland Housing Element – Specific Plan To be implemented between 2013 and 2021	This Specific Plan area is composed of a residential development with a small commercial-retail component. The Specific Plan proposes 355 multi-family attached and 14 detached residential units. The area is bounded by Foothill Boulevard, Monte Vista Avenue, and west Arrow Route, just below Central Avenue.

Table 2-1. Related Projects

	-
Project Name, Type, Status, and ID Number (Refer to Figures 2-1 through 2-5)	Project Description
College Park Specific Plan – ID Number 9 (Sheet 1) Land Development Project Located in the city of Upland City of Upland Housing Element – Specific Plan To be implemented between 2013 and 2021	In 2004, the City adopted the College Park Specific Plan to encourage mixed-use development in southwest Upland and provide housing opportunities for the Claremont Colleges. The planning area includes 25 acres of residential land that can accommodate approximately 500 housing units. A total of 450 apartment units have been built. An additional 92 small-lot, detached single-family units are planned at a density of 10 units per acre.
Meredith International Center Specific Plan – ID Number 10 (Sheets 1 and 2) Land Development Project Located in the city of Ontario City of Ontario Specific Plan An Initial Study was prepared for the project in 2014.	The Meredith International Centre Specific Plan Amendment Project proposes a mix of industrial, commercial, and residential land uses on approximately 257 acres located in the southeast portion of Ontario within San Bernardino County. The site is generally located north of I-10, south of 4 th Street, between Vineyard Avenue and Archibald Avenue. The project area is located in between the Southern Pacific Trail and west Arrow Route.
Ontario Center Specific Plan – ID Number 11 (Sheet 2) Land Development Project Located in the city of Ontario City of Ontario Specific Plan An amendment to the Ontario Specific Plan was approved in 2006.	The Ontario Center site consists of approximately 88 acres of vacant land located at the northerly boundary of the eastern portion of Ontario, south of Fourth Street, between Haven Avenue and Milliken Avenue, and less than 0.25 mile north of I-10. The Ontario Center will include urban commercial, urban residential, garden commercial, and open space elements.
Ontario Festival Specific Plan – ID Number 12 (Sheet 2) Land Development Project Located in the city of Ontario City of Ontario Specific Plan Approved in 2012.	The Ontario Festival Specific Plan is a comprehensive plan for the development of a planned residential site that could accommodate up to 472 dwelling units on approximately 37.6 acres. This project will be located along Inland Empire Boulevard between Archibald Avenue and Turner Avenue, just below Guasti Regional Park.
Wagner Properties Specific Plan – ID Number 13 (Sheet 2) Land Development Project Located in the city of Ontario City of Ontario Specific Plan Approved in 2010	The Specific Plan addresses the development of 11 parcels, totaling 54.57 acres located in eastern Ontario.
Southwest Industrial Park – ID Number 14 (Sheets 2 and 3) Land Development Project Located in the city of Fontana City of Fontana Specific Plan Latest Specific Plan amendment approved in 2009	The Southwest Industrial Park (SWIP) Specific Plan is expected to promote economic development and provide opportunities for existing property owners and new businesses. A total of 1,101 acres have been included in the plan since its adoption in 1977. The project area spans both sides of I-10 and is roughly between Etiwanda Avenue and Citrus Avenue.

Table 2-1. Related Projects

Project Name, Type, Status, and ID Number (Refer to Figures 2-1 through 2-5)	Project Description	
Alliance California Gateway South Building 3 – ID Number 15 (Sheet 4) Land Development Project Located in the city of San Bernardino City of San Bernardino Project Approved September 2013	The proposed project involves construction and operation of an industrial warehouse building consisting of 1,199,360 square feet of interior floor space and 215 loading bays on a 49.65-acre portion of a 62.65-acre property located south of and adjacent to East Orange Show Road and approximately 450 feet east of South Waterman Avenue in the south-central portion of San Bernardino.	
Downtown Redlands Specific Plan (Amendment No. 15) – ID Number 16 (Sheets 4 and 5) Land Development Project Located in the city of Redlands City of Redlands Project Plan approved in 2011	The Specific Plan area extends from Texas Street in the west to North Church Street in the east, and from the south side of I-10 in the north to San Gorgonio Drive, Brookside Avenue, West Vine Street, South 6 th Street, East Olive Avenue, and East Citrus Avenue in the south. Rail tracks cut through the site, just south of Stuart Avenue.	
West of Devers Project – ID Number 17 (Sheet 4) Public Infrastructure Project Located within incorporated and unincorporated areas of Riverside and San Bernardino counties, cities of Banning, Beaumont, Calimesa, Colton, Grand Terrace, Loma Linda, and Redlands Southern California Edison (SCE) Project Project construction scheduled to begin in 2016	This project will consist of removing and replacing approximately 48 miles of existing 220-kilovolt (kV) transmission lines with new double-circuit 220-kV transmission lines, between the existing Devers Substation (near Palm Springs), Vista Substation (in Grand Terrace), and San Bernardino Substation. This project will consist of removing and replacing approximately 48 miles of existing 220-kV transmission lines with new double-circuit 220-kV transmission lines, between the existing Devers Substation (located on 10 th Avenue and Diablo Road, near Palm Springs), Vista Substation (in Grand Terrace), and San Bernardino Substation (located on San Bernardino Avenue in between Mountain View Avenue and California Street).	
Freeway Corridor Specific Plan – ID Number 18 (Sheet 5) Land Development Project Located in the city of Yucaipa City of Yucaipa Project Plan approved in 2007	The Specific Plan site encompasses 1,234.3 acres and is located in the southwestern corner of Yucaipa within San Bernardino County. The Specific Plan site is bisected by I-10 and abuts the Riverside county line to the south. The proposed Specific Plan is composed of three distinct neighborhoods. Each neighborhood includes residential, commercial, business park, public facilities, and open space land uses. Local access to the location is provided by Live Oak Canyon Road, County Line Road, Oak Glen Road, Wildwood Canyon Road, and Calimesa Boulevard.	
Oak Hills Marketplace Specific Plan – ID Number 19 (Sheet 5) Land Development Project Located in the city of Yucaipa City of Yucaipa Project Plan approved in 2007	The Oak Hills Marketplace (OHM) property occupies approximately 63.66 acres located in southern Yucaipa. The site is located adjacent to eastbound (EB) I-10, immediately east of Live Oak Canyon Road. Wildwood Creek traverses the project site, and several unnamed hills are located along the southern border of the property. The proposed project aims to provide a regional shopping destination, including dining and shopping opportunities, and approximately 1,000 new jobs to area residents.	

Table 2-1. Related Projects

Project Name, Type, Status, and ID Number (Refer to Figures 2-1 through 2-5)	Project Description
Robinson Ranch Planned Development – ID Number 20 (Sheet 5) Land Development Project Located in the city of Yucaipa City of Yucaipa Project Plan approved in 2011	The Planned Development area covers 522 acres in the southwest portion of Yucaipa. The planned development area is divided into the following three primary planning areas: Robinson Ranch North, West Oak Center, and Wildwood Ranch. In total, the planned development envisions 4,159 multi- and single-family attached and detached dwelling units distributed throughout 385 acres, 109 acres of general commercial uses, and 28 acres of business park uses. Approximately 119 acres of improved open space and 49 acres of natural open space areas would be included within these land uses. I-10 separates the Robinson Ranch North Planning Area on the north side of the freeway and the Wildwood Ranch and Wildwood Center planning areas to the south of the freeway.

Note: Information was collected from each project's website in 2014.

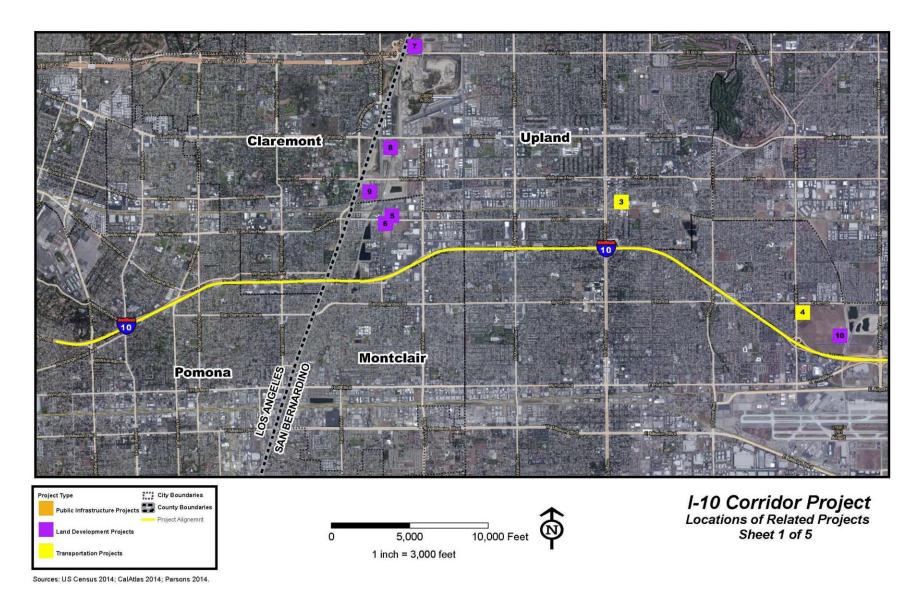


Figure 2-1. Related Projects (Sheet 1 of 5)

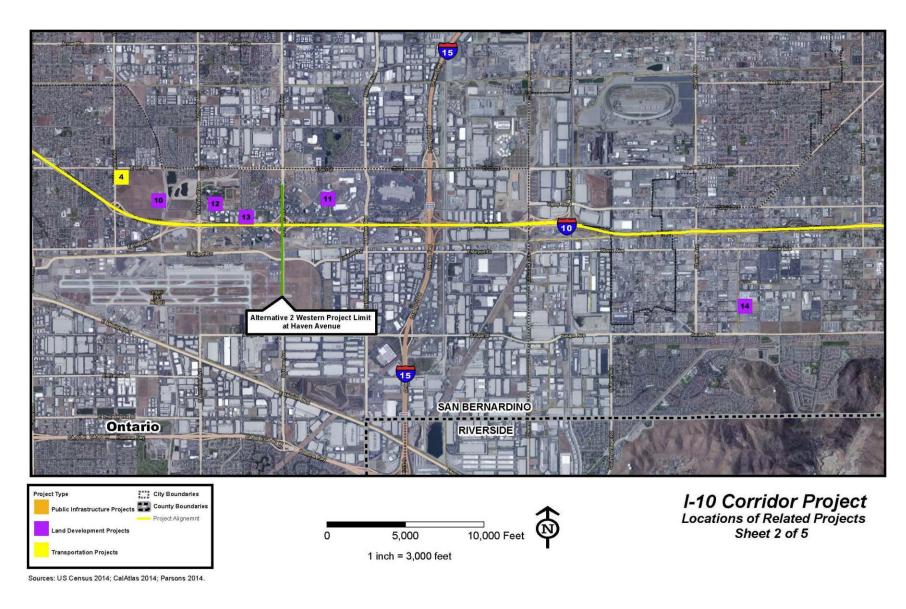


Figure 2-2. Related Projects (Sheet 2 of 5)



Figure 2-3. Related Projects (Sheet 3 of 5)



Figure 2-4. Related Projects (Sheet 4 of 5)

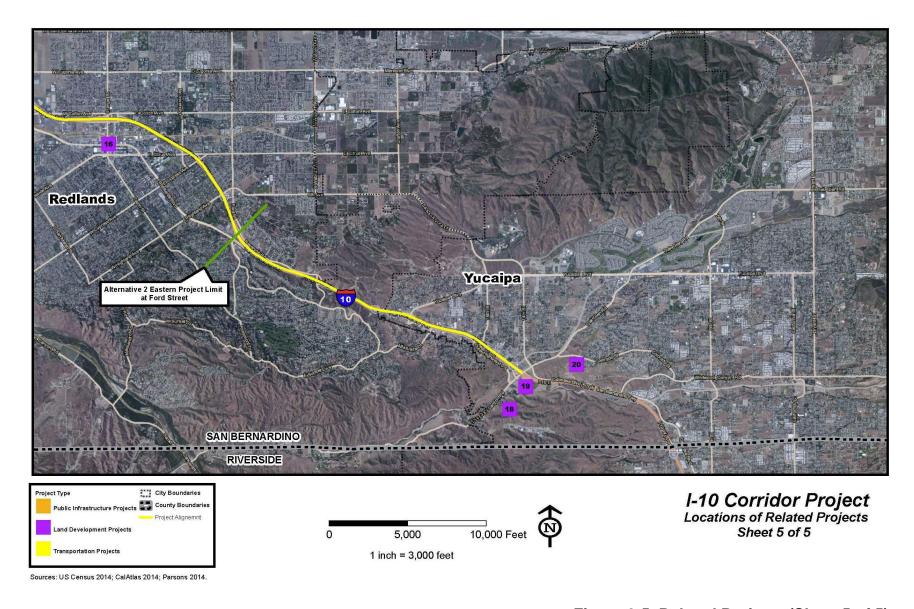


Figure 2-5. Related Projects (Sheet 5 of 5)

2.1.2 Environmental Consequences

Alternative 1: No Build Alternative

The No Build Alternative would maintain the current configurations of I-10 in the study area. Under the No Build Alternative, the project would not be constructed, and no impacts to land use would occur.

Common to Both Build Alternatives

The build alternatives run through incorporated cities and unincorporated communities. This analysis evaluates existing land uses that would be converted to transportation uses for the I-10 Corridor Project. The analysis is based on the most current General Plan Land Use maps available from each jurisdiction.

Due to the size of the project area, the affected General Plan land use maps are shown in Appendix D. Table 2-2 shows the number of affected acres for the proposed project. Both of the I-10 Corridor build alternatives would affect existing residential, commercial, industrial, agricultural, open space, and public facilities. General Plan land use impacts were calculated based on a per-alternative basis against General Plan land use information.

Table 2-2. Land Use Impacts by Build Alternative

Land Use	Alternative 2 (Permanent Impacts by Acres)	Alternative 3 (Permanent Impacts by Acres)	Alternative 2 (Number of TCEs)	Alternative 3 (Number of TCEs)
Residential	0	6.06	46	188
Commercial/ Office	0.0 (9 sq. ft.)	5.23	22	91
Industrial	0	2.40	1	10
Agricultural	0	0.00 (41 sq. ft)	0	1
Open Space	0.15	0.11	1	5
Public Facilities/ Utilities	0.03	0.08	3	16
Transportation/ ROW	0.15	2.07	30	64
Vacant	0	1.99	19	53
Unknown	0	0	0	5
Total	0.33	17.94	122	433

Source: I-10 Corridor ROW data, 2016.

Indirect impacts (e.g., changes in regional development and growth-related changes) to land use patterns are not anticipated with implementation of the build alternatives. The area subject to ROW acquisition is urbanized, containing few vacant parcels. It is possible that the presence of a new major transportation corridor could result in localized changes in adjacent land parcels; however, the ROW acquisition process would take into account this potential, and the post-project land use pattern is expected to foster continuing stability to those land uses through such methods as avoiding unusable small remnant parcels and providing adequate buffer space for sensitive land uses. Based on Caltrans guidance¹, indirect impacts to land use typically occur outside of the project study area and can last longer than direct impacts. Because the project's impacts will be contained within the area of potential effects, implementation of either build alternative would not result in indirect impacts on land use. The proposed project improvements would result in a more efficient transportation system, which would be locally and regionally beneficial through design year 2045.

Alternative 2. Implementation of Alternative 2 would not result in full acquisition of any properties; however, it would result in partial acquisition of 6 properties (approximately 0.33 acre), including commercial/office, open space, public facilities/utilities, and transportation/ROW land uses. Acquisition of properties for Alternative 2 is considered direct impacts to land use because they would require physical changes in the community.

Alternative 3. Alternative 3 would affect 42 residential units for full acquisitions (approximately 4.50 acres) from 12 single-family residential parcels and 4 multifamily residential parcels, 12 full nonresidential acquisitions (approximately 5.51 acres), and 150 properties (approximately 9.82 acres) for partial acquisitions. Most of the impacts would occur on residential and commercial/office use properties. Industrial, agricultural, open space, public facilities/utilities, transportation/ROW, and vacant land uses would also be affected. The partial and full acquisitions of properties required to construct Alternative 3 are considered direct impacts to land use because they would require physical changes in the community. In addition, the acquired properties would be used for project ROW and converted to transportation uses, which is considered a direct impact to land use.

27

¹ Caltrans. *Community Impact Assessment*. Standard Environmental Reference Environmental Handbook, Volume 4. October 2011.

Temporary Impacts

Temporary construction easements (TCEs) would be required to construct the proposed project. Alternative 2 would require 122 TCEs, and Alternative 3 would require 433 TCEs.

2.1.3 Avoidance, Minimization, and Mitigation Measures

The project design of the I-10 corridor will be carried out to minimize ROW impacts. The project is consistent with current and future planned local land uses discussed in Section 3.1.1.1, with the exception of acquisitions required for the build alternatives. Both build alternatives have been designed to avoid impacts to existing built land uses to the extent practicable while adhering to design and operational criteria to maintain a safe roadway. During final design, efforts will be undertaken to further minimize construction and operation impacts to existing and planned land uses.

2.2 Consistency with State, Regional, and Local Plans

The following discussion describes the adopted plans within the project study area and goals, policies, or objectives that are applicable to this project.

State law is the foundation for local planning in California. The California Government Code (Sections 65000 *et seq.*) contains many of the laws pertaining to the regulation of land uses by local governments, including the general plan requirement, specific plans, subdivisions, and zoning. However, the State is seldom involved in local land use and development decisions; these have been delegated to the city councils and boards of supervisors of the individual cities and counties. Local decision makers adopt their own set of land use policies and regulations based on State laws.

The Southern California Association of Governments (SCAG) is the largest Metropolitan Planning Organization (MPO) in the nation. The SCAG region includes 6 counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities. As the designated MPO, SCAG is mandated by federal and State law to research and develop an RTP, which now incorporates a Sustainable Communities Strategy (SCS) as well. SCAG is currently undertaking a variety of planning and policy initiatives to foster a more sustainable southern California.

SCAG develops long-term solutions for regional challenges such as transportation, air quality, housing, growth, hazardous waste, and water quality. Because these issues cross city and county boundaries, SCAG works with cities, counties, and public agencies in the six-county region to develop plans and strategies. SCAG has

developed strategies that specifically address the growth and transportation issues facing southern California. These plans include the Regional Comprehensive Plan (RCP) and the RTP/SCS, as mentioned above. The RCP presents the full body of planning and policy work produced by SCAG and ties it together.

The RTP/SCS is a comprehensive long-term transportation plan that provides a vision for the future of the SCAG region's multimodal transportation system and specifies how that vision can be achieved for the region. The RTP/SCS identifies major challenges, as well as potential opportunities associated with growth, transportation finances, the future of airports in the region, and impending transportation system deficiencies that could result from growth projections for the region.

In addition to the regional plans, State law requires that each city and county adopt a general plan containing the following seven components or elements: land use, circulation, housing, conservation, open space, noise, and safety (Government Code Sections 65300 *et seq.*). At the same time, each jurisdiction is free to adopt a wide variety of additional elements covering subjects of particular interest to that jurisdiction, such as recreation, urban design, or public facilities. The local general plan can be described as the city or county's "blueprint" for future development.

Community plans and specific plans are often used by cities and counties to plan the future of a particular area at a finer level of detail than that provided by the general plan. A community plan is a portion of the local general plan focusing on the issues pertinent to a particular area or community within the city or county. It supplements the policies of the general plan. Specific plans describe allowable land uses, identify open space, and detail the availability of facilities and financing for a portion of the community. Specific plans must be consistent with the local general plan. A specific plan implements, but is not technically a part of, the general plan.

The General Plans of the affected communities (counties of Los Angeles and San Bernardino; cities of Pomona, Claremont, Montclair, Upland, Ontario, Fontana, Rialto, Colton, San Bernardino, Loma Linda, Redlands, and Yucaipa; and the community of Bloomington) were reviewed to understand the development trends, land use-related goals, and specific policies of the local jurisdictions that could be affected by the proposed project. The land use, community design, open space, and/or mobility elements for each plan provided most of the goals or policies relevant to the proposed project. The General Plan Land Use designations for the study area are shown in figures in Appendix D.

Two generalizations emerge from review of the General Plans. First, most of the jurisdictions acknowledge their strategic role in regional transportation development, especially in shaping their land use and economic development patterns and providing access to major regional freeway and rail corridors. Second, the General Plan policies relevant to the I-10 Corridor Project suggest that some of the affected jurisdictions, such as the Community of Bloomington, wish to preserve the rural character of their communities even as growth and land development occur. The following sections discuss the regional, local, and General Plan policies relevant to the I-10 Corridor Project.

2.2.1 Affected Environment

Regional Plans

SCAG 2008 Regional Comprehensive Plan

The SCAG RCP, adopted in 2008, provides a vision for the southern California region that addresses future needs while recognizing the interrelationship between economic prosperity, natural resource sustainability, and quality of life. Through measured performance, the RCP serves as a voluntary action plan with short-term guidance and strategic, long-term initiatives. The RCP complements SCAG's Compass Blueprint and the RTP/SCS, which is discussed in detail in this document. The following goals from three chapters of the RCP are particularly relevant for implementation of the proposed project.

Land Use and Housing Chapter. The Land Use and Housing Chapter goals that relate to the proposed project include:

- Focusing growth in existing and emerging centers and along major transportation corridors.
- Protecting important open space, environmentally sensitive areas, and agricultural lands from development.

Open Space and Habitat Chapter. The Open Space and Habitat Chapter goals that relate to the proposed project include:

- Conserving natural lands that are necessary to preserve the ecological function and value of the region's ecosystems.
- Conserving wildlife linkages as critical components of the region's open space infrastructure.
- Coordinating transportation and open space to reduce transportation impacts to natural lands.

Transportation Chapter. The Transportation Chapter goals that relate to the proposed project include:

- A more efficient transportation system that reduces and better manages vehicle activity.
- A cleaner transportation system that minimizes air quality impacts and is energy efficient.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The 2012 RTP contains goals and policies that are pertinent to the proposed project, and the SCS is incorporated into the RTP, per Senate Bill (SB) 375. The SCS will demonstrate how the region will meet its greenhouse gas (GHG) reduction targets. The RTP/SCS's vision encompasses three principles that motivate southern California planning: mobility, economy, and sustainability. The RTP/SCS continues to support all applicable federal and State laws in implementing the proposed project. Among the relevant goals of the RTP/SCS are the following:

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment and health of our residents by improving air quality and encouraging active transportation (nonmotorized transportation, such as bicycling and walking).
- Actively encourage and create incentives for energy efficiency, where possible
- Encourage land use and growth patterns that facilitate transit and nonmotorized transportation.

The following RTP/SCS policies are also relevant to the proposed project:

- **Policy 1.** Transportation investments shall be based on SCAG's adopted regional Performance Indicators.
- **Policy 2.** Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region.
- **Policy 3.** RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives.

- **Policy 4.** Transportation demand management (TDM) and nonmotorized transportation will be focus areas, subject to Policy 1.
- **Policy 5.** HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.
- **Policy 6.** Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.

SCAG Compass Blueprint

The fundamental goal of the Compass Blueprint effort is to help the SCAG region build long-lasting partnerships and foster innovative transportation and land use planning. The Compass Blueprint informs the development of the RTP/SCS, assists local government planning efforts, and is driven by four key principles: mobility, livability, prosperity, and sustainability.

The following objectives are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each objective is followed by a specific set of strategies and is directly relevant to the proposed project:

- Increase the region's mobility:
 - Encourage transportation investments and land use decisions that are mutually supportive.
 - Locate new housing near existing jobs and new jobs near existing housing.
 - Encourage transit-oriented development.
 - Promote a variety of travel choices.
- Enable prosperity:
 - Ensure environmental justice regardless of race, ethnicity, or income class.
- Promote sustainability for future generations:
 - Develop strategies to accommodate growth that use resources efficiently, and minimize pollution and GHG emissions.
 - Preserve rural, agricultural, recreational, and environmentally sensitive areas.

County General Plans

San Bernardino County General Plan (Adopted 2007, Amended 2013)

San Bernardino County is bordered by Los Angeles County, Orange County, and Kern County on the west, the Colorado River and the states of Arizona and Nevada on the east, Riverside County on the south, and Inyo County and the southwest corner of Clark County, Nevada, on the north. The county of San Bernardino includes the following cities located within the proposed project area: Montclair, Upland, Ontario, Fontana, Rialto, Colton, San Bernardino, Loma Linda, Redlands, and Yucaipa, and the community of Bloomington.

San Bernardino County, with a land area of 20,106 square miles, is the largest county in the continental United States. Although San Bernardino County is the largest county in the contiguous United States, the span of control of the Board of Supervisors over the entire county is limited. Federal and State agencies own and control most of the County lands, and only 15 percent of the total land area in San Bernardino County is regulated by the County Board of Supervisors.

The County identifies itself as a crossroads of global, multimodal transportation, and commerce, with an abundance of affordable land and a skilled workforce. It also recognizes its rural and urban amenities. The following General Plan goals and/or policies are directly relevant to the proposed project:

Goal CI 1. The County will provide a transportation system, including public transit, which is safe, functional, and convenient; meets the public's needs; and enhances the lifestyles of county residents.

Goal CI 2. The County's comprehensive transportation system will operate at regional, countywide, community, and neighborhood scales to provide connectors between communities and mobility between jobs, residences, and recreational opportunities.

- **Policy CI 2.1.** Work with adjacent jurisdictions to minimize inconsistencies in existing and ultimate ROW and roadway capacity across jurisdictional boundaries.
- **Policy CI 2.2.** Coordinate financial plans for transportation system improvements with other agencies and jurisdictions in the County.

- **Policy CI 2.3.** Where appropriate, jointly fund studies and improvements to the transportation system, with cities and other public agencies and developers.
- **Policy CI 2.4.** Work with Caltrans and SANBAG on appropriate fair-share mitigation for impacts of development on State highways.
- **Policy CI 2.5.** Work with Caltrans on mitigating the impacts of state highway projects on local communities
- **Policy CI 2.7.** Coordinate with Caltrans, SANBAG, SCAG, and other agencies regarding transportation system improvements in the County's Measure I and other adopted Capital Improvement Programs.
- Policy CI 2.8. Continue to participate in SANBAG, which is the County's
 Transportation Commission and transportation planning coordinator for all
 local agencies in the County, and regularly attend meetings of SANBAG
 Plans and Programs Committee and Comprehensive Transportation Plan
 Technical Advisory Committee meetings to discuss planning items of mutual
 concern.
- Policy CI 2.9. Continue discussions with SANBAG towards finalization of agreements on Measure I extension allocations and the Developer Nexus Fee Program.
- Policy CI 2.10. Identify important long-range transportation corridors, in conjunction with plans of regional transportation agencies (e.g., SCAG and SANBAG) to protect sufficient ROW for the development of long-range corridors.

Goal CI 3. The County will have a balance between different types of transportation modes, reducing dependency on the automobile and promoting public transit and alternate modes of transportation, in order to minimize the adverse impacts of automobile use on the environment.

- **Policy CI 3.1.** Encourage the reduction of automobile usage through various incentive programs.
- **Policy CI 4.5**. Coordinate with local and regional transportation agencies and cities to plan and construct new multi-modal transportation facilities on the basis of this General Plan that are consistent throughout the neighboring jurisdictions.

Goal CI 5. The County's road standards for major thoroughfares will complement the surrounding environment appropriate to each geographic region.

- **Policy CI 5.2.** Protect and increase the designed roadway capacity of all vehicular thoroughfares and highways.
- **Goal CI 6.** The County will encourage and promote greater use of nonmotorized means of personal transportation. The County will maintain and expand a system of trails for bicycles, pedestrians, and equestrians that will preserve and enhance the quality of life for residents and visitors.
 - **Policy CI 6.1.** Require safe and efficient pedestrian and bicycle facilities in residential, commercial, industrial, and institutional developments to facilitate access to public and private facilities and to reduce vehicular trips. Install bicycle lanes and sidewalks on existing and future roadways, where appropriate and as funding is available.
- **Goal CI 10.** Ensure timely development of public facilities and the maintenance of adequate service levels for these facilities to meet the needs of current and future County residents.
- Goal CI 13. The County will minimize impacts to stormwater quality in a manner that contributes to improvement of water quality and enhances environmental quality.
 - Policy CI 13.1. Utilize site-design, source-control, and treatment control Best Management Practices (BMPs) on applicable projects, to achieve compliance with the County Municipal Stormwater National Pollutant Discharge Elimination System (NPDES) Permit.
- **Goal V/CI 1.** Ensure a safe and effective transportation system that provides adequate traffic movement.
 - **Policy V/CI 1.1.** The County shall ensure that all new development proposals do not degrade Levels of Service (LOS) on Major Arterials below LOS C during nonpeak hours or below LOS D during peak hours in the Valley Region.

Los Angeles County General Plan (2014 Draft)

Los Angeles County is bordered to the east by Orange County and San Bernardino County, to the north by Kern County, and to the west by Ventura County. The county also includes two offshore islands: Santa Catalina Island and San Clemente Island. The unincorporated areas of the county account for approximately 65 percent of the total land area of the county (approximately 2,650 square miles), while the total land

area is 4,083 square miles. It includes the following cities located within the proposed project area: Pomona and Claremont.

The major policies of the General Plan include expanding Transit-Oriented Districts (TODs), promoting mixed use, expanding Significant Ecological Areas (SEA), creating Employment Protection Districts (EPDs), and protecting Agricultural Resource Areas (ARAs). The following General Plan goals and/or policies are directly relevant to the proposed project:

Goal M 1. Street designs that incorporate the needs of all users.

- **Policy M 1.1.** Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities, when requiring or planning for new, or retrofitting existing, roads and streets.
- **Policy M 1.2.** Ensure that streets are safe for sensitive users, such as seniors and children.
- **Policy M 1.3.** Utilize industry standard rating systems, such as the Institute for Sustainable Infrastructure (ISI) Rating System, to assess sustainability and effectiveness of street systems for all users.

Goal M 2. Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths, and trails that promote active transportation and transit use.

- Policy M 2.1. Design streets that accommodate pedestrians and bicyclists, and reduce motor vehicle accidents through a context-sensitive process that addresses the unique characteristics of urban, suburban, and rural communities.
- **Policy M 2.2.** Accommodate pedestrians and bicyclists, and reduce motor vehicle accidents by implementing the following street designs, whenever appropriate and feasible:
 - Lane width reductions to 10 or 11 feet in low-speed environments with a low volume of heavy vehicles.
 - Wider lanes may still be required for lanes adjacent to the curb, and where buses and trucks are expected.
 - Low-speed designs.
 - Access management practices developed through a community-driven process.

 Back in angle parking at locations that have available roadway width and bike lanes, where appropriate.

Goal C/NR 1. Open space areas that meet the diverse needs of Los Angeles County.

• **Policy C/NR 1.2.** Protect and conserve natural resources, natural areas, and open spaces on park properties.

Goal P/R 3. Acquisition and development of additional parkland.

• **Policy P/R 3.8.** Mitigate impacts from freeways to new parks to the extent feasible.

Local General Plans

City of Pomona General Plan (2011 Draft)

Pomona is surrounded by the cities of Claremont, La Verne, San Dimas, Walnut, Diamond Bar, Chino, and Montclair. The area contained within the city of Pomona boundaries comprises 22.84 square miles. Pomona has excellent access, positioned at the confluence of I-10, SR-57, SR-71, and SR-60, as well as two UPRR/Metrolink rail lines.

The City of Pomona General Plan's guiding themes include maintaining its diverse land uses, embracing development changes, economic prosperity by way of varied development patterns, maintaining neighborhood character and cohesion, protecting cultural resources and open spaces, and public safety. The following General Plan goals and/or policies are directly relevant to the proposed project:

Goal 6D.G10. Promote the transitioning of the most visible and highly traveled streets that lead Downtown into the City's most prominent and grand corridors.

 Policy 6D.P24. Facilitate and undertake improvements along Garey and Holt avenues (including the Holt Avenue underpass) between I-10, SR-71, and the Downtown/City Center area to create a front door to the City. Improvements should include landscaping, pedestrian amenities, lighting, signage, and public art.

Goal 7C.G16. Minimize the physical impact of I-10 and its interchanges on the visual character and form of the city.

• **Policy 7C.P29.** Work with Caltrans to improve landscaping along I-10, SR-57, SR-71, and SR-60.

- Encourage Caltrans to incorporate more landscaping and the planting of trees.
- Lessen the visual impact of existing soundwalls through the use of vegetation.
- Improve the visual character of freeway interchanges and overpasses through public art, landscaping, and improved lighting.

Goal 7D.G2. Strengthen Pomona's position as an important regional center through quality transportation planning.

Goal 7D.G3. Support regional efforts to the extent feasible, to reduce GHG emissions from cars and light trucks.

Goal 7D.G4. Monitor congestion on the five freeways serving Pomona and control spillover traffic from freeways onto city streets.

Goal 7D.G5. Minimize the impacts of freeways on the quality of life of Pomona's residents.

- **Policy 7D.P2.** Collaborate with regional transportation planning and transit agencies to plan for the efficient allocation of transportation resources.
- **Policy 7D.P3.** Work with regional agencies to proactively plan future improvements and achieve timely implementation of programmed freeway and interchange improvements.

City of Claremont General Plan (adopted 2006, revised 2009)

Claremont shares its boundaries with the cities of Upland, Pomona, La Verne, and Montclair and the county of San Bernardino. Claremont occupies approximately 14.14 square miles in Los Angeles County. I-10, SR-66, and I-210 traverse the city east to west, providing regional connections; Claremont is also regionally connected by Metrolink.

The main goal of the City of Claremont's General Plan is sustainability by conserving its natural resources; protecting its culture and heritage; meeting the housing and community service needs of a diverse demographic; and preserving the quality of life that currently exists in the city. The following General Plan goals and/or policies are directly relevant to the proposed project:

Goal 2-4. Protect, preserve, and manage the city's diverse and valuable open space, water, air, and habitat resources.

• **Policy 2.4-1**. Encourage the preservation of different types of open spaces.

Goal 2-9. Make roads comfortable, safe, accessible, and attractive for use day and night.

• **Policy 2-9.1.** Provide crosswalks and sidewalks along streets that are accessible for people with disabilities and people who are physically challenged.

Goal 2-10. Maintain and expand where possible the system of neighborhood connections that attach neighborhoods to larger roadways.

- **Policy 2-10.1.** Provide sidewalks where they are missing and provide wide sidewalks where appropriate with buffers and shade so that people can walk comfortably.
- **Policy 2-10.2.** Make walking comfortable at intersections through traffic-calming, landscaping, and designated crosswalks.

Goal 4-1. Support efforts that will enhance the regional transportation network and benefit Claremont residents.

- **Policy 4-1.1.** Participate in regional transportation planning, and encourage systems that meet regional goals while protecting Claremont from external impacts.
- **Policy 4-1.2.** Work closely with Caltrans, the counties of Los Angeles and San Bernardino, and adjacent municipalities to minimize transportation problems, address cross-country transportation issues, and improve coordination of future improvements.
- **Policy 4-1.5.** Continue to work with Caltrans and other agencies to provide proper maintenance of Caltrans facilities, and to protect surrounding neighborhoods from noise and traffic impacts associated with Caltrans roads and freeways.

Goal 4-2. Reduce traffic congestion while retaining the historic patterns and functions of city streets.

- Policy 4-2.3. Limit width of all city streets to no more than four vehicle lanes, unless special circumstances demonstrate that additional lanes within limited stretches or at key intersections are needed for merging, congestion, or safety reasons.
- **Policy 4-2.5.** Provide medians on all major and secondary streets with sufficient ROW, and use bulb-outs and pedestrian refuge medians where appropriate.

- **Policy 4-2.10.** Limit city streets to two travel lanes where traffic volumes warrant to increase pedestrian and vehicle safety.
- **Policy 4-2.11.** Continue to implement the Congestion Management Plan of the Los Angeles County Metropolitan Transportation Authority and the City's TDM Ordinance.

Goal 4-3. Establish and maintain a comprehensive system of pedestrian ways and bicycle routes that provides viable options to travel by automobile.

- **Policy 4-3.1.** Promote walking throughout the community. Install sidewalks where missing and make improvements to existing sidewalks for accessibility purposes. Particular attention should be given to needed sidewalk improvement near schools and activity centers.
- **Policy 4-3.3.** Continue to provide for compatible joint use of the Thompson Creek Trail and Wilderness Park Trail by bicyclists, pedestrians, and equestrians.
- **Policy 4-3.5.** Recognize and accommodate the pedestrian ADA access in Claremont's neighborhoods, and continue to make improvements to increase pedestrian safety.
- **Policy 4-3.6.** Improve the pedestrian environment on Arrow Highway, Base Line Road, Bonita Avenue, Foothill Boulevard, Indian Hill Boulevard, San Jose Avenue, and Sixth Street.
- **Policy 4-3.9.** Strive to provide pedestrian pathways that are well shaded and pleasantly landscaped to encourage use.

Goal 4-8. Maintain truck routes that minimize adverse impacts on residential neighborhoods.

- **Policy 4-8.1.** Maintain and enforce use of a preferred truck route network.
- **Policy 4-8.2.** Improve signage on designated truck routes to reduce truck traffic on neighborhood streets.

Goal 5-8. Preserve Claremont's unique community forests and provide for sustainable increase and maintenance of this valuable resource.

- **Policy 5-8.4.** Safeguard and enhance Claremont's community forest by protecting existing stands of trees and other plant material of substantial value.
- **Policy 5-8.5.** Continue to plant new trees (in particular native tree species where appropriate), and work to preserve mature native trees.

Goal 5-9. Provide a variety of park facilities that meet the diverse needs and interests of the community.

• **Policy 5-9.2**. Achieve and maintain a park ratio of 4.0 acres of parkland per 1,000 residents.

Goal 5-11. Develop and maintain a pathway system within the urban areas of the city.

- **Policy 5-11.1.** Require new development to provide pedestrian walkways, paths, and pedestrian connections that provide access between residential neighborhoods, parks, schools, and other activity nodes as appropriate.
- Policy 5-11.2. Complete installation of curb cuts where needed to improve accessibility.

City of Montclair General Plan (1999)

The western boundary of Montclair is contiguous with the Los Angeles county line, which also includes the cities of Pomona and Claremont. Upland borders Montclair on the north and east, Ontario on the east, and an unincorporated portion of San Bernardino County to the south. The Montclair planning area consists of approximately 6.48 square miles.

The primary land use in Montclair is residential, with a smaller percentage of land uses dedicated to commercial uses near I-10 and vacant or agricultural land. The following General Plan goals and/or policies are directly relevant to the proposed project:

Goal LU-1.1.4. Participate in and support regional activities of SCAG, SANBAG, City/County Planning Commissioners Conference, and other such agencies.

Goal CE-1.1.0. To promote a circulation and transportation system, including freeways, all classes of streets, accommodations for public mass transportation and pedestrian walkways, and bicycle routes that will serve traffic needs efficiently and safely, and be attractive in appearance.

Goal CE-1.1.12. Establish and review priorities for grade separations at roadway and railroad crossings. Sources of funding should be explored for these improvements.

City of Upland General Plan (1996)

Upland is bordered by Montclair to the southwest and Ontario to the south and encompasses a land area of 15.3 square miles. I-10 runs along the southern edge of

the city. SR-66 and I-210 run east-west through the city, while SR-83 runs north-south. Upland serves as a gateway to the Los Angeles National Forest and the Mt. Baldy Recreation Areas.

This General Plan aims to protect its neighborhoods, preserve cultural resources, encourage a mix of land uses, and develop a balanced, regional transportation system. The following General Plan goals and/or policies are directly relevant to the proposed project:

- **Goal 1.** To develop transportation planning, services, and facilities that are coordinated with and support the Land Use Plan.
- **Goal 2.** To minimize the impact of existing and future roadways on adjacent land uses, particularly residential, and ensure compatibility between land uses and roadway facilities to the greatest extent possible.
 - Nonlocal through traffic shall be discouraged from traversing the city on collector and local streets. The major and secondary highway system is intended to accommodate nonlocal traffic.
 - Where feasible, circulation improvements shall be implemented that minimize impacts on adjacent residential neighborhoods.
 - Wherever possible, a buffer zone shall be required between residential land uses and arterial highway facilities.
 - Buffer measures shall be required between any land use and the I-10 and SR-30 freeways.
 - All roadways shall be encouraged to be designed in a manner that will enhance the interplay of vehicular and pedestrian safety.
- Goal 3. To accommodate alternative modes of transportation to the private automobile in the city, including nonmotorized transportation (i.e., bicycle and pedestrian), public transportation, and recreational trails.
 - All new development shall be required to provide sidewalks, in accordance with the Master Plan of Streets and Highways.
 - The special needs of the physically disadvantaged shall be recognized by ensuring that all sidewalks, streets and street crossings, public areas, and related facilities that are normally used by the general public will be accessible to the physically disabled.

Goal 5. To promote the aesthetic qualities of the street system.

- Wherever feasible, street construction and improvement projects shall be designed with a concern for street aesthetics, including street trees, landscaping, and paving materials.
- All new development shall be encouraged to provide landscaped parkways, appropriate pedestrian amenities, and other streetscape improvements that improve the aesthetics of the roadway to both vehicular and pedestrian traffic.
- Adequate street lighting that is energy efficient and appropriate to the area shall be encouraged.

Goal 6. To ensure that land use and transportation projects under the jurisdictions of private and other public agencies are compatible with the objectives of the City of Upland Circulation Element.

- Prior to development, all land use and transportation projects in the unincorporated portions of Upland's sphere-of-influence shall be reviewed and approved by the City Planning Commission for compliance with applicable City transportation policies.
- Every effort shall be made to coordinate with the State, regional, and local governments and agencies to ensure that any future improvements to the State Highway System are conducted to the City's best interest.

City of Ontario General Plan (2007)

Ontario is comprised of approximately 50 square miles. It is bordered by unincorporated San Bernardino County, Montclair, Upland, Rancho Cucamonga, and Fontana to the north, and Chino and Riverside County to the south. I-10, I-15 and SR-60 run through the city limits.

The vision of the Ontario General Plan, or the Ontario Policy Plan, includes goals and policies to create and maintain distinct neighborhoods and activity centers; encourage diverse residential uses; a mix of employment, retail, entertainment, community, and recreational services; and a world-class airport, which are connected through a unified mobility system. The following General Plan goals and/or policies are directly relevant to the proposed project:

Goal LU 2-6. Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.

Goal M 2. A system of trails and corridors that facilitates and encourages bicycling and walking.

- **Policy M 2-1. Bikeway Plan.** We maintain our Multipurpose Trails & Bikeway Corridor Plan to create a comprehensive system of on- and off-street bikeways that connects residential areas, businesses, schools, parks, and other key destination points.
- Policy M 2-2. Bicycle System. We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances.
- Policy M 2-3. Pedestrian Walkways. We require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.

Goal M 4-2. Regional Participation. We work with regional and subregional transportation agencies to plan and implement goods movement strategies, including those that improve mobility, deliver goods efficiently and minimize negative environmental impacts.

Goal CD 1-4. Transportation Corridors. We will enhance our major transportation corridors within the city through landscape, hardscape, signage, and lighting.

City of Fontana General Plan (2003)

Fontana is positioned as a gateway into southern California's economy and the Inland Empire from I-15. I-10, SR-66, and SR-210 also run through the city.

Fontana can play an important role in linking to the critical goods movement system known as Alameda Corridor East due to the city's level of rail service. With a large amount of undeveloped land in its incorporated boundaries and sphere of influence, Fontana has many opportunities for developing its economy. The following General Plan goals and/or policies are directly relevant to the proposed project:

Goal 2 (Land Use). Quality of life in our community is supported by development that avoids negative impacts on residents and businesses and is compatible with, and enhances, our natural and built environment.

• **Policy 1.** New development with potentially adverse impacts on existing neighborhoods or residents such as noise, traffic, emissions and stormwater

- runoff, shall be located and designed so that quality of life and safety in existing neighborhoods are preserved.
- **Policy 2.** Regionally beneficial land uses such as transportation corridors, flood control systems, utility corridors, and recreational corridors shall be sensitively integrated into our community.

Goal 3 (Land Use). Our community is developing in a unified, orderly, logical, environmentally sound manner, which ensures that the City is unified and accessible to all residents, and results in economically sound commercial areas, vibrant neighborhoods, and jobs rich centers.

- **Policy 1.** Areas adjacent to freeway and major arterial corridors shall be given special land use and development standards guidance.
- **Policy 3.** Circulation system improvements shall continue to be pursued that facilitate connectivity across freeway and rail corridors.
- **Policy 4.** Improvements shall be made to transportation corridors that promote physical connectivity and reflect consistently high aesthetic values.

Goal 1 (Transportation). A balanced transportation system for Fontana is provided that meets the mobility needs of current and future residents and ensures the safe and efficient movements of vehicles, people, and goods throughout the city.

- Policy 8. Coordinate street system improvements and traffic signalization with regional transportation efforts in particular on roadways that are at the city's boundaries, are shared with neighboring jurisdictions, and/or are part of regionally significant corridors, including those that are on Congestion Management Plan routes.
- **Policy 9.** Coordinate arterial street design standards with neighboring jurisdictions within the City's sphere of influence to maintain and/or develop consistent street segments.
- **Policy 10.** Cooperate with the City of Rancho Cucamonga to reconstruct the I-15 freeway interchange at Baseline Avenue.
- **Policy 11:** Plan for the design and construction of a new freeway interchange at I-15 and Duncan Canyon Road.
- **Policy 12.** All streets and intersections designed after the adoption of the General Plan will be planned to function at LOS C or better, wherever possible. Improvements to existing streets will be designed to LOS C standards whenever feasible.

- **Policy 14.** Plan for the design and construction of new freeway interchange facilities on I-10 at Alder Avenue and Beech Avenue.
- **Policy 15.** Plan for the design and construction of new arterial overcrossings on I-10 at Mulberry Avenue, Poplar Avenue, and Cypress Avenue to provide for mobility, community connectivity, and efficient access to safety vehicles.
- **Policy 18.** Maintain and improve intersection capacity by implementing ultimate intersection geometries through the use of left-turn pockets and dedicated right-turn lanes wherever feasible.
- **Policy 26.** Protect LOS on all parts of the Circulation Element through the use of medians, roundabouts, and other traffic calming measures.

Goal 3. The major arterial thoroughfares of the city contribute to the overall image and diverse character of the community.

- **Policy 1.** Major arterial highways shall be improved according to customized design guidance within and adjacent to public ROWs.
- **Policy 3.** Continue to pay special attention to designs that include screening, berms, fencing, and landscaping for industrial uses, especially regarding outside storage and handling areas.

Community of Bloomington Community Plan (2007)

Bloomington encompasses approximately 7 square miles of unincorporated land area. Fontana is adjacent to the west and north, and Rialto is located along the north and east boundaries. I-10 bisects Bloomington, and the community contains limited commercial uses and has larger residential lots and more agricultural uses than nearby urban areas.

The Community of Bloomington Community Plan emphasizes its priority is to protect the rural character of the community. The following Community Plan goals and/or policies are directly relevant to the proposed project:

Goal BL/CI 1. Ensure a safe and effective transportation system that provides adequate traffic movement while preserving the rural character of the community.

- **Policy BL/CI 1.2**. Ensure that transportation system improvements are made to Slover Avenue and Valley Boulevard where facilities are at or near capacity.
- Policy BL/CI 1.5. Work with adjacent cities and appropriate agencies to identify deficiencies and provide needed improvements at the intersections of Cedar Avenue, Alder Avenue, Cactus Avenue, and I-10. Researched

- deficiencies shall include an evaluation of both vehicular and pedestrian access, and circulation at these intersections.
- Policy BL/CI 1.6. Adopt and enforce a truck route plan for the Bloomington plan area that limits truck traffic to designated truck routes. Signs and improved enforcement shall direct nonlocal and through trucks to the designated truck routes. The truck route plan shall also identify opportunities for transportation services within the plan area to accommodate truck parking. Coordinate truck routing plans with the adjacent cities. Truck routes to include the following:
 - A. Slover Avenue
 - **B.** Cedar Avenue

Goal BL/CI 2. Ensure safe and efficient nonmotorized traffic circulation within the community.

- **Policy BL/CI 2.1**. Where feasible, maintain unimproved public parkways for pedestrian/bicycle/equestrian use.
- **Policy BL/CI 2.2.** Where feasible, the County shall dedicate ROW for pedestrian/bicycle/equestrian trails concurrent with any road widening or street improvements.
- **Policy BL/CI 2.3**. Where feasible, separate pedestrian/bicycle/equestrian traffic from vehicular traffic on major roadways to protect the safety of trail users.
- **Policy BL/CI 2.4**. Ensure that crossings of the railroad and I-10 can safely accommodate pedestrian traffic.

Goal BL/OS 2. Establish a communitywide trail system.

• **Policy BL/OS 2.6**. Investigate the possible joint use of a proposed flood control drainage easement by equestrians to provide a north/south crossing of I-10 and the railroad.

City of Rialto General Plan (2010)

Rialto encompasses approximately 22 square miles of land area. It is bordered by unincorporated San Bernardino County to the north, Fontana and Bloomington to the west, San Bernardino and Colton to the east, and unincorporated San Bernardino County to the south. Rialto contains a varied mix of land uses; SR-210, SR-66, and I-10 run through the city, as does a UPRR line.

The City of Rialto General Plan emphasizes its commitment to family neighborhoods, new development, encouraging a healthy and diverse economic environment, and its

support for recreational facilities and transportation alternatives. The following General Plan goals and/or policies are directly relevant to the proposed project:

Goal 2-4. Create an attractive gateway into Rialto from the I-10 freeway.

• **Policy 2-4.1.** Improve the visual characteristics of the gateway area by removing overhead power lines, developing a street enhancement program for Riverside Avenue, removal of abandoned buildings, and enhanced and themed landscaping along the corridor.

Goal 2-8. Preserve and improve established residential neighborhoods in Rialto.

• **Policy 2-8.3.** Require all new housing built adjacent to designated major or secondary highways to face a residential street, with driveways on the side street. Require landscaped barrier walls to preserve the privacy of residential side yards and protect them from traffic noise and pollution.

Goal 2-13. Achieve quality aesthetic design of all signage in the city of Rialto.

• **Policy 2-13.1.** Prohibit the indiscriminate placement of highway directional signs, traffic signs, street identification signs, and other similar devices in any manner that creates visual blight or driver confusion.

Goal 2-17. Provide high-quality and environmentally sustainable landscaping.

- **Policy 2-17.1.** Require the planting of street trees along public streets and inclusion of trees and landscaping for private developments to improve airshed, minimize urban heat island effect, and lessen impacts of high winds.
- **Policy 2-17.3.** Require the use of drought-tolerant, native landscaping and smart irrigation systems for new development to lower overall water usage.

Goal 2-21. Ensure high-quality planned developments in Rialto.

Policy 2-21.6. Encourage developments to incorporate meandering greenbelts into subdivision projects, particularly along trails, collector streets, secondary streets, and major highways, protected environmental areas, or other special features. Bicycle and pedestrian trails should be connected with similar features in neighboring projects so that upon completion newer neighborhoods will be linked at the pedestrian level.

- **Goal 4-1.** Provide transportation improvements to reduce traffic congestion associated with regional and local trip increases.
 - **Policy 4-1.4.** Close gaps in the City's roadway network by extending the roadway grid through the Rialto Municipal Airport site as per the Renaissance Specific Plan and by pursuing UPRR overcrossing replacement/widening south of I-10.
 - **Policy 4-1.5.** Reduce delays to local traffic, facilitate emergency response, and enhance safety by pursuing railroad grade separations.
 - Policy 4-1.6. Coordinate with Caltrans, SANBAG, and neighboring jurisdictions to accommodate growing volumes of east-west traffic. This Plan envisions Riverside Avenue, Baseline Road, and Foothill Boulevard to become six-lane arterials.
 - **Policy 4-1.9.** Work with Caltrans to improve coordination of traffic signals at freeway interchanges with those on city streets.
 - **Policy 4-1.12.** Support the County's efforts to improve the I-10 freeway interchange at Cedar Avenue to relieve regional freeway congestion.
 - **Policy 4-1.15.** Support the construction of HOV lanes on I-10 between Ontario and Redlands.
- **Goal 4-5.** Ensure the provision of adequate, convenient, and safe parking for all land uses.
 - **Policy 4-5.1.** Support provision of park-and-ride facilities near the I-10 and SR-210 freeways to encourage carpooling, vanpooling, and other ride-sharing opportunities.
- **Goal 4-8.** Establish and maintain a comprehensive system of pedestrian trails and bicycle routes that provide viable connections throughout the city.
 - **Policy 4-8.6.** Coordinate recreational trail plans with neighboring cities and San Bernardino County to ensure linkage of local trails across jurisdictional boundaries and with regional trail systems.

Goal 4-9. Promote walking.

• **Policy 4-9.1.** Install sidewalks where they are missing and make improvements to existing sidewalks for accessibility purposes. Priority should

be given to needed sidewalk improvement near schools and activity centers. Provide wider sidewalks in areas with higher pedestrian volumes.

- **Policy 4-9.4.** Accommodate pedestrians and bicyclists in addition to automobiles when considering new development projects.
- **Policy 4-9.5.** Seek to maintain pedestrian access in the event of any temporary or permanent street closures.
- **Policy 4-9.7.** Require ADA compliance on all new or modified handicap ramps.

Goal 4-10. Provide a circulation system that supports Rialto's position as a logistics hub.

- **Policy 4-10.1.** Designate and enforce truck routes for use by commercial trucking as part of the project approval process.
- **Policy 4-10.2.** Coordinate truck routes with adjacent jurisdictions.
- **Policy 4-10.3.** Develop appropriate noise mitigation along truck routes to minimize noise impacts on nearby sensitive land uses.

City of Colton General Plan (1987, Land Use and Mobility Elements 2013)

Colton is bordered by the cities of Rialto, San Bernardino, Loma Linda, and Grand Terrace and Riverside County. Located in San Bernardino County, Colton encompasses approximately 18 square miles and is located within the Santa Ana River floodplain. The UPRR main switching yard is located in the city, and a large intermodal hub for the BNSF railroad is located just a few miles north of Colton, in the city of San Bernardino. I-10 and I-215 also traverse the city, from east to west and south to north, respectively.

Its physical geographic characteristics and constraints associated with its convergence of rail and freeway corridors create the unique character of Colton. These issues also present limitations for development. The City's General Plan aims to support its existing position as a major transit/goods movement hub, while accompanying growth at the same time. The following General Plan goals and/or policies are directly relevant to the proposed project:

Goal LU-2. Create great places in Colton through use of high-quality streetscapes and design requirements.

• **Policy LU-2.1.** Pay critical attention to the appearance of properties at the City's major gateways, as identified in Figure LU-5 [of the City of Colton's General Plan].

Goal LU-6. Minimize or eliminate land use conflicts where residences are in close proximity to rail lines, freeways, and industrial businesses.

• **Policy LU-6.4.** Promote the use of buildings, setbacks, walls, landscaping, and other design features to buffer and reduce conflicts between adjacent properties.

Goal M-1. Provide an integrated and balanced multimodal transportation network of Complete Streets to meet the needs of all users and transportation modes.

- **Policy M-1.1.** Provide for the needs of drivers, public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in planning, programming, design, construction, reconstruction, retrofit, operations, and maintenance activities of all streets.
- **Policy M-1.2.** View all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in Colton. Recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system.

Goal M-3. Develop a safe, efficient, and attractive street system that provides capacity to meet existing and future demand.

- **Policy M-3.1.** Apply General Plan roadway standards for roadways to the design and construction of future street improvements. Take into account not only automobiles, but also transit vehicles, bicycles, and pedestrians as identified by the Street Typology system.
- **Policy M-3.3.** Maintain the City's transportation infrastructure in good condition.
- Policy M-3.5. Maintain intersection traffic flows at LOS D during peak hours for all roadways in Colton, except at those locations identified in this Mobility Element where peak-hour LOS E is allowed.
- **Policy M-3.11.** Reconfigure the Mt. Vernon, Valley Boulevard, and I-10 freeway interchange to remove the five-legged intersection and improve the operations of this interchange.
- **Policy M-3.12.** Provide themed signage and related aesthetic enhancements at City gateways, as identified in Figure LU-6 [Land Use Plan] in the Land Use Element.

Goal M-4. Provide appropriate access, logical configuration, and adequate capacity at freeway interchanges, street and rail intersections, and at bridges.

- **Policy M-4.3.** Study the La Cadena Drive and 9th Street and I-10 freeway interchanges to develop a better configuration that would allow traffic to be directed efficiently into Downtown Colton and avoid driver confusion.
- **Policy M-4.4.** Provide for the continuity of Washington Street with any interchange improvements at Washington Street and I-215 freeway.
- **Policy M-4.6.** Ensure that all interchange reconfiguration projects, grade separation improvements, and bridge widening projects be designed and implemented in a manner that provides positive benefit to the city of Colton.
- **Policy M-4.7.** Work with Caltrans and SANBAG to replace the Mt. Vernon Avenue bridge crossing of the Santa Ana River to alleviate congestion.

Goal M-5. Maintain an efficient network of goods and freight movement that supports the needs of Colton businesses while reducing truck and rail traffic impacts on residential neighborhoods.

- **Policy M-5.1.** Work with railroad operators to limit the aesthetic, noise, vibration, traffic congestion, and air quality impacts of new projects on residential neighborhoods adjacent to railroad lines and railroad projects.
- **Policy M-5.2.** Ensure that Colton Crossing design, construction activities, maintenance, and railroad operations do not create negative adverse impacts to surrounding residential properties.
- **Policy M-5.5.** Vigorously enforce established truck routes to discourage truck shortcuts through residential neighborhoods.
- **Policy M-5.6.** Ensure that the designated truck routes conform to the following performance criteria:
 - Truck routes must avoid intrusions into residential neighborhoods to limit noise, vibration, and air quality impacts.
 - To the extent feasible, truck routes will not be provided on local streets and on streets with mostly residential frontage.
 - Truck routes must be located on roadways that provide direct and convenient access between Major Arterials and freeways (I-10 and I-215) and industrial and commercial businesses.
 - Truck routes must be located on roadways with the design and construction capacity to accommodate truck traffic.

Goal M-7. Coordinate with other jurisdictions and agencies on regional transportation projects.

- **Policy M-7.1.** Actively pursue federal, State, and regional funds for local and regional roadway improvements.
- **Policy M-7.2.** Require the provision of appropriate mitigation of traffic impacts in surrounding communities resulting from development in Colton. Work with surrounding communities to ensure that traffic impacts in Colton resulting from development outside the city are adequately mitigated.
- Policy M-7.3. Consult with Caltrans, SCAG, the South Coast Air Quality Management District (SCAQMD), SANBAG, Omnitrans, San Bernardino County, Riverside County, and the cities of Rialto, San Bernardino, Loma Linda, Grand Terrace, and Riverside to coordinate regional transportation facilities, and to pursue federal, State, and regional funds for local and regional traffic improvements.
- **Policy M-7.4.** Continue to work with regional agencies in implementing Intelligent Transportation System measures and advanced traffic management technologies.

City of San Bernardino General Plan (2005)

San Bernardino is surrounded by Rialto to the west, Colton to the southwest, Loma Linda to the south, Redlands to the southeast, Highland to the east, and the San Bernardino National Forest to the north. San Bernardino is a gateway to mountain resorts and a gateway to southern California due to its proximity to the Cajon Pass, a major natural entry from the high deserts and points east. The historic development of San Bernardino as a transportation hub is directly related to the proximity to the Cajon Pass (e.g., railroad lines, Santa Fe rail depot, U.S. Route 66, I-215, SR-18). I-10 borders the southern edge of the city, and the city's total planning area is 71 square miles.

Key strategies that supported the development of this General Plan include entrepreneurship, Inland Empire economy, fiscal priorities, community diversity, quality housing and attractive neighborhoods, cultural and recreational opportunities, education, and community pride. The following General Plan goals and/or policies are directly relevant to the proposed project:

Goal 2.1. Preserve and enhance San Bernardino's unique neighborhoods.

• **Policy 2.1.1.** Actively enforce development standards, design guidelines, and policies to preserve and enhance the character of San Bernardino's neighborhoods.

Goal 2.2. Promote development that integrates with and minimizes impacts on surrounding land uses.

- Policy 2.2.2. Require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur, including, as appropriate, decorative walls, landscape setbacks, restricted vehicular access, enclosure of parking structures to prevent sound transmission, and control of lighting and ambient illumination.
- **Policy 2.2.5.** Establish and maintain an ongoing liaison with Caltrans, the railroads, and other agencies to help minimize impacts and improve aesthetics of their facilities and operations; including possible noise walls, berms, limitation on hours and types of operations, landscaped setbacks, and decorative walls along its periphery.

Goal 2.3. Create and enhance dynamic, recognizable places for San Bernardino's residents, employees, and visitors.

- **Policy 2.3.6.** Circulation system improvements shall continue to be pursued that facilitate connectivity across freeway and rail corridors.
- **Policy 2.3.7.** Improvements shall be made to transportation corridors that promote physical connectivity and reflect consistently high aesthetic values.

Goal 6.1. Provide a well-maintained street system.

- **Policy 6.1.1.** Maintain and rehabilitate all components of the circulation system, including roadways, sidewalks, bicycle facilities, and pedestrian facilities.
- **Policy 6.1.3.** Coordinate maintenance or enhancement of transportation facilities with related infrastructure improvements.

Goal 6.2. Maintain efficient traffic operations on city streets.

• **Policy 6.2.1.** Maintain a peak-hour LOS D or better at street intersections.

Goal 6.3. Provide a safe circulation system.

• **Policy 6.3.1.** Promote the principle that streets have multiple uses and users, and protect the safety of all users.

Goal 6.4. Minimize the impact of roadways on adjacent land uses and ensure compatibility between land uses and highway facilities to the extent possible.

- **Policy 6.4.1.** Work with Caltrans to ensure that construction of new facilities includes appropriate soundwalls or other mitigating noise barriers to reduce noise impacts on adjacent land uses.
- **Policy 6.4.2.** Require, wherever possible, a buffer zone between residential land uses and highway facilities.
- **Policy 6.4.3.** Continue to participate in forums involving the various governmental agencies, such as Caltrans, SANBAG, SCAG, and the County, that are intended to evaluate and propose solutions to regional transportation problems.
- **Policy 6.4.8.** Develop appropriate protection measures along routes frequently used by trucks to minimize noise impacts to sensitive land uses including, but not limited to, residences, hospitals, schools, parks, daycare facilities, libraries, and similar uses.

Goal 6.5. Develop a transportation system that reduces conflicts between commercial trucking, private/public transportation, and land uses.

• **Policy 6.5.1.** Provide designated truck routes for use by commercial/industrial trucking that minimize impacts on local traffic and neighborhoods.

City of Loma Linda General Plan (2009)

Loma Linda is bordered by Redlands and San Bernardino to the north; Redlands and unincorporated San Bernardino County to the east; unincorporated Riverside and San Bernardino counties to the south; and unincorporated San Bernardino County and Colton and San Bernardino to the west. I-10 provides the northern border of the city. The planning area covers approximately 10.41 square miles.

The main vision for the City of Loma Linda is for it to continue to be a small, friendly, beautiful community with natural assets, a unique economy, and healthy lifestyle. Also important to the City is its university; to avoid large-scale, high-density development; and promote a pedestrian-friendly environment. The following General Plan goals and/or policies are directly relevant to the proposed project:

Goal 6.10. Provide a balanced, convenient, energy-efficient, and safe transportation system that incorporates all feasible modes of transportation.

Goal 6.10.1. Vehicular Circulation

- a. Maintain long-term traffic levels of service at LOS C.
- **e.** Facilitate roadway capacity by implementing the Loma Linda Circulation Plan.

• **j.** Encourage regional goods movement to remain on area freeways and other appropriate routes.

Goal 6.10.2. Nonmotorized Transportation

- **b.** Provide lighting that is attractive, functional, and appropriate to the character and scale of the neighborhood or area, and which contributes to pedestrian and bicycle safety.
- **c.** Maintain roadway designs that maintain mobility and accessibility for bicyclists and pedestrians through incorporation of sidewalks and bicycle lanes, where appropriate.

Goal 6.10.3. Transit

• **b.** Preserve options for future transit use when designing roadway and highway improvements.

City of Redlands General Plan (1995)

Redlands is bounded on the north by the Santa Ana Wash, Highland, and the San Bernardino Mountains, on the east by Yucaipa, on the south by Riverside County, and on the west by Loma Linda and San Bernardino. I-10, SR-38, and SR-210 run through the middle of the city. The planning area encompasses 52 square miles.

Major themes that are prevalent throughout the General Plan include maintaining its position as a freestanding city, its citrus heritage, small town feeling, and its sense of history. The following General Plan goals and/or policies are directly relevant to the proposed project:

Guiding Policies: Residential Areas

• **Policy 4.40c**. Conserve existing citrus groves and encourage planting new ones along street frontages to be developed.

Guiding Policies: Downtown

• **Policy 4.61c.** Provide public improvements for traffic circulation, flood control, utility services, and aesthetic amenities that will attract new private investment and economic development.

Guiding Policies: East Valley Corridor

Policy 4.62b. Provide sufficient roadway and intersection capacities to maintain
a minimum LOS C except as provided in Policy 5.20b. In areas where the
current LOS is below the LOS C standard, provide sufficient roadway and
intersection capacities to maintain, at a minimum, the LOS existing as of the
time an application for development is filed and to assure that the LOS is not
degraded to a reduced LOS, except as provided in Section 5.20b.

Guiding Policies: Standards for Traffic Service

- **Policy 5.20a.** Maintain LOS C or better as standard at all intersections presently at LOS C or better.
- **Policy 5.20b.** Within the area identified in GP Figure 5.3, including that unincorporated County area identified on GP Figure 5.3 as the donut hole, maintain LOS C or better; however, accept a reduced LOS on a case-by-case basis upon approval by a four-fifths (4/5ths) vote of the total authorized membership of the City Council.
- **Policy 5.20c.** Where the current LOS at a location within the city of Redlands is below the LOS C standard, no development project shall be approved that cannot be mitigated so that it does not reduce the existing LOS at that location except as provided in Section 5.20b.

Guiding Policies: Circulation Network and Classification

- **Policy 5.30b.** Review the Circulation Network with neighboring jurisdictions and seek agreement on actions needing coordination.
- **Policy 5.30c.** Review and coordinate circulation requirements with Caltrans as it pertains to the freeways and State highways.
- **Policy 5.33.** Freeway improvements.

Guiding Principles: Freeway Improvements

• **Policy 5.33a.** Work with Caltrans to achieve timely construction of freeway and interchange improvements.

Implementing Policies: Freeway Improvements

• **Policy 5.33b.** Develop improvement plans for the SR-30 interchange at San Bernardino Avenue and for the I-10 freeway interchanges at Alabama Street,

California Street, and Mountain View Avenue to ensure adequate capacity to meet future needs associated with the *East Valley Corridor Specific Plan*.

- **Policy 5.33c.** Provide an SR-30 freeway crossing (no ramps) at Palmetto Avenue and widen I-10 crossings at Nevada Street to reduce overdependence on other freeway crossings such as San Bernardino Avenue, Alabama Street, and California Street.
- **Policy 5.33d.** Seek funding for interchange improvements as needed to accommodate traffic growth in the East Valley Corridor.
- **Policy 5.33e.** Seek funding for I-10/Wabash Avenue interchange improvements.

Guiding Policies: Bikeways

 Policy 5.50o. Plan and design bikeways with special consideration to the safety of bicyclists and pedestrians.

Guiding Policies: Pedestrianways

Policy 5.60a. Treat pedestrians as if they are more important than cars.

Implementing Policies: City Design

- Policy 3.10l. Use Caltrans and local resources to implement the I-10 Corridor Landscape Master Plan. A future 10-lane freeway will overwhelm Redlands unless it is part of a major landscape element.
- Policy 3.10n. Avoid soundwalls as a standard on arterial streets in residential areas. Walled cities with deserted sidewalks and bleak streets have become the norm in many recently built cities. Redlands has avoided this blight by using side-on cul-de-sacs, but design to mitigate noise resulting from projected traffic increases will require other techniques. Preservation of citrus frontage, use of berms, and frontage roads are alternatives.

City of Yucaipa General Plan (2004)

Yucaipa is bounded on the west by Redlands, and unincorporated San Bernardino County on all other sides. The San Bernardino Mountains are located immediately to the north of Yucaipa. I-10 runs through the middle of Yucaipa. The planning area encompasses almost 28 square miles.

The major goals and objectives of the General Plan are intended to preserve the community's rural atmosphere. The following General Plan goals and/or policies are directly relevant to the proposed project:

Goal LU-3. Promote opportunities for commercial and industrial development along the I-10 corridor, and encourage development of other centers of commercial development within the city.

Goal LU-9. Locate new development so that the economic strength derived from agricultural, mineral, and other natural resources is preserved.

- **A.** Prime agricultural lands must be protected from the adverse effects of urban encroachment, particularly increased erosion and sedimentation, trespass, and nonagricultural land development.
- **D.** Because agricultural uses are valuable, the City shall encourage the retention of productive, commercially viable agricultural land and discourage the premature or unnecessary conversion of agricultural land to nonagricultural uses through the implementation of the following actions.
- **Goal T-1.** Develop a transportation system for current and future needs that moves people and goods safely and efficiently.
- **Goal T-5.** Strive to achieve minimum LOS C on all highways and intersections.
- **Goal T-7.** Encourage nonmotorized alternative transportation by creating bicycle lanes and pedestrian paths to commercial areas, parks, and schools.
- **Goal TP-1.** Promote the development of safe and convenient bicycle and pedestrian corridors that provide alternative transportation routes to schools, parks, and employment and commercial areas.
- **Goal SH-1.** Promote the appropriate and positive landscape treatment along scenic highways to provide the necessary buffering and screening, as well as to provide scenic openness by preserving visual access to natural scenic vistas and features.
- **Goal OS-8.** Minimize conflicts between open space and surrounding land uses.

Specific Plans

The following Specific Plans are located within or immediately adjacent to the proposed project alignment.

Centrelake Business Park Specific Plan (1983)

The Centrelake Business Park Specific Plan is master planned as a mixed-use park to be aesthetically pleasing and self sufficient. It is located adjacent to Ontario International Airport and bound by I-10 to the north, Turner Avenue to the west, and Haven Avenue to the east in Ontario. A significant portion of Centrelake is intended for development as office facilities.

Crossroads Business Park Specific Plan (1997)

The Crossroads Business Park Specific Plan was approved for the exclusive development of light industrial uses. It attempts to duplicate the development standards established by California Commerce Center South. It is bounded by I-10 to the south, Etiwanda Avenue to the east, Fourth Street to the north, and parcels adjacent to I-15 on the west in Ontario.

Guasti Plaza Specific Plan (2007)

The Guasti Plaza Specific Plan has a long history as an Italian agricultural/agrarian, working environment. It is bounded by I-10 to the north, Turner Avenue to the east, Old Guasti Road to the south, and Archibald Avenue to the west in Ontario. It is approved for the exclusive development of light industrial uses.

Meredith International Center Specific Plan (1999)

The Meredith International Center Specific Plan is a major mixed-use development on approximately 250 acres. A key amenity to the project is the Cucamonga/Guasti Regional Park, which occupies the northeast corner of the site. It is bounded by I-10 to the south, Archibald Avenue to the east, Fourth Street to the north, and Vineyard Avenue to the west in Ontario. The land uses proposed for the plan are primarily office, hotel, and retail/commercial with some residential uses.

Mountain Village Specific Plan (1997)

The Mountain Village Specific Plan was approved to ensure the development of commercial, office, and residential uses. It is bounded by I-10 to the north, Colony Park and single-family residences to the south, single-family residences to the east, and multi-family residences to the west in Ontario. The Specific Plan area contains four Development Districts that are characterized by different land uses and design objectives, including "Entertainment District," "Main Street District," "Sixth Street District," and "Residential District."

Ontario Center Specific Plan (1981)

The Ontario Center Specific Plan consists of a mix of uses, including commercial, residential, and open space covering 549 acres. It is bounded by I-10 to the south, Turner Avenue to the west, Fourth Street to the north, and Milliken Avenue to the east in Ontario.

Ontario Mills Specific Plan (1996)

The Ontario Mills Specific Plan consists primarily of commercial and office land uses and encompasses approximately 251 acres. It is generally bounded by Fourth Street to the north, Milliken Avenue to the west, I-15 to the east, and I-10 to the south in Ontario. The site is located at the interchange of two freeways, frontage on major arterials, and within close proximity of Ontario International Airport.

Rancon Center Specific Plan (1991)

The Rancon Center Specific Plan is approved for the development of light industrial uses. It is bounded by I-10 to the south, I-15 to the west, light industrial to the north, and parcels adjacent to Etiwanda to the east in Ontario.

Shea Business Center Specific Plan (1996)

The Shea Business Center Specific Plan is approved for the development of industrial/commercial/office uses. It is bounded by I-10 to the north, I-15 to the west, Airport Drive to the south, and Etiwanda Avenue to the east in Ontario.

Transpark Specific Plan (1981)

The Transpark Specific Plan is approved for the development of commercial and industrial uses. It is bounded by I-10 to the south, one parcel from Archibald Avenue to the west, Inland Empire Boulevard to the north, and Turner Avenue to the east in Ontario.

Wagner Properties Specific Plan (1982)

The Wagner Properties Specific Plan contains approximately 54 acres. The plan is to guide creation of a commercial center with commercial and residential uses. It is bounded by I-10 to the south, Turner Avenue to the west, Fourth Street to the north, and Haven Avenue to the east in Ontario.

Fontana Gateway Specific Plan (1987)

The Fontana Gateway Specific Plan is located in the unincorporated area of San Bernardino County, adjacent to Fontana's Southwest Gateway corridor. The site is

bounded by I-10 on the north, Mulberry Avenue on the east, Jurupa Avenue on the south, and Etiwanda Avenue on the west. The Fontana Gateway Specific Plan is primarily a planned industrial land use encompassing approximately 755 acres in the urbanizing area of southwest Fontana. The project would create a major new employment center, providing jobs for existing city residents and new residents of nearby planned residential communities.

Southwest Industrial Park Specific Plan (2012)

The Southwest Industrial Park Specific Plan is located within the southwest area of Fontana, between I-10 and the San Bernardino/Riverside county boundary. The Southwest Industrial Park plan area of the project is generally bounded by Jurupa Avenue on the north, Etiwanda Avenue on the west, the county line on the south, and Mulberry Avenue on the east. The second industrial park area (Jurupa Industrial Park Plan Area) of the project is defined by an irregular boundary, generally bounded by Slover Avenue on the north, Cherry Avenue on the west, Jurupa Avenue on the south, and Catawba Avenue on the east, with two additional areas extending north of the freeway to Valley Boulevard. The Original Southwest Industrial Park plan area is divided into 55 separate parcels ranging in size from 1.25 to 21.28 acres. The average parcel size is 7.03 acres. Most of the developments are oriented toward the transportation industry

Empire Center Specific Plan (1990)

The Empire Center Specific Plan is generally bounded on the north by the UPRR/ Southern Pacific Railroad, on the east by the city limits boundary, on the south by Slover Avenue, and on the west by Sierra Avenue in Fontana. The City of Fontana has taken various actions since 1990 that have covered the 292.5-acre Empire Center Specific Plan or the more than 500-acre Empire Center project area. The Empire Center will include a business park, community commercial area, entertainment center, neighborhood commercial area, park-and-ride facility, promotional center, and a regional mall.

Gateway Specific Plan (1990)

The Gateway Specific Plan consists of 366 acres of land north of I-10 at the Riverside Avenue intersection in Rialto. Existing development is a mixture of industrial, commercial, retail, and residential uses, as well as vacant land.

West Valley Specific Plan (1996)

The West Valley Specific Plan consists of East and West Subareas, separated by a section of county land. The West Subarea is bounded by San Bernardino Avenue on the north, the city boundary on the west, I-10 on the south, and the Southern Pacific Railroad and county line on the east. The East Subarea is bounded by C Street on the north, Grand Avenue on the west, I-10 on the south, and the UPRR and Santa Fe Railroad tracks on the east in Colton. A large portion of the specific plan was designed around the railroad uses, and the area is approved for a large mix of uses.

East Valley Corridor Specific Plan (1989)

The East Valley Corridor Specific Plan includes approximately 4,300 acres and is generally bounded by the Santa Ana River Wash on the north; Texas Street on the east, north of I-10; Kansas Street on the east, south of I-10; Barton Road on the south; California Street on the west; and Mountain View Avenue on the west, north of I-10 in Redlands. The area consists of a mix of uses, including agriculture.

Agua Mansa Specific Plan (1986)

The Agua Mansa Specific Plan is intended to be a master plan for the economic development of the 4,285-acre project area, which comprises segments of unincorporated San Bernardino and Riverside counties and Colton and Rialto. It is bounded by I-10 on the north, Rancho Avenue on the east, and the Santa Ana River on the southeast. The southwesterly boundary is formed by Market Street and Rubidoux Boulevard; the northwesterly boundary varies from 1-10 and Lilac Avenue on the north to Hall Avenue. The easterly portion of the study area is located in the floodplain of the Santa Ana River on the westerly bank of the main channel. It is approved for a mix of uses within the various jurisdictions; however, the land use trend within the study area has been primarily towards heavy industrial development.

Freeway Corridor Specific Plan (2007)

The Freeway Corridor Specific Plan site encompasses 1,234.3 acres and is located in the southwestern corner of Yucaipa. The Specific Plan site is bisected by I-10 and abuts the Riverside county line to the south. The proposed Specific Plan is composed of three distinct neighborhoods. Each neighborhood includes residential, commercial, business park, public facilities, and open space land uses.

Oak Hills Marketplace Specific Plan (2007)

The Oak Hills Marketplace (OHM) property occupies approximately 63.66 acres located in southern Yucaipa. The site is located adjacent to eastbound (EB) I-10,

immediately east of Live Oak Canyon Road. Wildwood Creek traverses the project site, and several unnamed hills are located along the southern border of the property.

Robinson Ranch Planned Development (2011)

The Robinson Ranch Planned Development area covers 522 acres in the southwest portion of Yucaipa. The Planned Development area is divided into the following three primary planning areas: Robinson Ranch North, West Oak Center, and Wildwood Ranch. In total, the planned development envisions 4,159 multiple and single-family attached and detached dwelling units distributed throughout 385 acres, 109 acres of general commercial uses, and 28 acres of business park uses. Approximately 119 acres of improved open space and 49 acres of natural open space areas would be included within these land uses.

2.2.2 Environmental Consequences

Consistency with related plans and policies are identified in Table 2-3.

Table 2-3. Consistency with Plans and Policies

	Project Consistent with Plan, Goal, Objective, or Policy			
Goal/Policy	Alternative 1 No Build	Alternative 2 HOV Lane	Alternative 3 Express Lanes	Consistency Analysis
		SCAG 2008 Regi	onal Comprehensive	Plan
Land Use and Housing Chapter: Focusing growth in existing and emerging centers and along major transportation corridors.	Consistent	Consistent	Consistent	The build alternatives would not induce growth because the proposed project would be built along an existing corridor and is consistent with existing and future plans. The No Build Alternative would not induce growth because there would be no construction.
Land Use and Housing Chapter: Protecting important open space, environmentally sensitive areas (ESAs), and agricultural lands from development.	Consistent	Consistent	Inconsistent	Alternative 2 would avoid any permanent impacts to open space, ESAs, and agricultural lands. Alternative 3 open space impacts would be avoided when possible and mitigation measures would minimize any unavoidable temporary or permanent impacts to important open space. No open space, ESAs, or agricultural lands would be affected as a result of the No Build Alternative.
Open Space and Habitat Chapter: Conserving natural lands that are necessary to preserve the ecological function and value of the region's ecosystems.	Consistent	Consistent	Inconsistent	See response immediately above.
Open Space and Habitat Chapter: Conserving wildlife linkages as critical components of the region's open space infrastructure.	Consistent	Consistent	Consistent	No wildlife linkages would be affected by any of the alternatives.
Open Space and Habitat Chapter: Coordinating transportation and open space to reduce transportation impacts to natural lands.	Consistent	Consistent	Consistent	Alternative 2 would avoid any permanent impacts to open space. Coordination is ongoing to minimize impacts from Alternative 3. No open space would be affected as a result of Alternative 1.
Transportation Chapter: A more efficient transportation system that reduces and better manages vehicle activity.	Inconsistent	Consistent	Consistent	Proposed project improvements would result in a more efficient transportation system. I-10 traffic conditions would continue to worsen without implementation of the proposed project.
Transportation Chapter: A cleaner transportation system that minimizes air quality impacts and is energy efficient.	Inconsistent	Consistent	Consistent	Alternative 2 would encourage fewer vehicles on I-10 by using the high-occupancy vehicle (HOV) lane, thereby minimizing air quality impacts and increasing energy efficiency. Alternative 3 would encourage fewer vehicles on I-10 by using the HOV lane and Express Lanes, thereby minimizing air quality impacts and increasing energy efficiency. I-10 traffic conditions would continue to worsen without implementation of the proposed project, thereby increasing air quality impacts and decreasing energy efficiency.
	SCAG Regional	Transportation Plan (RTP)/Sustainable Con	nmunities Strategy (SCS)
Goal: Maximize mobility and accessibility for all people and goods in the region.	Inconsistent	Consistent	Consistent	Both build alternatives would improve traffic flow and decrease congestion along I-10, thereby improving mobility and enhancing goods movement capabilities. I-10 traffic conditions would continue to worsen without implementation of the proposed project.
Goal: Ensure travel safety and reliability for all people and goods in the region.	Inconsistent	Consistent	Consistent	The proposed build alternatives would increase freeway capacity and freeway speeds. It is anticipated to reduce rear-end and sideswipe accidents due to stop-and-go traffic and weaving, respectively. I-10 traffic conditions would continue to worsen without implementation of the proposed project, thereby worsening safety and trip reliability.
Goal: Preserve and ensure a sustainable regional transportation system.	Inconsistent	Consistent	Consistent	The proposed build alternatives would increase freeway capacity and freeway speeds. It is anticipated to improve the regional transportation system. I-10 traffic conditions would continue to worsen without implementation of the proposed project.
Goal: Maximize the productivity of our transportation system.	Inconsistent	Consistent	Consistent	Alternative 2 would increase freeway capacity and freeway speeds with the addition of an HOV lane. Alternative 3 would further maximize the productivity of the regional transportation system, as the proposed project includes additional capacity in the form of two Express Lanes in each direction. I-10 traffic conditions would continue to worsen without implementation of the proposed project.
Goal: Protect the environment and health of our residents by improving air quality and encouraging active transportation (nonmotorized transportation, such as bicycling and walking)	Inconsistent	Consistent	Consistent	The proposed build alternatives would increase freeway speeds and encourage transit use and carpooling. Reductions in vehicle miles traveled (VMT), air quality impacts, and energy usage would occur because vehicle idling time would be reduced. I-10 traffic conditions would continue to worsen without implementation of the proposed project, thereby increasing air quality impacts and decreasing energy efficiency.
Goal: Actively encourage and create incentives for energy efficiency, where possible.	Inconsistent	Consistent	Consistent	See response immediately above.

Table 2-3. Consistency with Plans and Policies

		Project Consistent wit , Goal, Objective, or F		
Goal/Policy	Alternative 1 No Build	Alternative 2 HOV Lane	Alternative 3 Express Lanes	Consistency Analysis
Goal: Encourage land use and growth patterns that facilitate transit and nonmotorized transportation.	Consistent	Consistent	Consistent	Nonmotorized transportation options would be preserved or enhanced as a result of the proposed project. No changes to transit or nonmotorized transportation would result from Alternative 1.
Policy 2: Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region.	Inconsistent	Consistent	Consistent	The existing multimodal transportation system would continue to degrade without proposed project improvements, thereby diminishing safety, adequate maintenance, and efficiency.
Policy 5: HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.	Inconsistent	Consistent	Consistent	The proposed project would result in an HOV gap closure that would increase transit and rideshare usage. The No Build Alternative would not fill in an HOV gap closure.
		SCAG C	ompass Blueprint	
Increase the region's mobility: Encourage transportation investments and land use decisions that are mutually supportive.	Consistent	Consistent	Consistent	Any land use changes resulting from the build alternatives would result in improvements to the region's transportation system. No changes to the transportation or land use would result from the No Build Alternative.
Increase the region's mobility: Promote a variety of travel choices.	Inconsistent	Consistent	Consistent	The proposed project would increase travel options along I-10. Alternative 2 would provide an HOV alternative, and Alternative 3 would provide an HOV and Express Lanes alternative. The No Build Alternative would not provide additional travel options.
Enable prosperity: Ensure environmental justice regardless of race, ethnicity, or income class.	Consistent	Consistent	Consistent	Neither the build alternatives nor the No Build Alternative would result in an impact to any environmental justice population.
Promote sustainability for future generations: Develop strategies to accommodate growth that use resources efficiently, and minimize pollution and greenhouse gas (GHG) emissions.	Inconsistent	Consistent	Consistent	The proposed project would aim to minimize GHG emissions by removing cars from I-10. The proposed project would not result in induced growth in the project area. The No Build Alternative would not develop additional methods for accommodating growth or minimizing pollution or GHG emissions.
Promote sustainability for future generations: Preserve rural, agricultural, recreational, and environmentally sensitive areas.	Consistent	Consistent	Consistent	Alternative 2 would avoid any permanent impacts to rural, agricultural, recreational, or ESAs. Alternative 3 open space impacts would be avoided when possible and mitigation measures would minimize any unavoidable temporary or permanent impacts to important open space. No rural, agricultural, recreational, or ESAs would be affected as a result of the No Build Alternative.
		San Bernardir	no County General Pla	n
Goal CI 1. The County will provide a transportation system, including public transit, which is safe, functional, and convenient; meets the public's needs; and enhances the lifestyles of county residents.	Consistent	Consistent	Consistent	The proposed project would not result in any permanent impacts to the County's public transportation system, but it would result in improved I-10 conditions within the project area. The No Build Alternative would not result in changes to the County's transportation system.
Goal CI 2. The County's comprehensive transportation system will operate at regional, countywide, community, and neighborhood scales to provide connectors between communities and mobility between jobs, residences, and recreational opportunities.	See related policies below	See related policies below	See related policies below	See related policies below for consistency analysis.
Policy Cl 2.1. Work with adjacent jurisdictions to minimize inconsistencies in existing and ultimate ROW and roadway capacity across jurisdictional boundaries.	Inconsistent	Consistent	Consistent	Coordination is ongoing between the multiple regional and local government agencies involved in the proposed project to improve traffic conditions on I-10 throughout the jurisdictions located in the project area. The No Build Alternative would not result in any traffic improvements to I-10.
Policy Cl 2.2. Coordinate financial plans for transportation system improvements with other agencies and jurisdictions in the county.	Inconsistent	Consistent	Consistent	See response immediately above.
Policy CI 2.3. Where appropriate, jointly fund studies and improvements to the transportation system, with cities and other public agencies and developers.	Inconsistent	Consistent	Consistent	The proposed build alternatives would result in jointly funded improvements to I-10. The No Build Alternative would not result in any transportation studies.
Policy Cl 2.4. Work with Caltrans and SANBAG on appropriate fair- share mitigation for impacts of development on State highways.	Inconsistent	Consistent	Consistent	The proposed build alternatives would share mitigation requirements with Caltrans and SANBAG. The No Build Alternative would not require mitigation because no construction would occur.

Table 2-3. Consistency with Plans and Policies

Gool/Policy	Project Consistent with Plan, Goal, Objective, or Policy			Consistency Analysis
Goal/Policy	Alternative 1 No Build	Alternative 2 HOV Lane	Alternative 3 Express Lanes	Consistency Analysis
Policy Cl 2.5. Work with Caltrans on mitigating the impacts of State highway projects on local communities.	Inconsistent	Consistent	Consistent	The proposed build alternatives would mitigate impacts to local communities, as much as possible. The No Build Alternative would not require mitigation because no construction would occur.
Policy CI 2.7. Coordinate with Caltrans, SANBAG, the Southern California Association of Governments (SCAG), and other agencies regarding transportation system improvements in the County's Measure I and other adopted Capital Improvement Programs.	Consistent	Consistent	Consistent	Coordination is ongoing between the multiple regional and local government agencies involved in the proposed project to improve traffic conditions on I-10 throughout the jurisdictions located in the project area. The No Build Alternative would not result in any traffic improvements to I-10.
Policy CI 2.8. Continue to participate in SANBAG, which is the County's Transportation Commission and transportation planning coordinator for all local agencies in the County, and regularly attend meetings of SANBAG Plans and Programs Committee and Comprehensive Transportation Plan Technical Advisory Committee meetings to discuss planning items of mutual concern.	Consistent	Consistent	Consistent	See response immediately above.
Policy CI 2.10. Identify important long-range transportation corridors, in conjunction with plans of regional transportation agencies (e.g., SCAG and SANBAG) to protect sufficient ROW for the development of long-range corridors.	Consistent	Consistent	Consistent	The intent of this policy is to provide ROW for, and minimize ROW impacts of, transportation corridor projects planned by agencies such as SCAG and SANBAG. The proposed project is shown on plans on both of those agencies, so the proposed project is clearly consistent with this policy. The No Build Alternative is not inconsistent with this policy because it does not reduce the available ROW for a different future project should none of the build alternatives proposed here be selected as the Preferred Alternative.
Goal CI 3. The County will have a balance between different types of transportation modes, reducing dependency on the automobile and promoting public transit and alternate modes of transportation, in order to minimize the adverse impacts of automobile use on the environment.	See related policies below	See related policies below	See related policies below	See related policies below for consistency analysis.
Policy CI 3.1. Encourage the reduction of automobile usage through various incentive programs.	Inconsistent	Consistent	Consistent	Alternative 2 would offer HOV lane travel options that would encourage people to combine automobile trips, which would reduce overall automobile usage. Alternative 3 would offer HOV and Express Lane travel options that would encourage people to combine automobile trips, which would reduce overall automobile usage. The No Build Alternative would not result in changes to automobile usage.
Policy CI 4.5 . Coordinate with local and regional transportation agencies and cities to plan and construct new multi-modal transportation facilities on the basis of this General Plan that are consistent throughout the neighboring jurisdictions.	Inconsistent	Consistent	Consistent	The proposed project would result in the construction of new bike lanes and Americans with Disabilities (ADA)-compliant sidewalks, as well as improvements to I-10 capacity within the proposed project area. The No Build Alternative would not result in any transportation improvements.
Goal CI 5: The County's road standards for major thoroughfares will complement the surrounding environment appropriate to each geographic region.	See related policy below	See related policy below	See related policy below	See related policy below for consistency analysis.
Policy CI 5.2: Protect and increase the designed roadway capacity of all vehicular thoroughfares and highways.	Inconsistent	Consistent	Consistent	Both build alternatives would result in increased roadway capacity, as well as offer alternative travel options. The No Build Alternative would not result in construction or increase roadway capacity.
Goal CI 6: The County will encourage and promote greater use of nonmotorized means of personal transportation. The County will maintain and expand a system of trails for bicycles, pedestrians, and equestrians that will preserve and enhance the quality of life for residents and visitors.	See related policy below	See related policy below	See related policy below	See related policy below for consistency analysis.
Policy CI 6.1: Require safe and efficient pedestrian and bicycle facilities in residential, commercial, industrial, and institutional developments to facilitate access to public and private facilities and to reduce vehicular trips. Install bicycle lanes and sidewalks on existing and future roadways, where appropriate and as funding is available.	Inconsistent	Consistent	Consistent	New ADA-compliant sidewalks would be constructed in Montclair, Upland, Ontario, San Bernardino, Loma Linda, and Redlands as a result of the proposed project, thereby increasing opportunities for walking. New bikeways are proposed in Montclair, Upland, Ontario, and Redlands, thereby increasing opportunities for bicycle usage. The No Build Alternative would not construct new sidewalks.

Table 2-3. Consistency with Plans and Policies

Cool/Police:	Project Consistent with Plan, Goal, Objective, or Policy			Consistency Analysis
Goal/Policy	Alternative 1 No Build	Alternative 2 HOV Lane	Alternative 3 Express Lanes	Consistency Analysis
Goal CI 13: The County will minimize impacts to stormwater quality in a manner that contributes to improvement of water quality and enhances environmental quality.	See related policy below	See related policy below	See related policy below	See related policy below for consistency analysis.
Policy CI 13.1: Utilize site-design, source-control, and treatment control best management practices (BMPs) on applicable projects, to achieve compliance with the County Municipal Stormwater National Pollutant Discharge Elimination System (NPDES) Permit.	Consistent	Consistent	Consistent	BMPs would be incorporated into the proposed project design to comply with the County Municipal Stormwater NPDES Permit. No changes to stormwater would result from the No Build Alternative.
		Los Angeles	County General Plan	
Goal M 1: Street designs that incorporate the needs of all users.	See related policies below	N/A	See related policies below	See related policies below for consistency analysis.
Policy M 1.1: Provide for the accommodation of all users, including pedestrians, motorists, bicyclists, equestrians, users of public transit, seniors, children, and persons with disabilities, when requiring or planning for new, or retrofitting existing, roads and streets.	Consistent	N/A	Consistent	Alternative 3 would not result in impacts to any areas outside of the I-10 transportation facility in Los Angeles County because this portion of the proposed project would be a transition area, resulting in minor changes to I-10, such as striping. The No Build Alternative would not result in changes to I-10 or other non-transportation modalities.
Policy M 1.2: Ensure that streets are safe for sensitive users, such as seniors and children.	Consistent	N/A	Consistent	See response immediately above.
Policy M 1.3: Utilize industry standard rating systems, such as the Institute for Sustainable Infrastructure (ISI) Rating System, to assess sustainability and effectiveness of street systems for all users.	Consistent	N/A	Consistent	See response immediately above.
Goal C/NR 1: Open space areas that meet the diverse needs of Los Angeles County.	See related policy below	See related policy below	See related policy below	See related policy below for consistency analysis.
Policy C/NR 1.2: Protect and conserve natural resources, natural areas, and open spaces on park properties.	Consistent	N/A	Consistent	No open space areas would be affected within Los Angeles County for the proposed project because improvements would only result in transition area improvements, such as roadway striping. The No Build Alternative would not result in any impacts to open space.
Goal P/R 3: Acquisition and development of additional parkland.	See related policy below	See related policy below	See related policy below	See related policy below for consistency analysis.
Policy P/R 3.8: Mitigate impacts from freeways to new parks to the extent feasible.	Consistent	N/A	Consistent	No new parks would be affected within Los Angeles County for the proposed project because improvements would only result in transition area improvements, such as roadway striping. The No Build Alternative would not result in any impacts to parks.
		City of Po	mona General Plan	
Policy 6D.P24: Facilitate and undertake improvements along Garey and Holt avenues (including the Holt Avenue underpass) between I-10, SR-71, and the Downtown/City Center area to create a front door to the city. Improvements should include landscaping, pedestrian amenities, lighting, signage, and public art.	Inconsistent	N/A	N/A	Alternative 3 would not result in impacts to any areas outside of the I-10 transportation facility in Pomona because this portion of the proposed project would be a transition area, resulting in minor changes to I-10, such as striping. Therefore, no improvements would result to arterial roadways. The No Build Alternative would not result in changes to I-10.
Goal 7C.G16: Minimize the physical impact of I-10 and its interchanges on the visual character and form of the city.	See related policies below	N/A	See related policies below	See related policies below for consistency analysis.

Table 2-3. Consistency with Plans and Policies

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Goal/Policy		Project Consistent wit , Goal, Objective, or F		Consistency Analysis
Goalir-Oncy	Alternative 1 No Build	Alternative 2 HOV Lane	Alternative 3 Express Lanes	Consistency Analysis
Policy 7C.P29: Work with Caltrans to improve landscaping along I-10, SR-57, SR-71, and SR-60.	Inconsistent	N/A	N/A	Alternative 3 would not result in impacts to any areas outside of the I-10 transportation facility in Pomona because this portion of the proposed project would be a transition area, resulting in minor changes to I-10,
Encourage Caltrans to incorporate more landscaping and the planting of trees.				such as striping. The No Build Alternative would not result in changes to I-10 or other non-transportation modalities.
Lessen the visual impact of existing soundwalls through the use of vegetation.				
Improve the visual character of freeway interchanges and overpasses through public art, landscaping, and improved lighting.				
Goal 7D.G2: Strengthen Pomona's position as an important regional center through quality transportation planning.	Inconsistent	N/A	Consistent	Alternative 3 would result in minor changes to I-10 in Pomona, such as striping. because this portion of the proposed project would be a transition area. The proposed project overall would contribute to the strengthening of Pomona's position as a regional center. The No Build Alternative would not result in changes to I-10.
Goal 7D.G3: Support regional efforts to the extent feasible, to reduce GHG emissions from cars and light trucks.	Inconsistent	N/A	Consistent	Alternative 3 would result in minor changes to I-10 in Pomona, such as striping, because this portion of the proposed project would be a transition area; however, the proposed project overall would contribute to the reduction of GHG emissions by providing HOV or Express Lane transportation options that are anticipated to reduce the number of cars from the road. The No Build Alternative would not result in changes to I-10.
Goal 7D.G4: Monitor congestion on the five freeways serving Pomona and control spillover traffic from freeways onto city streets.	Inconsistent	N/A	Consistent	Alternative 3 would result in minor changes to I-10 in Pomona, such as striping, because this portion of the proposed project would be a transition area; however, the proposed project overall would reduce congestion on adjacent freeways by improving traffic flow. The No Build Alternative would not result in changes to I-10.
Goal 7D.G5: Minimize the impacts of freeways on the quality of life of Pomona's residents.	See related policies below	N/A	See related policies below	See related policies below for consistency analysis.
Policy 7D.P2: Collaborate with regional transportation planning and transit agencies to plan for the efficient allocation of transportation resources.	Inconsistent	N/A	Consistent	Coordination is ongoing between the multiple regional and local government agencies involved in the proposed project to improve traffic conditions on I-10 throughout the jurisdictions located in the project area. The No Build Alternative would not result in any traffic improvements to I-10.
Policy 7D.P3: Work with regional agencies to proactively plan future improvements and achieve timely implementation of programmed freeway and interchange improvements.	Inconsistent	N/A	Consistent	See response immediately above.
		City of Clar	emont General Plan	
Goal 2-4 . Protect, preserve, and manage the city's diverse and valuable open space, water, air, and habitat resources.	See related policy below	N/A	See related policy below	See related policy below for consistency analysis.
Policy 2.4-1. Encourage the preservation of different types of open spaces.	Consistent	N/A	Consistent	Neither Alternative 3 nor the No Build Alternative would result in any impacts to open space resources.
Goal 2-9. Make roads comfortable, safe, accessible, and attractive for use day and night.	See related policy below	N/A	See related policy below	See related policy below for consistency analysis.
Policy 2-9.1. Provide crosswalks and sidewalks along streets that are accessible for people with disabilities and people who are physically challenged.	Inconsistent	N/A	Consistent	Alternative 3 would not result in impacts to sidewalks in Claremont because the proposed project would be a transition area in this city. Pedestrian safety is a priority for the proposed project. New ADA-compliant sidewalks would be constructed in other cities along the corridor. The No Build Alternative would not construct new sidewalks.
Goal 2-10. Maintain and expand where possible the system of neighborhood connections that attach neighborhoods to larger roadways.	See related policies below	N/A	See related policies below	See related policies below for consistency analysis.

Table 2-3. Consistency with Plans and Policies

O a a UPD a U a a a	Project Consistent with Plan, Goal, Objective, or Policy			Ourseleton on Analysis
Goal/Policy	Alternative 1 No Build	Alternative 2 HOV Lane	Alternative 3 Express Lanes	Consistency Analysis
Policy 2-10.1. Provide sidewalks where they are missing and provide wide sidewalks where appropriate with buffers and shade so that people can walk comfortably.	Inconsistent	N/A	Consistent	Alternative 3 would not result in impacts to sidewalks in Claremont because the proposed project would be a transition area in this city. Pedestrian safety is a priority for the proposed project. New ADA-compliant sidewalks would be constructed in other cities along the corridor. The No Build Alternative would not construct new sidewalks.
Policy 2-10.2. Make walking comfortable at intersections through traffic-calming, landscaping, and designated crosswalks.	Consistent	N/A	Consistent	See response immediately above. Additional landscaping would also be incorporated into the design of both build alternatives. All crosswalks would be maintained.
Goal 4-1. Support efforts that will enhance the regional transportation network and benefit Claremont residents.	See related policies below	N/A	See related policies below	See related policies below for consistency analysis.
Policy 4-1.1. Participate in regional transportation planning, and encourage systems that meet regional goals while protecting Claremont from external impacts.	Inconsistent	N/A	Consistent	Alternative 3 would improve traffic flow and decrease congestion along I-10, thereby improving mobility and enhancing goods movement capabilities. I-10 traffic conditions and goods movement efforts would continue to worsen without implementation of the proposed project.
Policy 4-1.2. Work closely with Caltrans, the counties of Los Angeles and San Bernardino, and adjacent municipalities to minimize transportation problems, address cross-country transportation issues, and improve coordination of future improvements.	Inconsistent	N/A	Consistent	Alternative 3 proposes to minimize transportation problems, address cross-country transportation issues, and improve coordination of future improvements. The No Build Alternative would not result in any improvements.
Policy 4-1.5. Continue to work with Caltrans and other agencies to provide proper maintenance of Caltrans facilities, and to protect surrounding neighborhoods from noise and traffic impacts associated with Caltrans roads and freeways.	Inconsistent	N/A	Consistent	Alternative 3 would result in minor improvements along I-10 in Claremont, including roadway striping and construction staging areas (CSAs). The proposed project aims to improve traffic flow and decrease congestion along I-10, thereby improving mobility and enhancing goods movement capabilities. I-10 traffic conditions and goods movement efforts would continue to worsen without implementation of the proposed project.
Goal 4-2. Reduce traffic congestion while retaining the historic patterns and functions of city streets.	See related policies below	N/A	See related policies below	See related policies below for consistency analysis.
Policy 4-2.3. Limit width of all city streets to no more than four vehicle lanes, unless special circumstances demonstrate that additional lanes within limited stretches or at key intersections are needed for merging, congestion, or safety reasons.	Consistent	N/A	Consistent	Alternative 3 would not increase the number of vehicle lanes on city streets. The No Build Alternative would not increase the number of vehicle lanes on city streets.
Policy 4-2.5. Provide medians on all major and secondary streets with sufficient ROW, and use bulb-outs and pedestrian refuge medians where appropriate.	Consistent	N/A	Consistent	Alternative 3 would result in minor improvements along I-10 in Claremont, including roadway striping and CSAs. No city streets would be affected in Claremont. The No Build Alternative would not result in improvements.
Policy 4-2.10. Limit city streets to two travel lanes where traffic volumes warrant to increase pedestrian and vehicle safety.	Consistent	N/A	Consistent	Alternative 3 would not increase the number of vehicle lanes on city streets. The No Build Alternative would not increase the number of vehicle lanes on city streets.
Policy 4-2.11. Continue to implement the Congestion Management Plan of the Los Angeles County Metropolitan Transportation Authority and the City's TDM Ordinance.	Consistent	N/A	Consistent	All applicable design and traffic plans would be followed to the extent feasible for Alternative 3. No construction would result from the No Build Alternative, and the applicable design and traffic plans would continue to be followed.
Goal 4-3. Establish and maintain a comprehensive system of pedestrian ways and bicycle routes that provides viable options to travel by automobile.	See related policy below	N/A	See related policy below	See related policy below for consistency analysis.
Policy 4-3.5. Recognize and accommodate the pedestrian ADA access in Claremont's neighborhoods, and continue to make improvements to increase pedestrian safety.	Consistent	N/A	Consistent	Alternative 3 would not result in impacts to sidewalks in Claremont, and pedestrian safety is a priority for the proposed project. Other cities along the corridor would result in new sidewalks. The No Build Alternative would not result in changes to pedestrian safety.
Goal 4-8. Maintain truck routes that minimize adverse impacts on residential neighborhoods.	See related policies below	N/A	See related policies below	See related policies below for consistency analysis.

Table 2-3. Consistency with Plans and Policies

O a al/D all and	Project Consistent with Plan, Goal, Objective, or Policy			Opensistance Association
Goal/Policy	Alternative 1 No Build	Alternative 2 HOV Lane	Alternative 3 Express Lanes	- Consistency Analysis
Policy 4-8.1. Maintain and enforce use of a preferred truck route network.	Consistent	N/A	Consistent	Alternative 3 would maintain the truck route along I-10, as the project proposes to improve goods movement in the region by improving traffic flow along I-10. The No Build Alternative would not result in changes to I-10, and truck routes would not be altered.
Policy 4-8.2. Improve signage on designated truck routes to reduce truck traffic on neighborhood streets.	Inconsistent	N/A	Consistent	Alternative 3 would maintain the truck route along I-10, as the project proposes to improve goods movement in the region by improving traffic flow along I-10. This area of the proposed project would also be a transition area, resulting in roadway striping and signage improvements. The No Build Alternative would not result in changes to I-10, and signage would not be altered.
		City of Mor	ntclair General Plan	
Goal LU-1.1.4. Participate in and support regional activities of SCAG, SANBAG, City/County Planning Commissioners Conference, and other such agencies.	Inconsistent	N/A	Consistent	Coordination is ongoing between the multiple regional and local government agencies involved in the proposed project to improve traffic conditions on I-10 throughout the jurisdictions located in the project area. The No Build Alternative would not result in any traffic improvements to I-10.
Goal CE-1.1.0. To promote a circulation and transportation system, including freeways, all classes of streets, accommodations for public mass transportation and pedestrian walkways, and bicycle routes that will serve traffic needs efficiently and safely, and be attractive in appearance.	Consistent	N/A	Consistent	Alternative 3 would provide transportation options that would reduce traffic congestion along I-10, including HOV and Express Lanes. Sidewalks and bicycle lanes would also be incorporated into the project to create a truly multimodal project that accommodates different transportation needs. The No Build Alternative would not result in any changes to the I-10 transportation system.
Goal CE-1.1.12. Establish and review priorities for grade separations at roadway and railroad crossings. Sources of funding should be explored for these improvements.	Consistent	N/A	Consistent	Neither Alternative 3 nor the No Build Alternative would result in grade separations.
		City of Up	land General Plan	
Goal 1. To develop transportation planning, services, and facilities that are coordinated with and support the Land Use Plan.	Consistent	N/A	Consistent	Alternative 3 would support the Land Use plan for Upland. If acquisitions are required, all efforts to minimize ROW impacts would be made. No changes to the Land Use plan would result from the No Build Alternative.
Goal 2. To minimize the impact of existing and future roadways on adjacent land uses, particularly residential, and ensure compatibility between land uses and roadway facilities to the greatest extent possible.	Consistent	N/A	Consistent	Alternative 3 would encourage alternative transportation options, including carpooling and driving at nonpeak traffic periods, potentially discouraging travel through city streets. All efforts to minimize impacts to neighborhoods adjacent to I-10 would be incorporated into the project design for Alternative 3. Buffers,
Nonlocal through traffic shall be discouraged from traversing the city on collector and local streets. The major and secondary highway system is intended to accommodate nonlocal traffic.				including landscaping, would be incorporated into the project design, to minimize impacts. ADA-compliant pedestrian and bikeway improvements would also be incorporated into the project design. No changes to adjacent neighborhoods would result from the No Build Alternative.
Where feasible, circulation improvements shall be implemented that minimize impacts on adjacent residential neighborhoods.				
Wherever possible, a buffer zone shall be required between residential land uses and arterial highway facilities.				
Buffer measures shall be required between any land use and the I-10 and SR-30 freeways.				
All roadways shall be encouraged to be designed in a manner that will enhance the interplay of vehicular and pedestrian safety.				
Goal 3. To accommodate alternative modes of transportation to the private automobile in the city, including nonmotorized transportation (i.e., bicycle and pedestrian), public transportation, and recreational trails.	Consistent	N/A	Consistent	See response immediately above.
All new development shall be required to provide sidewalks, in accordance with the Master Plan of Streets and Highways.				
The special needs of the physically disadvantaged shall be recognized by ensuring that all sidewalks, streets and street crossings, public areas, and related facilities that are normally used by the general public will be accessible to the physically disabled.				

Table 2-3. Consistency with Plans and Policies

Cool/Delieur		Project Consistent wit , Goal, Objective, or P		Consistency Applysis
Goal/Policy	Alternative 1 No Build	Alternative 2 HOV Lane	Alternative 3 Express Lanes	Consistency Analysis
Goal 5. To promote the aesthetic qualities of the street system. Wherever feasible, street construction and improvement projects shall be designed with a concern for street aesthetics, including street trees,	Consistent	N/A	Consistent	Alternative 3 would include buffers, including landscaping, incorporated into the project design, to minimize impacts. Adequate street lighting would be maintained. Pedestrian and bikeway improvements would also be incorporated into the project design. No changes to the aesthetic quality of the city would result from the
landscaping, and paving materials. All new development shall be encouraged to provide landscaped parkways, appropriate pedestrian amenities, and other streetscape improvements that improve the aesthetics of the roadway to both vehicular and pedestrian traffic.				No Build Alternative.
Adequate street lighting that is energy efficient and appropriate to the area shall be encouraged.				
Goal 6. To ensure that land use and transportation projects under the jurisdictions of private and other public agencies are compatible with the objectives of the City of Upland Circulation Element.	Consistent	N/A	Consistent	Alternative 3 would support Upland's General Plan, including the Circulation element. Coordination is ongoing between the multiple regional and local government agencies involved in the proposed project to improve traffic conditions on I-10 throughout the jurisdictions located in the project area. No impacts to
Prior to development, all land use and transportation projects in the unincorporated portions of Upland's sphere-of-influence shall be reviewed and approved by the City Planning Commission for compliance with applicable City transportation policies.				Upland's Circulation element would result from the No Build Alternative.
Every effort shall be made to coordinate with the State, regional, and local governments and agencies to ensure that any future improvements to the State Highway System are conducted to the City's best interest.				
	,	City of On	tario General Plan	
Goal LU 2-6. Infrastructure Compatibility. We require infrastructure to be aesthetically pleasing and in context with the community character.	Consistent	Consistent	Consistent	Buffers, including landscaping, would be incorporated into the project design for both build alternatives to minimize impacts and be aesthetically pleasing in conformance with the context and community character of Ontario. No changes to the aesthetic quality of the city would result from the No Build Alternative.
Goal M 2. A system of trails and corridors that facilitates and encourages bicycling and walking.	See related policies below	N/A	See related policies below	See related policies below for consistency analysis.
Policy M 2-1. Bikeway Plan. We maintain our Multipurpose Trails & Bikeway Corridor Plan to create a comprehensive system of on- and off-street bikeways that connects residential areas, businesses, schools, parks, and other key destination points.	Consistent	Consistent	Consistent	New bikeways are proposed for both build alternatives in Ontario, and existing bikeways would be maintained. The No Build Alternative would not result in new bikeways.
Policy M 2-2. Bicycle System. We provide off-street multipurpose trails and Class II bikeways as our primary paths of travel and use the Class III for connectivity in constrained circumstances.	Consistent	Consistent	Consistent	See response immediately above.
Policy M 2-3. Pedestrian Walkways. We require walkways that promote safe and convenient travel between residential areas, businesses, schools, parks, recreation areas, and other key destination points.	Consistent	Consistent	Consistent	New ADA-compliant sidewalks are proposed for both build alternatives in Ontario, and existing sidewalks would be maintained. The No Build Alternative would not result in new sidewalks.
Goal M 4-2. Regional Participation. We work with regional and subregional transportation agencies to plan and implement goods movement strategies, including those that improve mobility, deliver goods efficiently and minimize negative environmental impacts.	Inconsistent	Consistent	Consistent	Both build alternatives would improve traffic flow and decrease congestion along I-10, thereby improving mobility and enhancing goods movement capabilities. Coordination is ongoing between the multiple regional and local government agencies involved in the proposed project. I-10 traffic conditions and goods movement efforts would continue to worsen without implementation of the proposed project.
Goal CD 1-4. Transportation Corridors. We will enhance our major transportation corridors within the city through landscape, hardscape, signage, and lighting.	Consistent	Consistent	Consistent	Both build alternatives would include buffers, including landscaping, in the project design to minimize impacts. Adequate street lighting and signage would be maintained or enhanced. No changes to the aesthetic quality of the city would result from the No Build Alternative.

Table 2-3. Consistency with Plans and Policies

Cool/Deliev	Project Consistent with Plan, Goal, Objective, or Policy			Consistency Analysis
Goal/Policy	Alternative 1 No Build	Alternative 2 HOV Lane	Alternative 3 Express Lanes	Consistency Analysis
		City of Fo	ntana General Plan	
Goal 2 (Land Use). Quality of life in our community is supported by development that avoids negative impacts on residents and businesses and is compatible with, and enhances, our natural and built environment.	See related policies below	See related policies below	See related policies below	See related policies below for consistency analysis.
Policy 1. New development with potentially adverse impacts on existing neighborhoods or residents such as noise, traffic, emissions and stormwater runoff, shall be located and designed so that quality of life and safety in existing neighborhoods are preserved.	Consistent	Consistent	Consistent	Both build alternatives would include buffers, including landscaping, in the project design to minimize impacts to neighborhoods. Adequate street lighting and signage would be maintained or enhanced. Minimization and mitigation measures and BMPs would be implemented for other project-related impacts. No changes to the aesthetic quality of the city would result from the No Build Alternative.
Policy 2. Regionally beneficial land uses such as transportation corridors, flood control systems, utility corridors, and recreational corridors shall be sensitively integrated into our community.	Consistent	Consistent	Consistent	Both build alternatives would minimize effects to surrounding areas by implementing minimization and mitigation measures, including landscaping buffers and context-sensitive design. The No Build Alternative would not result in impacts to the surrounding communities.
Goal 3 (Land Use). Our community is developing in a unified, orderly, logical, environmentally sound manner, which ensures that the City is unified and accessible to all residents, and results in economically sound commercial areas, vibrant neighborhoods, and jobs rich centers.	See related policies below	See related policies below	See related policies below	See related policies below for consistency analysis.
Policy 1. Areas adjacent to freeway and major arterial corridors shall be given special land use and development standards guidance.	Consistent	Consistent	Consistent	Both build alternatives would minimize effects to surrounding areas by implementing minimization and mitigation measures, including landscaping buffers and context-sensitive design. The No Build Alternative would not result in impacts to the surrounding communities.
Policy 3. Circulation system improvements shall continue to be pursued that facilitate connectivity across freeway and rail corridors.	Inconsistent	Consistent	Consistent	Both build alternatives would improve traffic flow and decrease congestion along I-10, thereby improving circulation. I-10 traffic conditions would continue to worsen without implementation of the proposed project.
Policy 4. Improvements shall be made to transportation corridors that promote physical connectivity and reflect consistently high aesthetic values.	Inconsistent	Consistent	Consistent	See response immediately above. In addition, aesthetic treatments, including landscaping and hardscape buffers, would be implemented into project design.
Goal 1 (Transportation) . A balanced transportation system for Fontana is provided that meets the mobility needs of current and future residents and ensures the safe and efficient movements of vehicles, people, and goods throughout the city.	See related policies below	See related policies below	See related policies below	See related policies below for consistency analysis.
Policy 9. Coordinate arterial street design standards with neighboring jurisdictions within the City's sphere of influence to maintain and/or develop consistent street segments.	Consistent	Consistent	Consistent	Coordination is ongoing between the multiple regional and local government agencies involved in the proposed project to improve traffic conditions on I-10 throughout the jurisdictions located in the project area, while maintaining design standards with neighboring jurisdictions. The No Build Alternative would not result in any traffic improvements to I-10.
Policy 12. All streets and intersections designed after the adoption of the General Plan will be planned to function at LOS C or better, wherever possible. Improvements to existing streets will be designed to LOS C standards whenever feasible.	Consistent	Consistent	Consistent	The only intersections within the City of Fontana included in the proposed project are the intersections associated with the I-10/Etiwanda interchange that are south of the I-10 freeway mainline. Those intersections are anticipated to operate at LOS C or better under all of the alternatives based on data in the Traffic Study.
Policy 14. Plan for the design and construction of new freeway interchange facilities on I-10 at Alder Avenue and Beech Avenue.	Consistent	Consistent	Consistent	Although the proposed project would not build new local interchange facilities at the identified streets, the proposed project would not preclude their implementation by others at a later date.
Policy 15. Plan for the design and construction of new arterial overcrossings on I-10 at Mulberry Avenue, Poplar Avenue, and Cypress Avenue to provide for mobility, community connectivity, and efficient access to safety vehicles.	Consistent	Consistent	Consistent	Although the proposed project would not build new arterial overcrossings at the identified streets, the proposed project would not preclude their implementation by others at a later date. The Cypress Avenue overcrossing has already been constructed by others.
Policy 18. Maintain and improve intersection capacity by implementing ultimate intersection geometries through the use of left-turn pockets and dedicated right-turn lanes wherever feasible.	Inconsistent	Consistent	Consistent	Both build alternatives would improve traffic flow and decrease congestion along I-10 within the project area and coordinated with adjacent jurisdictions. Numerous intersections would be improved in many ways, including the provision of dedicated left- and right-turn pockets.

Table 2-3. Consistency with Plans and Policies

01/2		Project Consistent wi , Goal, Objective, or F		Oursidance Australia
Goal/Policy	Alternative 1 No Build	Alternative 2 HOV Lane	Alternative 3 Express Lanes	Consistency Analysis
Goal 3. The major arterial thoroughfares of the city contribute to the overall image and diverse character of the community.	See related policies below	See related policies below	See related policies below	See related policies below for consistency analysis.
Policy 1. Major arterial highways shall be improved according to customized design guidance within and adjacent to public ROWs.	Consistent	Consistent	Consistent	Both build alternatives would follow Caltrans design guidelines. No changes to I-10 would result from the No Build Alternative.
Policy 3. Continue to pay special attention to designs that include screening, berms, fencing, and landscaping for industrial uses, especially regarding outside storage and handling areas.	Consistent	Consistent	Consistent	Both build alternatives would include buffers, including landscaping, in the project design to minimize impacts. No changes to the aesthetic quality of the city would result from the No Build Alternative.
		Community of Blo	omington Community	Plan
Goal BL/CI 1. Ensure a safe and effective transportation system that provides adequate traffic movement while preserving the rural character of the community.	See related policies below	See related policies below	See related policies below	See related policies below for consistency analysis.
Policy BL/CI 1.2. Ensure that transportation system improvements are made to Slover Avenue and Valley Boulevard where facilities are at or near capacity.	Consistent	Consistent	Consistent	The proposed project would improve I-10 and some local interchanges. The proposed project would generally draw traffic off of parallel facilities such as Slover Avenue and Valley Boulevard, thereby reducing the need for improvements to those facilities. No improvements are proposed as part of the build alternatives along either Slover Avenue or Valley Boulevard in the community of Bloomington. Neither the proposed build alternatives nor the No Build Alternative limits the ability of localities to make improvements to local streets.
Policy BL/CI 1.5. Work with adjacent cities and appropriate agencies to identify deficiencies and provide needed improvements at the intersections of Cedar Avenue, Alder Avenue, Cactus Avenue, and I-10. Researched deficiencies shall include an evaluation of both vehicular and pedestrian access, and circulation at these intersections.	Consistent	Consistent	Consistent	Although the proposed project would not build new local interchange facilities at the identified streets or improve the local streets near I-10, the proposed project would not preclude their improvement by others at a later date.
Policy BL/CI 1.6. Adopt and enforce a truck route plan for the Bloomington plan area that limits truck traffic to designated truck routes. Signs and improved enforcement shall direct nonlocal and through trucks to the designated truck routes. The truck route plan shall also identify opportunities for transportation services within the plan area to accommodate truck parking. Coordinate truck routing plans with the adjacent cities. Truck routes to include the following: A. Slover Avenue B. Cedar Avenue	Inconsistent	N/A	N/A	Neither the build alternatives nor the No Build Alternative would result in a truck route plan.
Goal BL/Cl 2. Ensure safe and efficient nonmotorized traffic circulation	See related policies	See related policies	See related policies	See related policies below for consistency analysis.
within the community.	below	below	below	
Policy BL/CI 2.3 . Where feasible, separate pedestrian/bicycle/equestrian traffic from vehicular traffic on major roadways to protect the safety of trail users.	Consistent	Consistent	Consistent	Any existing pedestrian/bicycle/equestrian paths would be maintained as a result of the build alternatives. No impacts to pedestrian/bicycle/equestrian paths would result from the No Build Alternative.
Policy BL/Cl 2.4. Ensure that crossings of the railroad and I-10 can safely accommodate pedestrian traffic.	Consistent	Consistent	Consistent	Both build alternatives would ensure safe crossings at I-10 or any railroads. The No Build Alternative would not affect any I-10 or railroad crossings.
Goal BL/OS 2. Establish a communitywide trail system.	See related policy below	See related policy below	See related policy below	See related policy below for consistency analysis.
Policy BL/OS 2.6 . Investigate the possible joint use of a proposed flood control drainage easement by equestrians to provide a north/south crossing of I-10 and the railroad.	Inconsistent	Inconsistent	Inconsistent	Neither of the build alternatives nor the No Build Alternative would include a joint use flood control drainage easement for equestrian use.

Table 2-3. Consistency with Plans and Policies

		Project Consistent wit , Goal, Objective, or F		Our distance Analysis				
Goal/Policy	Alternative 1 No Build	Alternative 2 HOV Lane	Alternative 3 Express Lanes	Consistency Analysis				
City of Rialto General Plan								
Goal 2-13. Achieve quality aesthetic design of all signage in the city of Rialto.	See related policy below	See related policy below	See related policy below	See related policy below for consistency analysis.				
Policy 2-13.1. Prohibit the indiscriminate placement of highway directional signs, traffic signs, street identification signs, and other similar devices in any manner that creates visual blight or driver confusion.	Consistent	Consistent	Consistent	Both build alternatives would follow Caltrans design guidelines to avoid indiscriminate placement of signage. No additional signage would be added as a result of the No Build Alternative.				
Goal 2-17. Provide high-quality and environmentally sustainable landscaping.	See related policies below	See related policies below	See related policies below	See related policies below for consistency analysis.				
Policy 2-17.1. Require the planting of street trees along public streets and inclusion of trees and landscaping for private developments to improve airshed, minimize urban heat island effect, and lessen impacts of high winds.	Consistent	Consistent	Consistent	Both build alternatives would include landscaping amenities as part of construction. Over time, the replacement plantings included in the project would grow and eventually provide a similar element provided by the existing vegetation. The No Build Alternative would not plant new trees.				
Goal 4-1. Provide transportation improvements to reduce traffic congestion associated with regional and local trip increases.	Inconsistent	Consistent	Consistent	Both build alternatives would improve traffic flow and decrease congestion along I-10, thereby improving traffic circulation and improving goods movement capabilities. I-10 traffic conditions would continue to worsen without implementation of the proposed project.				
Policy 4-1.5. Reduce delays to local traffic, facilitate emergency response, and enhance safety by pursuing railroad grade separations.	Inconsistent	Consistent	Consistent	See response immediately above. Emergency response vehicles would benefit from the improved traffic flow and enhanced travel options on I-10.				
Policy 4-1.9. Work with Caltrans to improve coordination of traffic signals at freeway interchanges with those on city streets.	Consistent	Consistent	Consistent	Although the proposed project would not improve local freeway interchange facilities in the city of Rialto, the proposed project would not preclude traffic signal coordination with Caltrans under a different project.				
Policy 4-1.12. Support the County's efforts to improve the I-10 freeway interchange at Cedar Avenue to relieve regional freeway congestion.	Consistent	Consistent	Consistent	The Cedar Avenue interchange was recently improved with a project implemented by others.				
Policy 4-1.15. Support the construction of HOV lanes on I-10 between Ontario and Redlands.	Inconsistent	Consistent	Consistent	Both build alternatives would result in the construction of HOV or Express Lanes between Ontario and Redlands. The No Build Alternative would not result in the construction of HOV lanes between Ontario and Redlands.				
Goal 4-5. Ensure the provision of adequate, convenient, and safe parking for all land uses.	See related policies below	See related policies below.	See related policies below	See related policies below for consistency analysis.				
Policy 4-5.1. Support provision of park-and-ride facilities near the I-10 and SR-210 freeways to encourage carpooling, vanpooling, and other ride-sharing opportunities.	Consistent	Consistent	Consistent	Both build alternatives would preserve existing park-and-ride facilities near I-10. The No Build Alternative would not affect park-and-ride facilities.				
Goal 4-8. Establish and maintain a comprehensive system of pedestrian trails and bicycle routes that provide viable connections throughout the city.	See related policy below	See related policy below	See related policy below	See related policy below for consistency analysis.				
Policy 4-8.6. Coordinate recreational trail plans with neighboring cities and San Bernardino County to ensure linkage of local trails across jurisdictional boundaries and with regional trail systems.	Consistent	Consistent	Consistent	Coordination is ongoing between Caltrans, San Bernardino County, and City of Redlands for any affected trails. The No Build Alternative would not affect any trails.				
Goal 4-9. Promote walking.	See related policies below	See related policies below	See related policies below	See related policies below for consistency analysis.				
Policy 4-9.1. Install sidewalks where they are missing and make improvements to existing sidewalks for accessibility purposes. Priority should be given to needed sidewalk improvement near schools and activity centers. Provide wider sidewalks in areas with higher pedestrian volumes.	Inconsistent	Consistent	Consistent	New ADA-compliant sidewalks would be constructed in Montclair, Upland, Ontario, San Bernardino, Loma Linda, and Redlands as a result of the proposed project, thereby increasing opportunities for walking. The No Build Alternative would not construct new sidewalks.				

Table 2-3. Consistency with Plans and Policies

On all Daily	Project Consistent with Plan, Goal, Objective, or Policy			O a maintan and Australia
Goal/Policy	Alternative 1 No Build	Alternative 2 HOV Lane	Alternative 3 Express Lanes	Consistency Analysis
Policy 4-9.4. Accommodate pedestrians and bicyclists – in addition to automobiles – when considering new development projects.	Inconsistent	Consistent	Consistent	New ADA-compliant sidewalks would be constructed in Montclair, Upland, Ontario, San Bernardino, Loma Linda, and Redlands as a result of the proposed project, thereby increasing opportunities for walking. New bikeways are proposed in Montclair, Upland, Ontario, and Redlands, thereby increasing opportunities for bicycle usage. The No Build Alternative would not construct new sidewalks or bikeways.
Policy 4-9.5. Seek to maintain pedestrian access in the event of any temporary or permanent street closures.	Consistent	Consistent	Consistent	Pedestrian access would be maintained, as feasible, during construction. In cases of full, temporary road closures, pedestrian access would likely not be possible. The No Build Alternative would not close any streets.
Policy 4-9.7. Require ADA compliance on all new or modified handicap ramps.	Consistent	Consistent	Consistent	Both build alternatives would ensure compliance with ADA when constructing or modifying handicap ramps. The No Build Alternative would not affect handicap ramps.
Goal 4-10. Provide a circulation system that supports Rialto's position as a logistics hub.	See related policies below	See related policies below	See related policies below	See related policies below for consistency analysis.
Policy 4-10.1. Designate and enforce truck routes for use by commercial trucking as part of the project approval process.	Consistent	Consistent	Consistent	Both build alternatives would maintain I-10 as a major truck route. The No Build Alternative would not result in any physical changes to I-10.
Policy 4-10.3. Develop appropriate noise mitigation along truck routes to minimize noise impacts on nearby sensitive land uses.	Consistent	Consistent	Consistent	Both build alternatives would mitigate any noise impacts with the appropriate federally designated noise mitigation, including soundwalls. The No Build Alternative would not increase noise along I-10.
		City of C	olton General Plan	
Goal M-1. Provide an integrated and balanced multimodal transportation network of Complete Streets to meet the needs of all users and transportation modes.	See related policies below	See related policies below	See related policies below	See related policies below for consistency analysis.
Policy M-1.1. Provide for the needs of drivers, public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in planning, programming, design, construction, reconstruction, retrofit, operations, and maintenance activities of all streets.	Consistent	Consistent	Consistent	In addition to providing new transportation options along I-10, new sidewalks would be constructed in Montclair, Upland, Ontario, San Bernardino, Loma Linda, and Redlands as a result of the proposed project, thereby increasing opportunities for walking along adjacent streets or bridges. New bikeways are proposed in Montclair, Upland, Ontario, and Redlands, thereby increasing opportunities for bicycle usage. No permanent impacts to public transportation would result from the proposed project. The No Build Alternative would not construct new sidewalks or bikeways.
Policy M-1.2. View all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in Colton. Recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system.	Consistent	Consistent	Consistent	See response immediately above.
Goal M-3. Develop a safe, efficient, and attractive street system that provides capacity to meet existing and future demand.	See related policies below	See related policies below	See related policies below	See related policies below for consistency analysis.
Policy M-3.1. Apply General Plan roadway standards for roadways to the design and construction of future street improvements. Take into account not only automobiles, but also transit vehicles, bicycles, and pedestrians as identified by the Street Typology system.	Consistent	Consistent	Consistent	See response above.
Policy M-3.5. Maintain intersection traffic flows at LOS D during peak hours for all roadways in Colton, except at those locations identified in this Mobility Element where peak-hour LOS E is allowed.	Consistent	Consistent	Consistent	The only intersections within the city of Colton included in the proposed project are the intersections associated with the I-10/Pepper and I-10/Cadena/9 th interchanges. Those intersections are anticipated to operate at LOS D or better under all of the alternatives based on data in the Traffic Study.
Policy M-3.11. Reconfigure the Mt. Vernon, Valley Boulevard, and I-10 freeway interchange to remove the five-legged intersection and improve the operations of this interchange.	Consistent	Consistent	Consistent	Although the proposed project would not make local street improvements at the identified interchange, the proposed project would not preclude their implementation by others at a later date.

Table 2-3. Consistency with Plans and Policies

O a st/Patrage	Project Consistent with Plan, Goal, Objective, or Policy					
Goal/Policy	Alternative 1 Alternative 2 No Build HOV Lane		Alternative 3 Express Lanes	Consistency Analysis		
Goal M-4. Provide appropriate access, logical configuration, and adequate capacity at freeway interchanges, street and rail intersections, and at bridges.	See related policy below	See related policy below	See related policy below	See related policy below for consistency analysis.		
Policy M-4.6. Ensure that all interchange reconfiguration projects, grade separation improvements, and bridge widening projects be designed and implemented in a manner that provides positive benefit to the city of Colton.	Consistent	Consistent	Consistent	Both build alternatives would improve affected interchanges and ramps, as identified in the Traffic Study, to increase traffic flow and reduce congestion. The No Build Alternative would not result in any interchange improvements.		
Goal M-5. Maintain an efficient network of goods and freight movement that supports the needs of Colton businesses while reducing truck and rail traffic impacts on residential neighborhoods.	See related policies below	See related policies below	See related policies below	See related policies below for consistency analysis.		
Policy M-5.5. Vigorously enforce established truck routes to discourage truck shortcuts through residential neighborhoods.	Consistent	Consistent	Consistent	Both build alternatives would maintain the truck route along I-10, as the project proposes to improve goods movement in the region by improving traffic flow along I-10. The No Build Alternative would not result in changes to I-10, and truck routes would not be altered.		
Policy M-5.6. Ensure that the designated truck routes conform to the following performance criteria:	Consistent	Consistent	Consistent	See response immediately above.		
Truck routes must avoid intrusions into residential neighborhoods to limit noise, vibration, and air quality impacts.						
 To the extent feasible, truck routes will not be provided on local streets and on streets with mostly residential frontage. 						
 Truck routes must be located on roadways that provide direct and convenient access between Major Arterials and freeways (I-10 and I-215) and industrial and commercial businesses. 						
 Truck routes must be located on roadways with the design and construction capacity to accommodate truck traffic. 						
Goal M-7. Coordinate with other jurisdictions and agencies on regional transportation projects.	See related policies below	See related policies below	See related policies below	See related policies below for consistency analysis.		
Policy M-7.1. Actively pursue federal, State, and regional funds for local and regional roadway improvements.	Inconsistent	Consistent	Consistent	Multiple funding sources, including Measure I, would be used to implement the proposed build alternatives. No funding would be required for the No Build Alternative.		
Policy M-7.3. Consult with Caltrans, SCAG, the South Coast Air Quality Management District (SCAQMD), SANBAG, Omnitrans, San Bernardino County, Riverside County, and the cities of Rialto, San Bernardino, Loma Linda, Grand Terrace, and Riverside to coordinate regional transportation facilities, and to pursue federal, State, and regional funds for local and regional traffic improvements.	Consistent	Consistent	Consistent	Coordination is ongoing between the multiple regional and local government agencies involved in the proposed project to improve traffic conditions on I-10 throughout the jurisdictions located in the project area. The No Build Alternative would not result in any traffic improvements to I-10.		
City of San Bernardino General Plan						
Goal 2.2. Promote development that integrates with and minimizes impacts on surrounding land uses.	See related policies below	See related policies below	See related policies below	See related policies below for consistency analysis.		
Policy 2.2.2. Require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur, including, as appropriate, decorative walls, landscape setbacks, restricted vehicular access, enclosure of parking structures to prevent sound transmission, and control of lighting and ambient illumination.	Consistent	Consistent	Consistent	Both build alternatives would incorporate buffers, including landscaping and soundwalls, into the proposed project design. The No Build Alternative would not result in changes to I-10.		

Table 2-3. Consistency with Plans and Policies

Cool/Deliev	Project Consistent with Plan, Goal, Objective, or Policy			Consistency Analysis	
Goal/Policy	Alternative 1 No Build	Alternative 2 HOV Lane	Alternative 3 Express Lanes	Consistency Analysis	
Policy 2.2.5. Establish and maintain an ongoing liaison with Caltrans, the railroads, and other agencies to help minimize impacts and improve aesthetics of their facilities and operations; including possible noise walls, berms, limitation on hours and types of operations, landscaped setbacks, and decorative walls along its periphery.	Consistent	Consistent	Consistent	Coordination is ongoing between the multiple regional and local government agencies involved in the proposed project to improve traffic conditions and aesthetics on I-10 throughout the jurisdictions located in the project area. The No Build Alternative would not result in any traffic improvements to I-10.	
Goal 2.3. Create and enhance dynamic, recognizable places for San Bernardino's residents, employees, and visitors	See related policies below	See related policies below	See related policies below	See related policies below for consistency analysis.	
Policy 2.3.6. Circulation system improvements shall continue to be pursued that facilitate connectivity across freeway and rail corridors.	Inconsistent	Consistent	Consistent	Both build alternatives would improve traffic flow and decrease congestion along I-10, while maintaining and improving the aesthetic quality along the corridor. I-10 traffic conditions would continue to worsen without implementation of the proposed project.	
Policy 2.3.7. Improvements shall be made to transportation corridors that promote physical connectivity and reflect consistently high aesthetic values.	Inconsistent	Consistent	Consistent	See response immediately above.	
Goal 6.1. Provide a well-maintained street system.	See related policies below	See related policies below	See related policies below	See related policies below for consistency analysis.	
Policy 6.1.1. Maintain and rehabilitate all components of the circulation system, including roadways, sidewalks, bicycle facilities, and pedestrian facilities.	Inconsistent	Consistent	Consistent	Both build alternatives would improve traffic flow and decrease congestion along I-10. New sidewalks would be constructed in Montclair, Upland, Ontario, San Bernardino, Loma Linda, and Redlands as a result of the proposed project, thereby increasing opportunities for walking. New bikeways are proposed in Montclair, Upland, Ontario, and Redlands, thereby increasing opportunities for bicycle usage. I-10 traffic conditions would continue to worsen without implementation of the proposed project, and the No Build Alternative would not construct new sidewalks or bikeways.	
Policy 6.1.3. Coordinate maintenance or enhancement of transportation facilities with related infrastructure improvements.	Inconsistent	Consistent	Consistent	Both build alternatives would improve traffic flow and decrease congestion along I-10. Any affected flood control or utility services would be improved or maintained. I-10 traffic conditions, flood control, utility services, and aesthetic amenities would continue to worsen without implementation of the proposed projection.	
Goal 6.2. Maintain efficient traffic operations on city streets.	See related policy below	See related policy below	See related policy below	See related policy below for consistency analysis.	
Policy 6.2.1. Maintain a peak-hour LOS D or better at street intersections.	Consistent	Consistent	Consistent	None of the proposed alternatives would make intersection improvements within the city of San Bernardino.	
Goal 6.3. Provide a safe circulation system.	See related policy below	See related policy below	See related policy below	See related policy below for consistency analysis.	
Policy 6.3.1. Promote the principle that streets have multiple uses and users, and protect the safety of all users.	Consistent	Consistent	Consistent	Both build alternatives would improve traffic flow and decrease congestion along I-10. New sidewalks would be constructed in Montclair, Upland, Ontario, San Bernardino, Loma Linda, and Redlands as a result of the proposed project, thereby increasing opportunities for walking. New bikeways are proposed in Montclair, Upland, Ontario, and Redlands, thereby increasing opportunities for bicycle usage. I-10 traffic conditions would continue to worsen without implementation of the proposed project, and the No Build Alternative would not construct new sidewalks or bikeways.	
Goal 6.4. Minimize the impact of roadways on adjacent land uses and ensure compatibility between land uses and highway facilities to the extent possible.	See related policy below	See related policy below	See related policy below	See related policy below for consistency analysis.	
Policy 6.4.1. Work with Caltrans to ensure that construction of new facilities includes appropriate soundwalls or other mitigating noise barriers to reduce noise impacts on adjacent land uses.	Consistent	Consistent	Consistent	Both build alternatives would mitigate any noise impacts with the appropriate federally designated noise mitigation, including soundwalls. The No Build Alternative would not increase noise along I-10.	
Policy 6.4.2. Require, wherever possible, a buffer zone between residential land uses and highway facilities.	Consistent	Consistent	Consistent	See response immediately above.	

Table 2-3. Consistency with Plans and Policies

Gool/Policy	Project Consistent with Plan, Goal, Objective, or Policy			Consistency Analysis		
Goal/Policy	Alternative 1 No Build	Alternative 2 HOV Lane	Alternative 3 Express Lanes	- Consistency Analysis		
Policy 6.4.3. Continue to participate in forums involving the various governmental agencies, such as Caltrans, SANBAG, SCAG, and the County, that are intended to evaluate and propose solutions to regional transportation problems.	Consistent	Consistent	Consistent	Coordination is ongoing between the multiple regional and local government agencies involved in the proposed project to improve traffic conditions on I-10 throughout the jurisdictions located in the project are The No Build Alternative would not result in any traffic improvements to I-10.		
Policy 6.4.8. Develop appropriate protection measures along routes frequently used by trucks to minimize noise impacts to sensitive land uses including, but not limited to, residences, hospitals, schools, parks, daycare facilities, libraries, and similar uses.	Consistent	Consistent	Consistent	Both build alternatives would mitigate any noise impacts with the appropriate federally designated noise mitigation, including soundwalls. The No Build Alternative would not increase noise along I-10.		
Goal 6.5. Develop a transportation system that reduces conflicts between commercial trucking, private/public transportation, and land uses.	See related policy below	See related policy below	See related policy below	See related policy below for consistency analysis.		
Policy 6.5.1. Provide designated truck routes for use by commercial/industrial trucking that minimize impacts on local traffic and neighborhoods.	Consistent	Consistent	Consistent	Both build alternatives would maintain the truck route along I-10, as the project proposes to improve goods movement in the region by improving traffic flow along I-10. The No Build Alternative would not result in changes to I-10, and truck routes would not be altered.		
		City of Loma	a Linda General Plan			
Goal 6.10. Provide a balanced, convenient, energy-efficient, and safe transportation system that incorporates all feasible modes of transportation.	Consistent	Consistent	Consistent	Both build alternatives would improve traffic flow and decrease congestion along I-10. Any affected intersections would be improved. New sidewalks would be constructed in Montclair, Upland, Ontario, San Bernardino, Loma Linda, and Redlands as a result of the proposed project, thereby increasing opportunitie for walking. New bikeways are proposed in Montclair, Upland, Ontario, and Redlands, thereby increasing opportunities for bicycle usage. I-10 traffic conditions would continue to worsen without implementation of the proposed project, and the No Build Alternative would not construct new sidewalks.		
Goal 6.10.1. Vehicular Circulation	Inconsistent	Consistent	Consistent	None of the proposed alternatives would make improvements to local streets or substantially impact their		
a. Maintain long-term traffic levels of service at LOS C.				LOS or capacity within the city of Loma Linda.		
e. Facilitate roadway capacity by implementing the Loma Linda Circulation Plan.				The proposed project would improve I-10 and generally reduce diversion from I-10 due to congestion on the freeway.		
j. Encourage regional goods movement to remain on area freeways and other appropriate routes.						
 Goal 6.10.2. Nonmotorized Transportation b. Provide lighting that is attractive, functional, and appropriate to the character and scale of the neighborhood or area, and which contributes to pedestrian and bicycle safety. c. Maintain roadway designs that maintain mobility and accessibility for bicyclists and pedestrians through incorporation of sidewalks and bicycle lanes, where appropriate. 	Inconsistent	Consistent	Consistent	Both build alternatives would incorporate new sidewalks and bicycle lanes into the proposed project, as well as maintain existing ones, to create a truly multimodal project that accommodates different transportation needs. Lighting amenities would also be incorporated into the proposed project. The No Build Alternative would not result in any changes to the I-10 transportation system.		
Goal 6.10.3. Transit	Inconsistent	Consistent	Consistent	Both build alternatives would not result in any permanent impacts to public transit ROW. Beneficial impacts		
b. Preserve options for future transit use when designing roadway and highway improvements.	onoloton	Somoiotom	Somoiotom	would result from the decreased traffic congestion. The No Build Alternative would not result in any changes to the I-10 public transportation system.		
City of Redlands General Plan						
Guiding Policies: Residential Areas Policy 4.40c. Conserve existing citrus groves and encourage planting new ones along street frontages to be developed.	Consistent	Consistent	Consistent	Alternative 2 would not result in any permanent or temporary acquisitions to citrus groves. Alternative 3 would result in a partial acquisition to the I-10/California Grove parcel containing a City-operated citrus grove; however, no citrus trees would be affected as a result of this acquisition. A mitigation measure would be implemented to protect the citrus grove during construction. The No Build Alternative would not affect any citrus groves.		

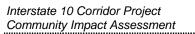
Table 2-3. Consistency with Plans and Policies

Cool/Deliev	Project Consistent with Plan, Goal, Objective, or Policy				
Goal/Policy	Alternative 1 No Build			Consistency Analysis	
Guiding Policies: Downtown Policy 4.61c. Provide public improvements for traffic circulation, flood control, utility services, and aesthetic amenities that will attract new private investment and economic development.	Inconsistent	Consistent	Consistent	Both build alternatives would improve traffic flow and decrease congestion along I-10, thereby improving traffic circulation in Redlands. Any affected flood control or utility services would be improved or maintained. Aesthetic improvements include landscaping and consistency in design. I-10 traffic conditions, flood control, utility services, and aesthetic amenities would continue to worsen without implementation of the proposed project.	
Guiding Policies: Standards for Traffic Service Policy 5.20a. Maintain LOS C or better as standard at all intersections presently at LOS C or better. Policy 5.20b. Within the area identified in GP Figure 5.3, including that unincorporated County area identified on GP Figure 5.3 as the donut hole, maintain LOS C or better; however, accept a reduced LOS on a case-by-case basis upon approval by a four-fifths (4/5ths) vote of the total authorized membership of the City Council. Policy 5.20c. Where the current LOS at a location within the city of Redlands is below the LOS C standard, no development project shall be approved that cannot be mitigated so that it does not reduce the existing LOS at that location except as provided in Section 5.20b.	Inconsistent	Consistent	Consistent	Both build alternatives would improve traffic flow and decrease congestion along I-10 within the project area and coordinated with adjacent jurisdictions. Any affected intersections would be improved. I-10 traffic conditions would continue to worsen without implementation of the proposed project.	
Guiding Principles: Freeway Improvements Policy 5.33a. Work with Caltrans to achieve timely construction of freeway and interchange improvements.	Inconsistent	Consistent	Consistent	Coordination is ongoing between the multiple regional and local government agencies involved in the proposed project to improve traffic conditions on I-10 throughout the jurisdictions located in the project area. The No Build Alternative would not result in any traffic improvements to I-10.	
Implementing Policies: Freeway Improvements Policy 5.33b. Develop improvement plans for the SR-30 interchange at San Bernardino Avenue and for the I-10 freeway interchanges at Alabama Street, California Street, and Mountain View Avenue to ensure adequate capacity to meet future needs associated with the East Valley Corridor Specific Plan. Policy 5.33c. Provide an SR-30 freeway crossing (no ramps) at Palmetto Avenue and widen I-10 crossings at Nevada Street to reduce overdependence on other freeway crossings such as San Bernardino Avenue, Alabama Street, and California Street. Policy 5.33d. Seek funding for interchange improvements as needed to accommodate traffic growth in the East Valley Corridor. Policy 5.33e. Seek funding for I-10/Wabash Avenue interchange improvements.	Inconsistent	Consistent	Consistent	Both build alternatives would improve affected interchanges and ramps, as identified in the Traffic Study and the Ramp Closure Study. The No Build Alternative would not result in any ramp or interchange improvements.	
Guiding Policies: Bikeways Policy 5.50o. Plan and design bikeways with special consideration to the safety of bicyclists and pedestrians.	Inconsistent	Consistent	Consistent	New bikeways are proposed in Montclair, Upland, Ontario, and Redlands, thereby increasing opportunities for bicycle usage. The No Build Alternative would not construct new bikeways.	
Guiding Policies: Pedestrianways Policy 5.60a. Treat pedestrians as if they are more important than cars.	Inconsistent	Consistent	Consistent	New sidewalks are proposed in Montclair, Upland, Ontario, San Bernardino, Loma Linda, and Redlands, thereby increasing opportunities for pedestrian walkways. The No Build Alternative would not construct new sidewalks.	

Table 2-3. Consistency with Plans and Policies

Cool/Delieur	Project Consistent with Plan, Goal, Objective, or Policy			Consistency Analysis	
Goal/Policy	Alternative 1 No Build	Alternative 2 HOV Lane	Alternative 3 Express Lanes	Consistency Analysis	
Implementing Policies: City Design Policy 3.10I. Use Caltrans and local resources to implement the I-10 Corridor Landscape Master Plan. A future 10-lane freeway will overwhelm Redlands unless it is part of a major landscape element. Policy 3.10n. Avoid soundwalls as a standard on arterial streets in residential areas. Walled cities with deserted sidewalks and bleak streets have become the norm in many recently built cities. Redlands has avoided this blight by using side-on cul-de-sacs, but design to mitigate noise resulting from projected traffic increases will require other techniques. Preservation of citrus frontage, use of berms, and frontage roads are alternatives.	Inconsistent	Consistent	Consistent	Both build alternatives would incorporate landscaping in the proposed project along I-10. Sidewalks would only be constructed along I-10. The No Build Alternative would not result in increased landscaping.	
		City of Yuc	caipa General Plan		
 Goal LU-9. Locate new development so that the economic strength derived from agricultural, mineral, and other natural resources is preserved. A. Prime agricultural lands must be protected from the adverse effects of urban encroachment, particularly increased erosion and sedimentation, trespass, and nonagricultural land development. D. Because agricultural uses are valuable, the City shall encourage the retention of productive, commercially viable agricultural land and discourage the premature or unnecessary conversion of agricultural land to nonagricultural uses through the implementation of the following actions. 	Consistent	N/A	Consistent	Alternative 3 would not result in any impacts to agricultural land in Yucaipa. The No Build Alternative would not affect agricultural land.	
Goal T-1. Develop a transportation system for current and future needs that moves people and goods safely and efficiently.	Inconsistent	N/A	Consistent	Alternative 3 would improve traffic flow and decrease congestion along I-10, thereby improving mobility and enhancing goods movement capabilities. I-10 traffic conditions and goods movement efforts would continue to worsen without implementation of the proposed project.	
Goal T-5. Strive to achieve minimum LOS C on all highways and intersections.	Inconsistent	N/A	Consistent	See response immediately above.	
Goal T-7. Encourage nonmotorized alternative transportation by creating bicycle lanes and pedestrian paths to commercial areas, parks, and schools.	Inconsistent	N/A	Consistent	Alternative 3 would encourage alternative nonmotorized transportation options by incorporating ADA-compliant pedestrian and bikeway improvements into the project design. Existing sidewalks and bikeways would be maintained. Alternative 3 would not result in impacts to sidewalks or bikeways in Yucaipa because the proposed project would be a transition area in this city. No changes to nonmotorized transportation options would result from the No Build Alternative.	
Goal TP-1. Promote the development of safe and convenient bicycle and pedestrian corridors that provide alternative transportation routes to schools, parks, and employment and commercial areas.	Consistent	N/A	Consistent	See response immediately above.	
Goal OS-8. Minimize conflicts between open space and surrounding land uses.	Consistent	N/A	Consistent	Alternative 3 is not anticipated to result in impacts to open space in Yucaipa. The No Build Alternative would not result in open space impacts.	

Sources: Counties of Los Angeles and San Bernardino; Cities of Pomona, Claremont, Montclair, Upland, Ontario, Fontana, Rialto, Bloomington, Colton, San Bernardino, Loma Linda, Redlands, and Yucaipa; and Parsons, 2015.



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Alternative 1: No Build Alternative

The No Build Alternative would maintain the current configurations of I-10 in the study area. Under the No Build Alternative, the project would not be constructed, and the existing multimodal transportation system would not be enhanced by new choices for commuting, as well as improved traffic conditions on I-10, without the proposed project improvements. The No Build Alternative is inconsistent with various goals and policies identified in Table 2-3, Consistency with Plans and Policies. Some of the goals and policies the No Build Alternative is inconsistent with include creating a more efficient transportation system; improving travel safety and reliability for all people and goods; promoting sustainability; accommodating pedestrians, bicyclists, and motorists; and improving intersection capacity. The No Build Alternative would not create a more efficient transportation system.

Common to Both Build Alternatives

SCAG. Alternative 2 is included in the 2012 RTP/SCS, which was found to be conforming by the FHWA/Federal Transit Administration (FTA) on January 22, 2010. On September 11, 2014, the SCAG Regional Council approved Amendment #2 to the 2012-2035 RTP/SCS after a 30-day public review and comment period. Amendment #2 was developed as a response to changes to projects in the 2012-2035 RTP/SCS but also includes the complete list of modeled projects. Alternative 2 is identified with the following RTP Project ID: 4H01001; Description: I-10 HOV Lane Addition – From Haven (Ontario) to Ford Street (Redlands) – Widening from 8-10 lanes, aux lanes widening, undercrossing and reconstruction of ramps where needed.

Alternative 2 is also included in the 2013 Federal Transportation Improvement Program (FTIP), which was found to be conforming by the FHWA/FTA on December 14, 2012 (RTP Project ID: 4H01001; Description: I-10 HOV Lane Addition – From Haven [Ontario to Ford St (Redlands)] – widening from 8-10 lanes, AUX lanes widening undercrossings and overcrossings and reconstruction of ramps where needed). Alternative 2 is consistent with the scope of the design concept of the RTP and FTIP.

Alternative 3 is also identified in Amendment No. 2 of the RTP/SCS. This alternative has two entries in the RTP: (RTP Project ID: 4122004 and 4122005) and is described as "I-10 Express Lane Addition from Garey Avenue to the Ford Street Undercrossing – Express Lane widening to implement two (2) express lanes in each direction for a total of 12 lanes including auxiliary lane widening, undercrossings, overcrossings, and reconstruction of ramps where needed." Alternative 3 is consistent with the scope

of the design concept of the RTP. The FTIP does not currently include Alternative 3; an amendment will be required if Alternative 3 is selected as the preferred alternative.

City and County General Plans. The adoption of either of the build alternatives may require the affected counties and cities to amend their General Plan Land Use and Circulation Elements to reflect the final I-10 Corridor Project alignment interchange locations that may need to be acquired for the project.

The purpose of the proposed project is to reduce v/c ratios, improve travel times, and relieve congestion within the corridor, in addition to providing consistency with the SCAG RTP. The proposed project is generally consistent with each of the County General Plans, Area Plans, and City General Plans described in Section 2.2, Consistency with State, Regional, and Local Plans. These plans anticipate growth within the study area and have adopted goals and policies to reduce congestion. The Circulation Elements of all plans reference improvements to I-10 specifically. Many of these same plans also emphasize goals to minimize the effect of the expansion of I-10 on the surrounding community, including providing landscaping and buffers between I-10 and the community.

The proposed project is generally consistent with local plans, as long as efforts to minimize effects are included in the project plans. The proposed improvements would support continued economic vitality of the surrounding communities by improving conditions for the movement of goods and people. The project would enhance public safety and security through the improvement of driving conditions, enhance environmental conditions through an improvement in traffic mobility and accessibility, and serve as a benefit to the surrounding communities and future land use goals.

Specific Plans. The proposed project is consistent with each of the Specific Plans described in Section 2.2, Consistency with State, Regional, and Local Plans. The Specific Plans identified in Section 2.2 may require modifications to land use designations immediately adjacent to I-10 as a result of implementation of the I-10 Corridor Project.

Temporary Impacts

TCEs would be required to construct both build alternatives. Alternative 2 would require 122 TCEs, and Alternative 3 would require 433 TCEs. Construction of the proposed project would create some temporary and intermittent inconvenience for some current land uses due to equipment operations, storage, and staging.

TCEs would not be needed for the No Build Alternative. No temporary impacts to land use are expected.

Cumulative Impacts

The build alternatives are not expected to have an adverse cumulative impact on land use when considered with any transportation, commercial, industrial, or residential projects because implementation of the proposed project is consistent with adopted land use and transportation plans. The No Build Alternative is expected to result in cumulative impacts because it is inconsistent with the current regional Express Lanes Program goals, as included in the recently adopted 2012 RTP, which include increasing efficiency of the existing roadway, providing motorists with fast and reliable travel options and reinvesting revenue from collecting the tolls into infrastructure maintenance and transit enhancements along the proposed project corridor.

2.2.3 Avoidance, Minimization, and/or Mitigation Measures

The design of the I-10 corridor will be carried out to minimize ROW impacts. The project is generally consistent with current and future planned local land uses as identified through the local government planning process. Both build alternatives have been designed to avoid existing built land uses to the extent practicable while adhering to design and operational criteria to maintain a safe roadway. During final design, efforts will be undertaken to further minimize construction and operation impacts to existing and planned land uses.

2.3 Farmlands/Timberlands

Agriculture faces continuing conversion pressures from urbanization, foreign competition, and rising production costs near and within significant agricultural regions; therefore, the lands within the study area that remain in agricultural production represent open space and economic value for the cities and counties in which they are located. The conversion of agricultural land to nonagricultural uses represents an important environmental concern requiring appropriate consideration as part of an environmental analysis. This section provides a summary of existing agricultural conditions in the study area and identifies applicable federal, State, and local policies regarding agricultural resources.

The study area for farmlands for the I-10 corridor is 1 mile wide on each side of I-10 for the length of the project limits and is shown in Figure 2-6. This study area is consistent with the study area requirements for the NRCS analysis of farmland impacts.

2.3.1 Affected Environment

Agricultural Land Designations. Pursuant to California Government Code, Section 65570, the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) reports biannually on the conversion of farmland and grazing land, and compiles important farmland maps and data for each county in the state. Farmland maps utilize data from the United States Department of Agriculture (USDA) NRCS soil survey and current county land use information. Maps and statistics are produced biannually using a process that integrates aerial photo interpretation, field mapping, a computerized mapping system, and public review. These maps categorize land use into nine different mapping categories as defined by federal, State, and local agencies to describe farmland and nonfarmland as follows:

- 1. **Prime Farmland:** Irrigated land with the best combination of physical and chemical features able to sustain long-term production of agricultural crops. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields.
- 2. **Farmland of Statewide Importance:** Irrigated land similar to Prime Farmland that has a good combination of physical and chemical characteristics for the production of agricultural crops. This land has minor shortcomings, such as greater slopes or less ability to store soil moisture than Prime Farmland.
- 3. **Unique Farmland:** Lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated, but may include nonirrigated orchards or vineyards as found in some climatic zones in California.
- 4. **Farmland of Local Importance:** Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.
- 5. **Grazing Land:** Land on which the existing vegetation is suited to the grazing of livestock. This category is used only in California and was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities.
- 6. **Urban and Built Up Land:** Land occupied by structures with a building density of at least one unit to 1.5 acre, or approximately six structures to a 10-acre parcel.
- 7. **Other Land:** Land that does not meet the criteria of any other category. Typical uses include low-density rural development, heavily forested land, mined land, or government land with restrictions on use.

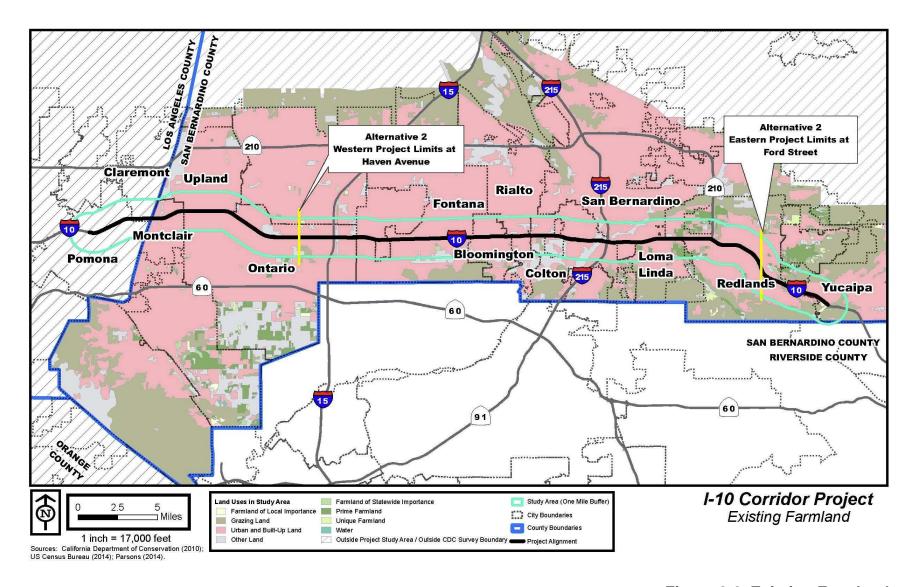


Figure 2-6. Existing Farmland

8. Water: Water areas with an extent of at least 40 acres.

9. **Area Not Mapped:** Area that falls outside of the NRCS soil survey.

Existing Agricultural Use. The study area encompasses areas in unincorporated San Bernardino County and the following cities: Pomona, Claremont, Montclair, Upland, Ontario, Fontana, Rialto, Colton, San Bernardino, Loma Linda, Redlands, and Yucaipa; and the community of Bloomington. Agricultural production in the study area is extremely limited due to existing dense urban development; however, there are agricultural lands, as identified by the FMMP, particularly concentrated at the eastern end of the proposed project corridor in Loma Linda and Redlands and unincorporated San Bernardino County.

Table 2-4 summarizes the distribution of farmland in acres by FMMP land mapping category in the I-10 corridor study area. There are no parcels with Williamson Act contracts located within the proposed project study area. Nearly 4,437 acres are designated as a farmland category according to the State of California DOC FMMP maps.

Table 2-4. I-10 Corridor Study Area Farmland

Land Mapping Category	Total Acres Within the Study Area	% of Total Study Area Acres
Prime Farmland	1,099.92	2.1
Farmland of Statewide Importance	131.37	0.2
Unique Farmland	83.77	0.2
Farmland of Local Importance	0.50	0.0
Grazing Land	3,121.67	5.8
Urban and Built Up Land	40,601.02	75.7
Other Land	3,240.43	6.0
Outside of Survey Boundary/Data not Available	5,335.77	10.0
Total Acres within the Study Area	53,614.45	-

Source: Farmland Mapping and Monitoring Program, State of California DOC, 2010.

In addition to farmland identified by the State's FMMP, the City of Redlands owns approximately 200 acres of citrus groves. Located south of I-10, there is a citrus grove identified by the City as the I-10/California Grove. The 5.08-acre parcel is zoned for commercial use in the city of Redlands, and it is identified as "developed" in the FMMP dataset.

2.3.2 Environmental Consequences

Alternative 1: No Build Alternative

The No Build Alternative would maintain the current configurations of I-10 in the study area. Under the No Build Alternative, the project would not be constructed, and no impacts to farmland would occur.

Alternative 2: HOV Lane Build Alternative

There would be no permanent or temporary impacts to farmland for Alternative 2.

Alternative 3: Express Lanes Build Alternative

A summary of potential impacts to farmlands that would result from construction and operation of Alternative 3 is provided in Table 2-5. Figures 2-7 and 2-8 show the affected FMMP-designated parcels in Ontario and Redlands. Detailed information on potential impacts at each parcel is provided below. Coordination with the NRCS was conducted in March 2015. The Farmland Conversion Impact Rating Form (NRCS CPA-106) is included as Appendix F of this document.

Table 2-5. Summary of Potential Impacts to Farmlands under Alternative 3

APN	City	FMMP Designation	Partial Acquisition (Square Feet)	Permanent Footing Easement (Square Feet)	TCE (Square Feet)
021019221	Ontario	Grazing Land	0	0	3,498
021019222	Ontario	Grazing Land	300	405	3,236
021019223	Ontario	Grazing Land	1,450	453	2,715
021019224	Ontario	Grazing Land	4,056	880	5,282
021055101	Ontario	Grazing Land	4,807	999	5,992
029203313	Redlands	Prime Farmland	379	0	9,501
029203314	Redlands	Prime Farmland	0	64	4,120
029206402	Redlands	None*	41	0	2,581
TOTAL			11,033	2,801	36,925

*Zoned for commercial use in the City of Redlands Zoning Ordinance.

Source: I-10 Corridor ROW data, 2015.

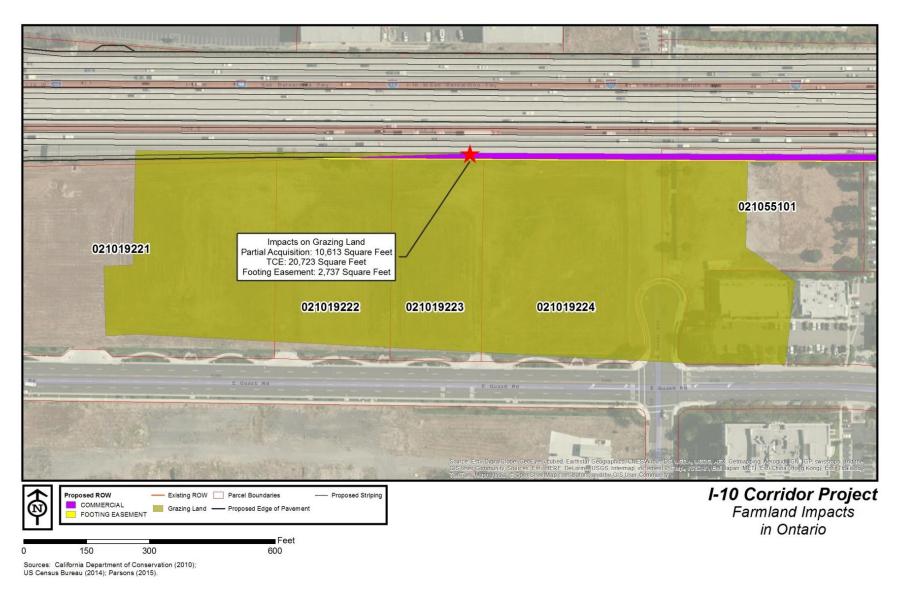


Figure 2-7 Farmland Impacts in Ontario

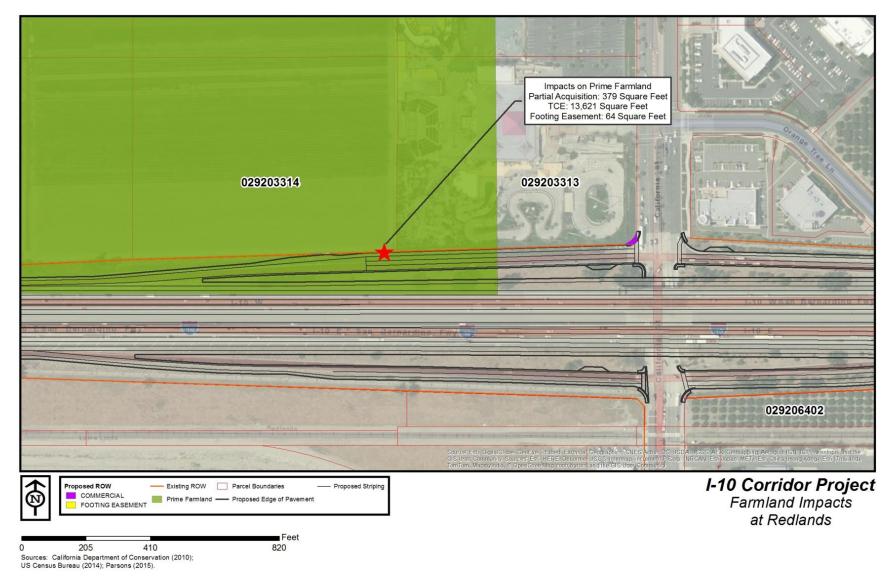


Figure 2-8 Farmland Impacts in Redlands

Designated Grazing Land in Ontario. It is anticipated that 2,737 square feet of permanent underground footing easements and 10,613 square feet of partial acquisitions would be required from four of the five adjacent parcels located in Ontario. Although the four parcels are all designated as Grazing Land in the FMMP dataset, the land is not currently occupied by any grazing animals, and there is no sign that any of the parcels have been used for grazing or other agricultural purposes in recent years. In addition, those parcels are currently zoned for office/commercial uses in the Guasti Plaza Specific Plan Land Use Map, adopted by the City of Ontario in May 2011. The footing easement and partial acquisition would not inhibit use of the parcel for future agricultural purposes. After installation of the footings, temporarily disturbed portions of the site would be recontoured and otherwise restored to preproject conditions. No adverse permanent impacts to these designated grazing lands are anticipated.

Designated Prime Farmland in Redlands. A 64-square-foot permanent underground footing easement for a proposed retaining wall would be required at Assessor's Parcel Number (APN) 029203314 located in Redlands. The parcel is identified in the FMMP dataset as Prime Farmland and is actively used for the production of row crops. The permanent underground footings would occur well below the root line of the traditional row crops that are cultivated at the site. Given that the footing easement would not change ownership of the parcel, inhibit or limit use of the site for agricultural purposes, or otherwise permanently convert the site to nonagricultural use, no permanent impacts at this site are anticipated.

The footing easement needed on APN 029203314 would not inhibit use of the parcel for future agricultural purposes. After installation of the footings, temporarily disturbed portions of the site would be recontoured and otherwise restored to preproject conditions. No adverse permanent impacts to these designated prime farmlands are anticipated.

The partial acquisition of APN 029-203-314 and footing easement for APN 029-203-313 required for the project would not inhibit use of the remaining portion of the parcels for future agricultural purposes.

California Street Citrus Grove in Redlands. Alternative 3 would result in a partial acquisition of 41 square feet of APN: 029206402, an existing citrus grove. The parcel and citrus grove are owned and operated by the City of Redlands, and they are located at the southeastern quadrant of the I-10/California Street interchange. The partial

acquisition at this parcel would be required to accommodate a new sidewalk and curb ramp, and to support retaining wall construction along the EB on-ramp. The 5.08-acre parcel is zoned for commercial use in the city of Redlands, and the parcel is identified as "Developed" in the FMMP dataset. The proposed partial acquisition at this parcel would not result in direct loss of any citrus trees because there are no citrus trees located on the acquired portion of the property. The proposed acquisition would not otherwise inhibit access to or movement within the site. Therefore, although a small portion of the site (0.02 percent of the total acreage) would be acquired, the City's current agricultural zoning for this parcel would remain the same during and after project construction.

Temporary Impacts

TCEs needed for Alternative 3 would temporarily affect farmland identified by the FMMP as Grazing and Prime Farmland designations. In addition, a citrus grove owned and operated by the City of Redlands, zoned as agricultural use, would also be temporarily affected by a TCE.

Designated Grazing Land in Ontario. It is anticipated that 20,723 square feet of TCEs would be needed from five adjacent parcels to construct a proposed retaining wall. All four parcels are designated as grazing land; however, they are not currently used for grazing or other agricultural purposes. These parcels have been entitled for development as part of the Guasti Plaza Specific Plan, which designated these four parcels as office/commercial use. The proposed TCEs would be needed for approximately 9 months. The TCEs would be temporary and would not inhibit use of the remaining portion of the site for agricultural purposes. Temporarily disturbed portions of the site would be restored to pre-project conditions. No adverse permanent impacts to these designated grazing lands are anticipated.

Designated Prime Farmland in Redlands. TCEs totaling 13,621 square feet would be required from two parcels for approximately 9 months for a proposed footing and retaining wall. The site is identified in the FMMP dataset as Prime Farmland; however, plans to build an approximately 1-million-square-foot warehouse on the parcel were approved by the Redlands City Council. Therefore, although this site is designated as prime farmland by the FMMP, no impacts to agricultural activities are anticipated by the proposed TCE at this location. The area used as a TCE would be restored to pre-project conditions once use of the area is complete; therefore, no adverse impacts to these farmland parcels are anticipated.

California Street Citrus Grove in Redlands: A 2,581-square-foot TCE would be needed for a proposed retaining wall located along the EB on-ramp. No citrus trees would need to be removed to accommodate this work. In addition, access to the site and movement within the site would be maintained during construction and operation.

Cumulative Impacts

The build alternatives are not expected to have an adverse cumulative impact on farmland when considered with any transportation, commercial, industrial, or residential projects.

2.3.3 Avoidance, Minimization, and/or Mitigation Measures

- Environmentally sensitive area (ESA) fencing will be installed at the limits of construction for all temporarily and permanently impacted farmlands prior to initiating work within or adjacent to these sites. No grading or fill activity of any type will be permitted within these ESAs. In addition, no construction activities, materials, or equipment will be allowed within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to nearby ESAs. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within the ESAs. Silt fence barriers will be installed at the ESA boundaries to prevent accidental deposition of fill material in areas where vegetation is adjacent to planned grading activities.
- COM-2. All existing citrus trees within the proposed partial acquisition and TCE at APN 029206402 will be protected in place.
- **COM-3.** All farmlands temporarily impacted by the project will be recontoured and otherwise restored to pre-project conditions.

2.4 Parks and Recreation

2.4.1 Affected Environment

A *De Minimis* Impact Determination(September 2015) was prepared for the proposed project that identified 39 public parks and recreation areas and 4 trails that are located within 0.5 mile of the existing I-10 corridor and are considered Section 4(f) resources. Of these Section 4(f) properties, Sylvan Park is also identified as a Section 6(f) resource.

Section 4(f) resources include any publicly owned public park, recreation area, or wildlife or waterfowl refuge or any publicly or privately owned historic site. Section 4(f) of the U.S. Department of Transportation Act of 1966 states that FHWA may not approve the use of land from a significant publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site. Section 6(f), or the Land and Water Conservation Fund Act, establishes a land and water conservation fund to assist local, State, and federal agencies in meeting the demand for present and future outdoor recreation sites. This is done through grants for land acquisition, park amenities, and other park development costs. Once a city, county, or agency has used Section 6(f) for funds, either the land or the park appurtenances cannot be eliminated or acquired without coordination with the National Park Service (NPS) and mitigation that replaces the eliminated items. The mitigation must be at least at a ratio of 1:1 for both quality and quantity.

Table 2-6 lists the parks and recreational areas within the study area.

Table 2-6. Parks and Recreational Centers within the Study Area

Property Name	Location	Current Ownership	Facilities
Kiwanis Park	950 Weber Street Pomona, CA 91768	City of Pomona	6.37 acres; basketball court, playground, community center, picnic tables, drinking fountains
Ganesha Park	1575 N. White Avenue Pomona, CA 91768	City of Pomona	60.74 acres; picnic pavilions bandshell, walking trails, playground, tennis courts, pool with water slide, picnic tables, drinking fountains, restroom
Ted Greene Park	2105 N. Orange Grove Avenue Pomona, CA 91767	City of Pomona	1.11 acres; baseball field, playground, grass field, picnic tables, drinking fountains, concession stand, restroom
Lincoln Park	400 East Lincoln Avenue Pomona, CA 91767	City of Pomona	3.45 acres; baseball fields, playground, restrooms, picnic tables, restrooms, community center
Jaycee Park	2000 N. San Antonio Avenue Pomona, CA 91767	City of Pomona	5.11 acres; baseball fields, playgrounds, grass field, restrooms, community center
Rancho San Jose Park	600 Block of W. San Jose Avenue Claremont, CA 91711	City of Claremont	0.95 acre; basketball court, playgrounds, grass fields, picnic tables, benches, picnic shelter
Wheeler Park	626 Vista Drive Claremont, CA 91711	City of Claremont	6.88 acres; baseball field, playground, roller hockey rink, basketball court, wading pool, restrooms, community center

Table 2-6. Parks and Recreational Centers within the Study Area

Property Name	Location	Current Ownership	Facilities
Blaisdell Park	440 S. College Avenue Claremont, CA 91711	City of Claremont	2.65 acres; softball field, tennis court, grass field, playground, picnic shelter, restrooms, community center
Montvue Park	1555 Cordova Street Pomona, CA 91767	City of Pomona	6.08 acres; baseball field, softball field, playground, open grass, picnic shelters, drinking fountains, restrooms, concession stand
Moreno Vista Park	4600 Block of Moreno Street Montclair, CA 91763	City of Montclair	1.27 acres; tennis courts, grass field
Wilderness Basin Park	S. of the I-10 Corridor Bounded by Mills Avenue and Monte Vista Avenue Montclair, CA 91763	City of Montclair	5.72 acres; walking trail, benches, native plant demonstration garden, grass field
MacArthur Park	5450 Deodar Street Montclair, CA 91763	City of Montclair	2.64 acres; playground, baseball/ softball backstop, grass field, benches
George Gibbs Park	S. of the I-10 Corridor Bounded by W. Fifth Street and W. Princeton Street Ontario, CA 91762	City of Ontario	0.36 acre; softball field, soccer field, grass field, picnic benches, barbeques
Anthony Munoz Hall of Fame Park	1240 W. Fourth Street Ontario, CA 91762	City of Ontario	1.24 acres; basketball courts, baseball fields, soccer fields, hockey court, playground, restrooms, community center
Citrus Park	8 th Street between San Antonio Avenue and Mountain Avenue Upland, CA 91786	City of Upland	5.63 acres; baseball fields, a grass field, barbeques, restrooms, playground
Fern Reservoir Park	8 th Street between Euclid Avenue and San Antonio Avenue Upland, CA 91786	City of Upland	0.87 acre; playground, grass field, picnic tables
Olivedale Park	8 th Street between Campus Avenue and Sultana Avenue Upland, CA 91786	City of Upland	6.58 acres; baseball field, concession stand, playground, picnic tables, barbeques, picnic shelter, restrooms
8 th Street Reservoir Park	8 th Street and Campus Avenue Upland, CA 91786	City of Upland	1.28 acres; baseball fields, bleachers, benches
John Galvin Park	Grove Avenue and 4 th Street Ontario, CA 91764	City of Ontario	31.74 acres; Jay Littleton baseball fields, basketball courts, concession stand, tennis courts, volleyball courts, multipurpose concrete court, sheltered picnic areas, restrooms, playgrounds, community center, West Cucamonga Creek Trail
Memorial Grove Park	Grove Avenue and "I" Street Ontario, CA 91764	City of Ontario	1.15 acres; rolling grass field, scattered trees

Table 2-6. Parks and Recreational Centers within the Study Area

Property Name	Location	Current Ownership	Facilities
Vineyard Park	E. 6 th Street and N. Baker Avenue Ontario, CA 91764	City of Ontario	2.39 acres; basketball court, swimming pool, playground, multipurpose trail, barbeques, picnic tables, benches
Cucamonga- Guasti Regional Park	800 N. Archibald Avenue Ontario, CA 91764	San Bernardino County Regional Parks	31.17 acres; two fishing lakes, pedal boating, playground, swimming complex, picnic areas, barbeques, benches
Ayala Park	Valley Boulevard Fontana, CA 92335	San Bernardino County Regional Parks	5.32 acres; basketball court, grass field, playground, picnic shelters, barbeques, walking path, dog park
Fleming Park	535 N. La Cadena Drive Colton, CA 92324	City of Colton	1.61 acres; stage, amphitheater seating, benches, grass lawns, landscaped vegetation, Vietnam War Memorial
Central Park	Colton Avenue and "E" Street Colton, CA 92324	City of Colton	1.46 acres; baseball field, bleacher seating, gazebo
Colton Plunge Park	601 N. Mount Vernon Avenue Colton, CA 92324	City of Colton	7.53 acres; baseball fields, soccer fields, basketball courts, tennis courts, picnic tables, grass field, pools, playground
Veterans Park	290 E. "O" Street Colton, CA 92324	City of Colton	12.61 acres; softball fields, basketball court, horseshoes, handball courts, playground, splash pad, community center, picnic shelters, restrooms
Rich Dauer Park	955 Torrey Pines Drive Colton, CA 92324	City of Colton	3.85 acres; playground, open grass, picnic shelter, BBQs, restrooms
Mid City Connector Trail (Future)	North of I-10 Corridor from 40 th Street to Santa Ana River Trail San Bernardino, CA 92408	San Bernardino County Regional Parks Department	A future 7.5-mil paved off-street, Class I bicycle path
Santa Ana River Trail	Along the Santa Ana River from Waterman Avenue to the Riverside County Line San Bernardino County, CA 92408	San Bernardino County Regional Parks Department	7.5 miles of trail; paved off-street, Class I bicycle path
Colony Park	Weir Road and Harwick Drive San Bernardino, CA 92408	City of San Bernardino	0.36 acre; softball field, benches, playground, picnic tables, restrooms
Cooley Ranch Park	2020 Duron Street Colton, CA 92324	City of Colton	2.53 acres; basketball courts picnic shelters picnic tables, BBQs; drinking fountains

Table 2-6. Parks and Recreational Centers within the Study Area

Property Name	Location	Current Ownership	Facilities
Ted and Lila Dawson Park	Anderson Street and Court Street Loma Linda, CA 92354	City of Loma Linda	0.29 acre; small grass lawn, landscaped vegetation, park bench
Elmer Digneo Park	Corner of Anderson Street and Parkland Street Loma Linda, CA 92354	City of Loma Linda	5.03 acres; basketball court, playground restrooms, BBQ pit benches, drinking fountains
Sun Park	25300 E. 3 rd Street Loma Linda, CA 92354	City of Loma Linda	0.62 acre; gazebo, picnic tables, landscaped vegetation, park benches
Cottonwood Park	Corner of Cottonwood Road and Mountain View Avenue Loma Linda, CA 92354	City of Loma Linda	0.89 acre; playground, gazebo, open grass areas
Orange Blossom Trail (Future)	Between Mountain View Avenue and Ford Street Redlands, CA 92373	City of Redlands	A future 3.7-mile paved off-street, multiple-use trail; some portions already constructed outside study area
Jeannie Davis Park	923 W. Redlands Boulevard Redlands, CA 92373	City of Redlands	3.42 acres; multipurpose trail, playground, grass field, picnic tables
Ed Hales Park	101 E. State Street Redlands, CA 92373	City of Redlands	0.20 acre; benches, sheltered seating, fountain
The Terrace Park	106 & 500 E. Colton Avenue Redlands, CA 92374	City of Redlands	1.97 acres; multipurpose trail with benches
Sylvan Park	730 Chapel Street Redlands, CA 92374	City of Redlands	19.41 acres; volleyball courts, baseball field, horseshoe pits, lawn bowling, walking trails, playground, multipurpose field, community garden, picnic tables and shelters, stage, restrooms
Zanja Trail (Future)	Between Church Street and Grove Street Redlands, CA 92374	City of Redlands	A future 0.7-mile natural-surface trail and greenway
Ford Park	955 Parkford Drive Redlands, CA 92374	City of Redlands	19.83 acres; tennis courts, picnic tables, playground, fishing pond, grass field

Source: De Minimis Impact Determination, 2015.

2.4.2 Environmental Consequences

Alternative 1: No Build Alternative

The No Build Alternative would maintain the current configurations of I-10 in the study area. Under the No Build Alternative, the project would not be constructed, and no impacts to parks or recreation would occur.

Alternative 2: HOV Lane Build Alternative

Alternative 2 would not result in any permanent impacts to parks or recreation.

Alternative 3: Express Lanes Build Alternative

Alternative 3 would result in a partial acquisition of MacArthur Park in Montclair. As shown in Table 2-8, Alternative 3 would require acquisition of 0.14 acre of MacArthur Park, which represents 5.3 percent of the park's pre-project acreage. This acquisition would be necessary to widen I-10, accommodate on-ramp realignment at the I-10/Central Avenue interchange, and replace a soundwall on top of the retaining wall. The 0.14-acre acquisition would be used for project ROW and converted to transportation uses. The 0.14-acre area contains only landscaping, with no recreational facilities or playing fields. Although the acquisition area would reduce the overall size of the park from 2.64 acres to 2.50 acres, it would not inhibit existing recreational activities within the park. In addition, a 0.04-acre footing easement would be required to provide structural support for the new soundwall on top of the retaining wall to be constructed adjacent to MacArthur Park. The footing easement would be underground and would not permanently affect recreational activities, features, or attributes within the park. The surface above the footing easement area would be returned to pre-project conditions after temporary use of the area during construction.

Temporary Impacts

Alternative 2: HOV Lane Build Alternative

The *De Minimis* Impact Determination identified the following summary of temporary impacts associated with Alternative 2 (Table 2-7).

Table 2-7. Alternative 2 Parks and Recreation Impacts

Property Name	Property Description	
Santa Ana River Trail	Temporary overnight closures of the trail would be required to widen the I-10 mainline bridge	
Orange Blossom Trail and the Zanja Trail (Future)	1.12 miles of the trail would be affected by temporary closures and detours that would be required to widen the I-10 mainline bridge	

Source: De Minimis Impact Determination, 2015.

Alternative 3: Express Lanes Build Alternative

Table 2-8 includes a summary of temporary impacts associated with Alternative 3.

Table 2-8. Alternative 3 Parks and Recreation Impacts

Property Name	Property Description		
MacArthur Park	0.04-acre footing easement 0.16-acre TCE		
Santa Ana River Trail	Temporary overnight closures of the trail would be required to widen the I-10 mainline bridge		
Orange Blossom Trail and the Zanja Trail (Future)	1.12 miles of the trail would be affected by temporary closures and detours that would be required to widen the I-10 mainline bridge		

Source: De Minimis Impact Determination, 2015.

Santa Ana River Trail. Under Alternatives 2 and 3, a temporary closure of the Santa Ana River Trail would be necessary to widen three I-10 mainline bridges that cross over the trail.

There would be no interference with the activities and purpose of the Santa Ana River Trail during construction of the I-10 Corridor Project. The duration of occupancy would be temporary, no changes would occur to the trail, and land would be fully restored to pre-project or better conditions.

Orange Blossom Trail and the Zanja Trail (Future). Under Alternatives 2 and 3, a detour of approximately 1.12 miles of the western segment of the planned Orange Blossom Trail would be necessary to widen the I-10 mainline bridge, which crosses over the trail on both sides. The proposed trail closure would occur from Mountain View Avenue to California Street in Redlands. If the trail is opened prior to construction of the I-10 Corridor Project, trail traffic would be detoured during project construction at this location for approximately 18 months.

MacArthur Park. Under Alternative 3, a 0.16-acre TCE would be required at MacArthur Park to allow mainline roadway widening along I-10 and construction of a new soundwall adjacent to the park. Although this TCE would temporarily reduce the overall park area during construction, it would not affect existing recreational activities, features, or attributes in the park because construction activities would only occur within landscaped areas. Access to and parking for MacArthur Park would be maintained at all times during construction and operation of Alternative 3. In addition, no traffic impacts are anticipated.

Indirect Impacts

Although a partial acquisition is anticipated from the MacArthur Park property, it would not inhibit existing recreational activities within the park; therefore, it would not create any indirect impacts.

Cumulative Impacts

The build alternatives are not expected to have an adverse cumulative impact on parks when considered with any transportation, commercial, industrial, or residential projects because the overall parkland acquisition area would only minimally reduce the overall size of MacArthur Park and would not inhibit existing recreational activities within the park.

2.4.3 Avoidance, Minimization, and/or Mitigation Measures

The following avoidance, minimization, and/or mitigation measures were identified for the proposed project. Further details are identified in the *De Minimis* Impact Determination.

- COM-4. SANBAG shall request the County of San Bernardino and the City of Montclair to amend their respective General Plans to reflect the selected build alternative and the modification of land use designations for properties that would be acquired for the project that are not currently designated for transportation uses.
- **COM-5.** Return any landscaping temporarily disturbed or removed during construction to pre-project or better conditions.
- **COM-6.** Maintain access and circulation for recreational users.
- COM-7. Implement detours for any temporary closures of the recreational facilities identified in this section. Post informational and detour signage in advance to inform users of any temporary closures and detour routes.
- COM-8. The trail closures would occur at night after sunset to avoid all impacts to users of the Santa Ana River Trail. Given that the Santa Ana River Trail is only open from sunrise to sunset, work outside of these hours would not require closure or detour of the trail.
- COM-9. Caltrans Division of Right-of-Way and Land Surveys will coordinate with the City of Montclair to provide the compensation required under the Park Preservation Act.



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Chapter 3 Growth

Analysis of the potential growth-inducing impacts of the proposed project is based on demographic information from the 2010 United States Census data, the SCAG 2012–2035 RTP growth forecasts for the cities of Pomona, Claremont, Montclair, Upland, Ontario, Fontana, Rialto, Colton, San Bernardino, Loma Linda, Redlands, and Yucaipa, and San Bernardino and Los Angeles counties.

The CEQ regulations, which implement NEPA, require evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 CFR 1508.8, refer to these consequences as indirect impacts. Indirect impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

CEQA also requires the analysis of a project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents "... discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment ..."

3.1 Affected Environment

Under NEPA and CEQA, growth inducement is not necessarily considered detrimental, beneficial, or environmentally significant. Typically, the growth-inducing potential of a project is considered significant if it fosters growth or a concentration of population in excess of what is assumed in relevant master plans, land use plans, or in projections made by regional planning agencies. Significant growth impacts could be manifested through the provision of infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

Different transportation projects will influence growth to different degrees and in different ways, and the guidance adopted a two-phase approach to the evaluation of growth-related impacts. The first phase, called "first cut screening," is designed to help the environmental planner figure out the likely growth potential effect and whether further analysis of the issue is necessary.

The first-cut screening involves examining a variety of interrelated factors to answer the following questions:

- To what extent would travel times, travel cost, or accessibility to employment, shopping, or other destinations be changed? Would this change affect travel behavior, trip patterns, or the attractiveness of some areas to development over others?
- To what extent would change in accessibility affect growth or land use change—its location, rate, type, or amount?
- To what extent would resources of concern be affected by this growth or land use change?

This section discusses whether the proposed I-10 Corridor Project improvements would result in unforeseen direct, indirect, or secondary growth, or would otherwise influence population growth. This discussion is based on guidance from the Caltrans SER and the Guidance for Growth-Related Indirect Impact Analyses (August 2007). Examples of potentially growth-influencing projects include those that create access to an area previously inaccessible or occur within an already developed area and remove barriers to future growth. Growth influence is generally dependent on the presence or lack of existing utilities and municipal or public services. The provision of roadways, utilities, water, and sewer service to a previously unserviced area can induce growth by removing impediments to development. There are many factors that may affect the amount, location, and rate of growth in the region of a project. Such factors include:

- Market demand for housing, employment, and commercial services
- Desirability of the climate and living or working environment
- Strength of the local employment and commercial economy
- Availability of other roadway improvements
- Availability of other services and infrastructure (e.g., schools, water)
- Land use and growth management policies of the local jurisdictions

The growth-inducing potential of a project could be considered significant if it fosters growth in excess of what is projected in general plans (land use elements) or in forecasts made by regional planning agencies. Factors affecting growth and its effects

tend to be regional and specific in nature; therefore, this analysis presents information about the larger region (San Bernardino County) and the 13 jurisdictions comprising the study area.

The project study area, as well as all of southern California, has experienced dramatic growth in the last 30 years, and this trend is expected to continue. During the past several decades, the SCAG region, including Orange, Imperial, Riverside, San Bernardino, Los Angeles, and Ventura counties, has been one of the fastest-growing regions in the nation. Between 1950 and 1970, the population doubled in size, growing at a rate of 5 percent per year. Between 1980 and 1990, the region's population grew by more than 25 percent, to 14.6 million. Between 1990 and 2000, the region's population grew by nearly 15 percent, to 16.5 million. Additional population and employment growth within the study area is expected to take place through the natural increase and redevelopment of existing land uses or infill development of vacant parcels. Land uses within the study area are already established, with limited opportunity for a new unplanned large-scale development.

SCAG population, household, and employment estimates and the annual average growth rates between 2008 and 2035 for growth forecasts for cities within the study area, including Pomona, Claremont, Montclair, Upland, Ontario, Fontana, Rialto, Colton, San Bernardino, Loma Linda, Redlands, and Yucaipa; San Bernardino and Los Angeles counties; and the SCAG region, for comparison, are provided in Table 3-1.

Table 3-1. Annual Average Growth Rate Percentages

Jurisdiction	Population 2008-2035	Households 2008-2035	Employment 2008-2035	
	Regi	onal		
SCAG	0.9	1.0	0.8	
Los Angeles County	0.6	0.7	0.4	
San Bernardino County	1.3	1.5	1.9	
	Los Angeles	County Cities		
Pomona	1.2	1.0	0.3	
Claremont	0.3	0.3	0.5	
San Bernardino County Cities				
Montclair	0.8	0.9	0.4	
Upland	0.4	0.9	0.7	

Table 3-1. Annual Average Growth Rate Percentages

Jurisdiction	Population 2008-2035	Households 2008-2035	Employment 2008-2035
Ontario	3.3	3.5	3.2
Fontana	1.2	1.4	1.7
Rialto	1.0	1.4	1.6
Colton	1.4	1.5	0.9
San Bernardino	0.9	1.1	1.6
Loma Linda	1.4	1.7	3.2
Redlands	1.0	1.2	1.7
Yucaipa	0.8	1.1	1.6

Source: SCAG, Regional Growth Forecasts, 2012-2035

http://www.scag.ca.gov/DataAndTools/Pages/GrowthForecasting.aspx.

According to these forecasts, cities within San Bernardino County are projected to increase at a faster rate than cities within Los Angeles County and the SCAG region overall. The projected growth shown includes future approved development as discussed in Chapter 2, Land Use. Due to the lack of undeveloped private vacant land in the study area, there are limited opportunities for large-scale new development to occur in the study area.

3.2 Environmental Consequences

Alternative 1: No Build Alternative

Under the No Build Alternative, no modifications to the existing freeway facility would occur. The existing I-10 improvements within the study area are not consistent with the regional mobility goals of Caltrans, SANBAG, or the affected cities, and would not provide the transportation infrastructure, or meet the goals and objectives, of SANBAG's Long-Range Transportation Plan and the SCAG RTP. These regional planning documents anticipate the growth planned within the local jurisdictions within San Bernardino County, specifically the study area, and respond to this projected growth. The No Build Alternative would not influence the level of growth within the local cities in the study area because these jurisdictions are primarily built out, and there are limited areas available for development or redevelopment; therefore, the No Build Alternative is not anticipated to influence the amount, location, and/or distribution of growth or housing and jobs in the local cities and unincorporated areas within the study area. Existing congestion would remain within the study area and is projected to continue in the future under this alternative.

Common to Both Build Alternatives

The "first-cut screening" for the proposed build alternatives is discussed below.

The build alternatives do not change points of current accessibility along I-10 or provide new access to the area. Access to I-10 GP lanes remains unchanged because neither of the build alternatives would remove or limit access. Both alternatives would result in improvements to existing interchanges; Alternative 2 would improve 21 interchanges, and Alternative 3 would improve 29 interchanges. These improvements would create benefits for those traveling to work, shopping centers, or other destinations by improving the travel times due to the decreased congestion; however, no new on- or off-ramps to employment or commercial amenities are proposed.

The build alternatives would provide continuity to the existing HOV system or a new travel option currently unavailable to those traveling along I-10 in this area. The build alternatives are intended to reduce congestion and improve travel times within the corridor. The build alternatives would not accommodate additional traffic beyond what is currently projected. Auxiliary lane, ramp, interchange, and other planned system improvements would reduce congestion, increase throughput, and enhance trip reliability for the planning design year of 2045. The build alternatives do not remove an impediment to growth because the proposed project would not provide an entirely new public facility.

In terms of influencing growth, both build alternatives would address existing operational and capacity deficiencies and would not foster growth in excess of what is projected per SCAG and general plans. The build alternatives would not be expected to influence the amount, location, and/or distribution of growth in the cities within the study area or the counties because no new interchanges are proposed and much of the study area is built out. It is not anticipated that the proposed project would induce land development. Some interchanges would be reconfigured to accommodate current and future traffic congestion. Because there are very few open areas available in the close vicinity of the study area, the build alternatives would not create new housing or opportunities for capital investment by the public or private sectors.

In terms of project-related growth, the proposed project is not growth inducing because it includes land use changes that will convert existing uses to transportation uses, as identified in Table 2-2. The proposed project would not influence growth because it accommodates existing and future plans for the project area. In addition,

the location, timing, and level of future growth in the study area would also depend on the availability of certain types of infrastructure/services (e.g., water, sanitary sewers, schools). Accommodating critical future infrastructure is addressed by the individual jurisdictions and agencies providing these services that would affect the location, level, and timing of future development regardless of the proposed project. No infrastructure plans have been identified in any local agency plans or service providers at this time. Because the proposed transportation improvements accommodate existing and planned development, the proposed project would have minor influence for stimulating the location, rate, timing, or amount of growth locally or regionally.

The build alternatives include capacity enhancements along an existing freeway corridor that are intended to respond to expected demand and improve current operations.

The build alternatives are not anticipated to influence the amount, location, and/or distribution of growth or housing and/or jobs in the local cities and unincorporated areas within the study area. All land use plans in the counties and cities within the study area include future growth. Service providers also regularly evaluate growth trends and provide required infrastructure upgrades as needed. As noted above, the build alternatives would not result in project-related growth or influence growth.

This "first-cut screening" analysis demonstrates that the build alternatives would not change access but would instead facilitate improved mobility through reduced congestion and trip reliability, resulting in improved commute times for I-10 corridor users. Utilities, land use, community facilities, and traffic would not be affected because the build alternatives are not growth inducing and would not result in reasonably foreseeable growth. Based on the analysis above, the build alternatives do not require further analysis of growth-related impacts.

Alternative 2: HOV Lane Build Alternative

Alternative 2 would include capacity enhancements for HOVs, including decreasing travel times and increasing travel speed for HOVs; however, the improvements in accessibility are not substantial and are not expected to influence travel behavior, trip patterns, or the attractiveness of some areas to development over others. The build alternatives would not induce or influence growth directly or indirectly because of minor changes in land use or minor influence on economic vitality, and they are not anticipated to encourage population density or construction of additional housing.

Alternative 3: Express Lanes Build Alternative

The "first-cut screening" requires an assessment of any change in travel cost, time, or accessibility and whether these changes would affect travel behavior, travel patterns, or attractiveness of one area over another. Under Alternative 3, the Express Lanes would be free or price-managed lanes in which vehicles not meeting the minimum occupancy requirement would pay a toll. Alternative 3 encourages carpooling and/or maximizing capacity by requiring a toll for single-occupancy vehicle (SOV) drivers and incentives for vehicles carrying more than two occupants. During peak periods, any excess capacity in the Express Lanes that is not used by carpools would be used by SOV drivers paying a toll. The volume of traffic using the Express Lanes would be managed to minimize congestion in the Express Lanes. This would be accomplished by limiting the volume of traffic in the Express Lanes. Toll amounts would increase when the target volume is exceeded to reduce the volume in the Express Lanes; conversely, toll amounts would decrease when volumes fall below the target volume to attract more vehicles into the Express Lanes.

In terms of accessibility, Alternative 3 would provide the greatest improvements related to decreased travel time and increased travel speed by maximizing use of capacity within the toll facility. Alternative 3 would provide another option currently unavailable to existing I-10 users, which includes two Express Lanes in each direction of I-10 from the LA/SB county line to California Street (near SR-210) in Redlands and one Express Lane in each direction from California Street to Ford Street in Redlands, a total of 33 miles. By adding Express Lanes, there would be increased accessibility, including improved speeds to reach the existing interchanges and employment, as well as the interchanges that would be improved as a result of the proposed project. The Express Lanes would be priced managed lanes in which vehicles not meeting the minimum occupancy requirement would pay a toll. West of Haven Avenue, a single new lane would be constructed and combined with the existing HOV lane to provide two Express Lanes in each direction; east of Haven Avenue, all Express Lanes would be constructed by the project.

As discussed above, Alternative 3 would not induce or influence growth directly or indirectly because of minor changes in land use or minor influence on economic vitality, and it is not anticipated to encourage population density or construction of additional housing. The improvements in accessibility are not substantial and are not expected to influence travel trip patterns or the attractiveness of some areas to development over others.

Temporary Impacts

The build alternatives would not have any temporary impacts on growth-inducing factors because temporary construction does not induce growth.

3.3 Avoidance, Minimization, and/or Mitigation Measures

The proposed project is not growth-inducing, and no further analysis of growth-related impacts is required. The potential for unplanned development is limited given the built-out nature of the study area and entitlement status of existing vacant land. Therefore, no avoidance, minimization, and/or mitigation measures are required.

Chapter 4 Community Character

4.1 Population and Housing

Census data from the 2000 and 2010 decennial censuses, including 2010 American Community Survey data (5-year estimates), as well as SCAG's forecast data, are discussed in this section to describe the demographic characteristics of the study area and to provide information on growth trends and demographic changes in the study area. American Community Survey data was only used when U.S. Census decennial data was unavailable. For context and comparison, information is also provided at the city/community and county levels for certain topics.

4.1.1 Affected Environment

4.1.1.1 Regional Population Characteristics/Community Character

The SCAG region is expected to grow by almost 20 percent between 2008 and 2035, while the County of Los Angeles is expected to grow by 14 percent. San Bernardino County is expected to outpace the SCAG Region and Los Angeles County and grow by almost 27 percent between 2008 and 2035.² The most current SCAG population, household, and employment forecasts for the region, subregion, and cities are from its 2012 RTP and are provided in Table 4-1.

Table 4-1. Adopted SCAG Regionwide Forecasts

	2008	2020	2035			
	SCAG Region					
Population	17,895,000	19,663,000	22,091,000			
Households	5,814,000	6,458,000	7,325,000			
Employment	7,738,000	8,414,000	9,441,000			
	Los Angeles County					
Population	9,778,000	10,404,000	11,353,000			
Households	3,228,000	3,513,000	3,852,000			
Employment	4,340,000	4,558,000	4,827,000			
	San Bernardino County					
Population	2,016,000	2,268,000	2,750,000			
Households	606,000	698,000	847,000			
Employment	701,000	810,000	1,059,000			

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² SCAG forecast data is currently unavailable for year 2045.

Table 4-1. Adopted SCAG Regionwide Forecasts

	2008	2020	2035
	City of	Pomona	
Population	149,100	168,500	197,400
Households	38,500	43,400	48,900
Employment	54,700	57,000	59,600
1	City of C	laremont	
Population	34,800	36,100	37,900
Households	11,600	12,100	12,600
Employment	18,100	19,400	20,600
	City of I	Montclair	
Population	36,000	39,700	43,900
Households	9,300	10,400	11,600
Employment	16,500	17,000	18,400
	City of	Upland	
Population	72,600	76,700	80,200
Households	25,400	28,300	31,300
Employment	27,900	29,700	33,400
	City of	Ontario	
Population	162,900	203,800	307,600
Households	44,600	57,700	87,300
Employment	114,300	142,900	214,400
	City of	Fontana	
Population	193,900	222,700	259,100
Households	48,600	57,500	66,700
Employment	47,600	53,700	69,000
	City of	f Rialto	
Population	98,900	110,000	125,200
Households	25,100	29,400	34,700
Employment	22,900	26,400	32,800
	City of	Colton	
Population	52,100	60,700	71,700
Households	15,000	17,800	21,100
Employment	24,000	25,500	29,600
	City of San	Bernardino	
Population	209,900	231,200	261,400
Households	59,300	66,900	76,800
Employment	101,300	113,400	145,300
	City of Lo	oma Linda	
Population	23,000	26,700	31,700
Households	8,700	10,500	12,600
Employment	17,600	23,300	32,600

.....

Table 4-1. Adopted SCAG Regionwide Forecasts

	2008	2020	2035			
	City of Redlands					
Population	68,600	75,500	87,900			
Households	24,700	28,300	32,500			
Employment	41,400	46,700	60,100			
	City of `	Yucaipa				
Population	51,200	55,800	61,900			
Households	18,200	20,700	23,600			
Employment	9,800	10,900	14,000			

Source: SCAG, Regional Growth Forecasts, 2012-2035 http://www.scag.ca.gov/DataAndTools/Pages/GrowthForecasting.aspx.

4.1.1.2 Neighborhoods/Communities/Community Character

Community cohesion is the degree to which residents have a sense of belonging to their neighborhood, their level of commitment to the community, or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time.

Neighborhoods

The following neighborhoods were identified within the study area for the proposed project; neighborhoods for Alternative 2 include any that fall between Ontario and Redlands, as shown in Table 4-2.

Table 4-2. Neighborhoods

Neighborhood	Alternative 2	Alternative 3			
Pomona	Pomona				
Arrow Corridor Neighborhood (North of I-10)		X			
Lincoln Park Neighborhood (South of I-10)		X			
North Pomona Neighborhood (North of I-10)		X			
East Pomona Neighborhood (South of I-10)		X			
Claremont					
Vista Neighborhood (North of I-10)		X			
Oakmont Neighborhood (North of I-10)		X			
Claremont South Neighborhood (South of I-10)		X			
Montclair					
East Montclair Plaza Neighborhood (North of I-10)		X			
San Bernardino Street/Rosewood Street Neighborhood (South of I-10)		Х			
City Center Neighborhood (South of I-10)		Х			

Table 4-2. Neighborhoods

Neighborhood	Alternative 2	Alternative 3
Upland		
South of Foothill Neighborhood (North of I-10)		Х
North Ontario Neighborhood (North of I-10)		Х
Ontario	•	
North Ontario Neighborhood (North of I-10)	Х	X
Fontana		
Downtown Fontana Neighborhood (Both North/South of I-10)	X	X
Fontana Gateway Neighborhood (South of I-10)	Х	Х
Jurupa Industrial Park Neighborhood (Both North/South of I-10)	Х	X
Bloomington	•	
Aqua Mansa Neighborhood (Both North/South of I-10)	Х	Х
Rialto		
I-10 Corridor Neighborhood (Both North/South of I-10)	Х	X
Colton		
Iron Horse Neighborhood (North of I-10)	Х	Х
West Colton Neighborhood (South of I-10)	Х	X
Rana Neighborhood (North of I-10)	Х	X
Downtown Neighborhood (North of I-10)	Х	X
East Colton Heights Neighborhood (South of I-10)	Х	X
San Bernardino	1	
Ward 3 Neighborhood (Both North/South of I-10)	Х	Х
North Loma Linda Neighborhood (North of I-10)	Х	Х
Loma Linda	1	
Victoria Neighborhood (North of I-10)	X	X
Redlands	1	Γ
Crown Jewel/Marigold Neighborhood (Both North/South of I-10)	Х	X
Colton Avenue/Tennessee Street Neighborhood (Both North/South of I-10)	Х	Х
University of Redlands Neighborhood (Both North/South of I-10)	Х	Х
Evergreen Center/Lytle Street Neighborhood (Both North/South of I-10)	Х	Х
Yucaipa		
Dunlap Acres (North of I-10)		Х
Yucaipa Boulevard and 14 th Street (North of I-10)		Х
5 th Place and Avenue H (North of I-10)		Х

Source: http://www.neighborhoodscout.com/ and http://www.city-data.com/, 2014.

Pomona

Arrow Corridor Neighborhood (North of I-10). The Arrow Corridor is located west of Damien Avenue, east of Towne Avenue, north of McKinley Avenue, and south of Bonita Avenue, covering 3.7 square miles. This neighborhood is home to a population of 14,302 residents and has a population density of 3,811 people per square mile.

Lincoln Park Neighborhood (South of I-10). The Lincoln Park neighborhood is located west of Towne Avenue, east of Garey Avenue, south of I-10, north of Alvarado Street, and covers a total of 0.32 square mile. This neighborhood is home to 4,282 residents and has a population density of 13,255 people per square mile.

North Pomona Neighborhood (North of I-10). The North Pomona neighborhood is located west of Garey Avenue, north of I-10, east of Fairplex Drive, and south of Arrow Highway covering 6.7 square miles. The neighborhood is home to a population of 37,174 and has a population density of 5,514 people per square mile.

East Pomona Neighborhood (South of I-10). The East Pomona neighborhood is located east of North Towne Avenue, west of Mills Avenue, south of I-10, and north of SR-60, covering 4.6 square miles. The neighborhood is home to a population of 40,582 residents and has a population density of 8,729 people per square mile.

Claremont

Vista Neighborhood (**North of I-10**). The Vista neighborhood can be located north of Palo Verde Street, south of the Metrolink railroad tracks, west of Indian Hill Boulevard, and east of Mountain Avenue, covering 0.4 square mile. This neighborhood has a population of 2,233 and a population density of 5.3 people per square mile.

Oakmont Neighborhood (North of I-10). The Oakmont neighborhood is located east of Indian Hill Boulevard, west of Mills Avenue, north of Palo Verde Drive, and south of the Metrolink Railroad tracks, covering 0.6 square mile. The neighborhood is home to 3,468 residents and has a population density of 6,264 people per square mile.

Claremont South Neighborhood (South of I-10). The Claremont South neighborhood is located north of San Bernardino Avenue, south of I-10, west of Mills Avenue, and east of Mountain Avenue, covering 0.2 square mile. The neighborhood is home to 371 residents and has a population density of 2,417 people per square mile.

Montclair

East Montclair Plaza Neighborhood (North of I-10). The East Montclair Plaza neighborhood is located north of I-10, south of Arrow Highway, east of Mills Avenue, and west of Benson Avenue. The neighborhood has a population density of 3,693 people per square mile.

San Bernardino Street/Rosewood Street Neighborhood (South of I-10). The San Bernardino Street/Rosewood Street neighborhood is located south of I-10, north of Benito Street, east of Mills Avenue, and west of Fremont Avenue. The neighborhood has a population density of 7,874 people per square mile.

City Center Neighborhood (South of I-10). The City Center neighborhood is located south of I-10, north of Benito Avenue, east of Fremont Avenue, and west of Benson Avenue. The neighborhood has a population density of 7,563 people per square mile.

Upland

South of Foothill Neighborhood (North of I-10). The South of Foothill neighborhood is located east of Vineyard Avenue, west of Monte Vista Avenue, south of Foothill Avenue, and north of I-10, covering 8.7 square miles. This neighborhood is home to 61,657 residents and has a population density of 7,100 people per square mile.

Ontario

North Ontario Neighborhood (North of I-10). The North Ontario neighborhood is located south of 9th Street, north of I-10, west of Grove Avenue, and east of Euclid Avenue, covering 0.6 square mile. This neighborhood is home to 4,219 residents and has a population density of 7,158 people per square mile.

Fontana

Downtown Fontana Neighborhood (Both North/South of I-10). This Downtown Fontana neighborhood is located south of Foothill Avenue, north of Jurupa Avenue, west of Alder Avenue, and east of Juniper Avenue, covering 2.9 square miles. This neighborhood is home to 15,942 residents and has a population density of 5,549 people per square mile.

Fontana Gateway Neighborhood (South of I-10). The Fontana Gateway neighborhood is located south of I-10, north of Jurupa Street, west of Mulberry Avenue, and east of Etiwanda Avenue, covering 1.3 square miles. The neighborhood is home to 1,227 residents and has a population density of 915 people per square mile.

Jurupa Industrial Park Neighborhood (Both North/South of I-10). The Jurupa Industrial Park neighborhood is located north of Jurupa Street, west of Catawba Avenue, south of Valley Boulevard, and east of Banana Avenue, covering 2.0 square miles. This neighborhood is home to 5,917 residents and has a population density of 2,921 people per square mile.

Bloomington

Aqua Mansa Neighborhood (**Both North/South of I-10**). The Aqua Mansa neighborhood is located south of Valley Boulevard, north of SR-60, west of La Cadena Drive, and east of Cedar Avenue, covering 6.5 square miles. This neighborhood is home to 8,049 residents and has a population density of 1,236 people per square mile.

Rialto

I-10 Corridor Neighborhood (Both North/South of I-10). The I-10 Corridor neighborhood is located south of West Randall Avenue, north of West Solver, east of Cedar Avenue, and west of Pepper Avenue, covering 3.2 square miles. This neighborhood is home to 21,562 residents and has a population density of 6,807 people per square mile.

Colton

Iron Horse Neighborhood (North of I-10). The Iron Horse neighborhood is located east of South Riverside Avenue, west of South Rancho, north of I-10, and south of Rialto Avenue, covering 3.7 square miles. This neighborhood is home to 26,913 residents and has a population density of 7,283 people per square mile.

West Colton Neighborhood (South of I-10). The West Colton neighborhood is located east of Riverside Avenue, west of I-215, south of I-10, and north of Center Street, covering 6.5 square miles. This neighborhood is home to 9,478 residents and has a population density of 1,454 people per square mile.

Rana Neighborhood (North of I-10). The Rana neighborhood is located north of I-10, south of Foothill Avenue, west of I-215, and east of Pepper Avenue, covering 6.5 square miles. This neighborhood is home to 38,849 residents and has a population density of 6,003 people per square mile.

Downtown Neighborhood (North of I-10). The Downtown neighborhood is located north of I-10, south of Colton Avenue, west of Mount Vernon Avenue, and east of

9th Street, covering 0.32 square mile. This neighborhood is home to 1,771 residents and has a population density of 5,554 people per square mile.

East Colton Heights Neighborhood (South of I-10). The East Colton neighborhood is located south of I-10, north of Barton Road, east of I-215, and west of Waterman Avenue, covering 3.1 square miles. This neighborhood is home to 14,742 residents and has a population density of 4,739 people per square mile.

San Bernardino

Ward 3 Neighborhood (Both North/South of I-10). The Ward 3 neighborhood is located north of Barton Road, south of 5th Street, east of Pepper Avenue, and west of Mountain View Avenue, covering 8.9 square miles. This neighborhood is home to 31,824 residents and has a population density of 3,578 people per square mile.

North Loma Linda Neighborhood (North of I-10). The North Loma Linda neighborhood is located north of I-10, south of Palm Meadow Drive, west of Mountain View Avenue, and east of Tippecanoe Avenue, covering 1.1 square miles. This neighborhood is home to 5,150 residents and has a population density of 4,595 people per square mile.

Loma Linda

Victoria Neighborhood (**North of I-10**). The Victoria neighborhood is located north of I-10, south of San Bernardino Avenue, east of Richardson Street, and west of Mountain View Avenue, covering 0.3 square mile. This neighborhood is home to 2,082 residents and has a population density of 6,367 people per square mile.

Redlands

Crown Jewel/Marigold Neighborhood (Both North/South of I-10). The Crown Jewel/Marigold neighborhood is located south of the Santa Ana River, north of Barton Road, west of I-210, and east of Sterling Avenue. The neighborhood has a population density of 776 people per square mile.

Colton Avenue/Tennessee Street Neighborhood (Both North/South of I-10). The Colton Avenue/Tennessee Street neighborhood is located south of San Bernardino Avenue, north of Redlands Boulevard, east of I-210, and west of Church Street. The neighborhood has a population density of 5,254 people per square mile.

University of Redlands Neighborhood (Both North/South of I-10). The University of Redlands neighborhood is located south of Colton Avenue, north of Citrus Avenue,

east of Church Street, and west of Ford Street. This neighborhood has a population density of 5,457 people per square mile.

Evergreen Center/Lytle Street Neighborhood (Both North/South of I-10). The Evergreen Center/Lytle Street neighborhood is located south of Citrus Avenue, north of Redlands Boulevard, east of Redlands Boulevard, and west of Wabash Avenue. The neighborhood has a population density of 2,870 people per square mile.

Yucaipa

Dunlap Acres (North of I-10). The Dunlap Acres neighborhood is located west of Wabash Avenue, north of Yucaipa Boulevard, east of Fremont Street, and south of Mill Creek Road. The neighborhood has a population density of 2,131 people per square mile.

Yucaipa Boulevard and 14th Street (North of I-10). The Yucaipa Boulevard and 14th Street neighborhood is located west of Oak Glen Road, north of I-10, east of Yucaipa Boulevard, and south of Yucaipa Boulevard. The neighborhood has a population density of 2,598 people per square mile.

5th Place and Avenue H (North of I-10). The 5th Place and Avenue H neighborhood is located west of 5th Street, north of I-10, east of Oak Glen Road, and south of Yucaipa Boulevard. The neighborhood has a population density of 3,009 people per square mile.

Demographic Data

Elements of community cohesion can be found in demographic data used to profile communities from the 2000 and 2010 Census. Some specific indicators of community cohesion are as follows (and discussed later in this chapter):

- **Age:** Elderly and stay-at-home parents tend to be more active in their community. They have time to become involved. The transit-dependent population is comprised of the population under age 18 and age 65 and older.
- Ethnicity: Ethnic homogeneity is associated with a higher degree of community cohesion.
- **Household Size:** Households of two or more people tend to correlate with a higher degree of community cohesion.

- Housing Tenure: Households that have been residents of a community for a longer period of time tend to correlate with a higher degree of community cohesion.
- Transit-Dependent Population: Residents who tend to walk or use public transportation for travel tend to correlate with a higher degree of community cohesion.
- Parks and Recreational Facilities: Areas with parks and other recreational facilities allow informal social interaction and interdependence, and tend to correlate with a higher degree of community cohesion.

Age

Table 4-3 shows the distribution of the population by age in the state and in the study area cities and counties for 2000 and 2010. Census tract data was also collected for 2010 for both build alternatives. Alternative 3 consists of all census tracts contained within Table 4-3, while Alternative 2 census tracts are only those that are shaded in gray. According to the U.S. Census Bureau, between 2000 and 2010, the population under 18 years of age decreased for every jurisdiction and the state, as a whole. At the same time, the population between 18 and 64 increased, and for the most part, the population greater than 64 years old increased, with a few exceptions (Bloomington, San Bernardino, Loma Linda, and Yucaipa). Pomona saw the greatest decrease (5.2 percent) among the population less than 18 years, while Rialto saw the greatest increase (4.2 percent) in its population greater than 64, while Yucaipa saw the greatest decrease (2.2 percent) in its population greater than 64, while Yucaipa saw the greatest decrease (2.2 percent) in its population greater than 64.

The CIA (2015) collected data for 57 census tracts within the project study area. According to data collected for these census tracts, the 18-64 age range contained most of the population within the study area, ranging from 57.3 of the population to 74.1 percent. The census tract with the lowest percentage of people in this age range was located in Colton (Tract 125), and the tract with the highest percentage was in Ontario (Tract 21.09). This same census tract had the lowest percentage of the elderly population along the proposed corridor (2.1 percent). The census tract with the highest percentage of elderly population was Tract 85 in Redlands. The youth population (younger than 18 years) percentage is concentrated between 20.4 percent in Loma Linda and 35.4 percent in Ontario. Table 4-3 presents the age distribution within census tracts included in the study area.

Table 4-3. Age Distribution

0	V	Total Percentage						
Geography	Year	Population < 18	Population 18-64	Population > 64				
State								
0.117	2000	9,249,829 (27.3%)	21,026,161 (62.1%)	3,595,658 (10.6%)				
California	2010	9,295,040 (25.0%)	23,712,402 (63.6%)	4,246,514 (11.4%)				
		County						
	2000	2,667,976 (28.0%)	5,924,689 (62.3%)	926,673 (9.7%)				
Los Angeles	2010	2,402,208 (24.5%)	6,350,698 (64.6%)	1,065,699 (10.9%)				
	2000	552,047 (32.3%)	1,010,928 (59.1%)	146,459 (8.6%)				
San Bernardino	2010	594,588 (29.2%)	1,259,274 (61.9%)	181,348 (8.9%)				
		City/Commun	ity					
Damana	2000	51,742 (34.6%)	88,180 (59.0%)	9,551 (6.4%)				
Pomona	2010	43,853 (29.4%)	93,835 (63.0%)	11,370 (7.6%)				
Olamanaant	2000	7,031 (20.7%)	22,001 (64.7%)	4,966 (14.6%)				
Claremont	2010	6,459 (18.5%)	22,697 (65.0%)	5,770 (16.5%)				
Mandalain	2000	10,948 (33.1%)	19,345 (58.6%)	2,756 (8.3%)				
Montclair	2010	10,756 (29.3%)	22,825 (62.3%)	3,083 (8.4%)				
Halaad	2000	18,699 (27.3%)	42,336 (61.9%)	7,358 (10.8%)				
Upland	2010	18,091 (24.5%)	46,743 (63.4%)	8,898 (12.1%)				
Ontorio	2000	54,304 (34.4%)	94,381 (59.7%)	9,322 (5.9%)				
Ontario	2010	49,443 (30.2%)	103,427 (63.1%)	11,054 (6.7%)				
Fantono	2000	48,794 (37.8%)	74,022 (57.5%)	6,113 (4.7%)				
Fontana	2010	64,521 (32.9%)	120,464 (61.4%)	11,084 (5.7%)				
Diagminaton	2000	7,033 (36.4%)	10,840 (56.1%)	1,445 (7.5%)				
Bloomington	2010	8,013 (33.6%)	14,273 (59.8%)	1,565 (6.6%)				
Rialto	2000	34,626 (37.7%)	51,335 (55.9%)	5,912 (6.4%)				
Klalio	2010	32,604 (32.9%)	59,661 (60.1%)	6,906 (7.0%)				
Colton	2000	16,655 (34.9%)	27,954 (58.7%)	3,053 (6.4%)				
Colton	2010	16,671 (32.0%)	31,820 (61.0%)	3,663 (7.0%)				
San Bernardino	2000	65,180 (35.2%)	104,955 (56.6%)	15,266 (8.2%)				
San Bemardino	2010	67,238 (32.0%)	126,152 (60.1%)	16,534 (7.9%)				
Loma Linda	2000	4,100 (21.9%)	11,696 (62.7%)	2,885 (15.4%)				
Loma Linua	2010	4,859 (20.9%)	15,161(65.2%)	3,241 (13.9%)				
Redlands	2000	16,651 (26.2%)	38,959 (61.2%)	7,981 (12.6%)				
Neulanus	2010	16,273 (23.7%)	43,496 (63.2%)	8,978 (13.1%)				
Yucaipa	2000	11,762 (28.5%)	23,070 (56.0%)	6,375 (15.5%)				
ι ασαιρα	2010	13,444 (26.2%)	31,089 (60.5%)	6,834 (13.3%)				

404

Table 4-3. Age Distribution

O a a manufact	Year Total Percentage						
Geography	Year	Population < 18	Population 18-64	Population > 64			
Census Tracts							
2.01 (Montclair)	2010	1,209 (28.8%)	2,640 (63.0%)	346 (8.2%)			
2.03 (Montclair)	2010	1,175 (26.3%)	2,858 (63.8%)	441 (9.9%)			
2.05 (Montclair)	2010	1,187 (25.1%)	2,947 (62.2%)	602 (12.7%)			
8.25 (Upland)	2010	1,089 (27.9%)	2,657 (68.0%)	159 (4.1%)			
8.26 (Upland)	2010	1,148 (28.2%)	2,565 (62.9%)	362 (8.9%)			
9.04 (Upland)	2010	921 (28.4%)	2,132 (65.6%)	195 (6.0%)			
10.01 (Ontario)	2010	1,479 (29.6%)	3,144 (63.0%)	367 (7.4%)			
11.03 (Ontario)	2010	1,042 (26.1%)	2,428 (60.7%)	527 (13.2%)			
11.04 (Ontario)	2010	1,300 (25.7%)	3,015 (59.6%)	743 (14.7%)			
12 (Ontario)	2010	1,261 (26.7%)	3,033 (64.1%)	436 (9.2%)			
13.05 (Ontario)	2010	1,889 (35.3%)	3,138 (58.7%)	321 (6.0%)			
13.08 (Ontario)	2010	1,630 (32.0%)	3,199 (62.7%)	271 (5.3%)			
13.09 (Ontario)	2010	1,509 (31.5%)	2,949 (61.5%)	335 (7.0%)			
13.10 (Ontario)	2010	1,664 (28.6%)	3,588 (61.7%)	562 (9.7%)			
13.12 (Ontario)	2010	1,310 (28.2%)	2,988 (64.3%)	347 (7.5%)			
15.04 (Ontario)	2010	1,905 (33.6%)	3,440 (60.6%)	331 (5.8%)			
16 (Ontario)	2010	2,171 (35.4%)	3,707 (60.4%)	255 (4.2%)			
21.09 (Ontario)	2010	1,102 (23.8%)	3,425 (74.1%)	99 (2.1%)			
22.04 (Unincorporated San Bernardino County/ Fontana)	2010	2,146 (35.0%)	3,706 (60.3%)	287 (4.7%)			

400

Table 4-3. Age Distribution

Goography	Year	Total Percentage				
Geography	Tear	Population < 18	Population 18-64	Population > 64		
25.01 (Unincorporated San Bernardino County/ Fontana)	2010	1,896 (32.5%)	3,604 (61.7%)	340 (5.8%)		
26.01 (Unincorporated San Bernardino County/ Fontana)	2010	3,428 (31.7%)	6,670 (61.8%)	701 (6.5%)		
33.01 (Fontana)	2010	1,547 (32.0%)	2,873 (59.3%)	421 (8.7%)		
33.02 (Fontana/Bloomington)	2010	1,989 (32.9%)	3,571 (59.2%)	477 (7.9%)		
36.06 (Bloomington/Rialto)	2010	1,617 (31.7%)	3,131 (61.2%)	361 (7.1%)		
36.09 (Rialto)	2010	1,672 (34.3%)	2,855 (58.6%)	344 (7.1%)		
36.12 (Rialto/Colton)	2010	1,389 (32.6%)	2,521 (59.3%)	346 (8.1%)		
40.01 (Fontana/Bloomington)	2010	1,588 (33.3%)	2,852 (59.9%)	323 (6.8%)		
40.04 (Rialto/Colton)	2010	1,640 (32.3%)	3,070 (60.5%)	366 (7.2%)		
66.01 (Unincorporated San Bernardino County/Colton)	2010	1,511 (33.1%)	2,681 (58.7%)	372 (8.2%)		
70 (Colton)	2010	2,760 (34.9%)	4,597 (58.3%)	541 (6.8%)		
71.08 (Colton)	2010	593 (26.9%)	1,549 (70.4%)	60 (2.7%)		
71.10 (Colton/San Bernardino)	2010	1,309 (27.1%)	3,133 (64.8%)	389 (8.1%)		
72 (San Bernardino/ Loma Linda)	2010	2,056 (30.2%)	4,080 (60.1%)	662 (9.7%)		
73.03 (San Bernardino/ Loma Linda)	2010	986 (20.4%)	3,395 (70.3%)	447 (9.3%)		
73.05 (Loma Linda)	2010	1,154 (28.4%)	2,519 (62.1%)	387 (9.5%)		
78 (Redlands/Unincorporated San Bernardino County)	2010	1,192 (24.3%)	3,489 (71.0%)	231 (4.7%)		
80.02 (Redlands)	2010	2,420 (33.4%)	4,253 (58.6%)	583 (8.0%)		

Table 4-3. Age Distribution

Coomanhu	Vaar	Total Percentage				
Geography	Year	Population < 18	Population 18-64	Population > 64		
81 (Redlands)	2010	768 (24.1%)	2,150 (67.6%)	264 (8.3%)		
84.01 (Redlands)	2010	2,192 (22.0%)	6,918 (69.5%)	843 (8.5%)		
84.03 (Redlands)	2010	1,301 (22.3%)	3,589 (61.5%)	943(16.2%)		
84.04 (Redlands)	2010	761 (27.9%)	1,810(66.3%)	158(5.8%)		
85 (Redlands)	2010	1,776 (21.4%)	4,870 (58.5%)	1,670 (20.1%)		
87.04 (Yucaipa)	2010	1,935 (24.8%)	4,739 (60.8%)	1,115 (14.3%)		
87.05 (Yucaipa)	2010	1,256 (27.2%)	2,830 (61.3%)	531 (11.5%)		
87.06 (Redlands/Unincorporated San Bernardino County/ Yucaipa)	2010	3,452 (28.1%)	7,352 (59.8%)	1,494 (12.1%)		
124 (Colton/San Bernardino)	2010	1,225 (33.9%)	2,111 (58.3%)	281 (7.8%)		
125 (Colton)	2010	1,471 (34.5%)	2,448 (57.3%)	349 (8.2%)		
127 (Ontario)	2010	1,166 (28.8%)	2,693 (66.4%)	193 (4.8%)		
4020.01 (Claremont)	2010	817 (26.5%)	1,925 (62.5%)	338 (11.0%)		
4020.02 (Claremont)	2010	827 (21.1%)	2,401 (61.4%)	685 (17.5%)		
4021.01 (Pomona)	2010	1,332 (28.8%)	2,964 (64.1%)	327 (7.1%)		
4021.02 (Pomona)	2010	1,434 (29.8%)	2,993 (62.1%)	388 (8.1%)		
4022 (Pomona)	2010 1,453 (22.1%) 4,		4,117 (62.5%)	5) 1,014 (15.4%)		
4023.01 (Pomona)	2010	1,732 (31.8%)	3,418 (62.7%)	304 (5.6%)		
4023.03 (Pomona)	2010	1,283 (32.1%)	2,425 (60.7%)	288 (7.2%)		
4026 (Pomona)	2010	2,059 (27.6%)	4,705 (63.2%)	689 (9.2%)		
4027.03 (Pomona)	2010	1,327 (28.3%)	3,014 (64.3%)	345 (7.4%)		

^{*}Alternative 2 study area includes all shaded jurisdictions. Alternative 3 study area includes all jurisdictions included in the table.

Source: U.S. Census, 2000, 2010.

Ethnicity

Table 4-4 shows the ethnic composition of the study area counties and cities for 2000 and 2010. Census tract data was also collected for 2010 for both build alternatives. Based on the 2010 Census, the largest racial category in San Bernardino County and the study area cities was Hispanic or Latino. For several of the cities, the White racial category was the larger percentage, including Claremont, Upland, Loma Linda, Redlands, and Yucaipa.

For all jurisdictions located within the study area, the White racial category decreased between 2000 and 2010 and the Hispanic or Latino category increased during the same time. Between 2000 and 2010, Rialto and Bloomington experienced the greatest increase in the Hispanic or Latino population, at approximately 16 percent. Overall, Los Angeles County experienced the least amount of change in its ethnic composition of all the jurisdictions that were analyzed, with an approximately 3.1 percentage increase in its Hispanic or Latino population and a 3.3 percentage decrease in the White population.

As noted above for San Bernardino County, the Hispanic or Latino racial category contained the largest proportion of the population along the proposed project corridor in 2010. The census tract with the highest percentage of the Hispanic or Latino population was in Ontario at 91.1 percent. The census tract with the highest percentage of the white population was located in Redlands at 75.6 percent, while that same census tract (85) had the lowest percentage of the Hispanic or Latino population (12.4 percent). The black population throughout the corridor had a wide percentile range from less than 1 percent in Ontario (Tract 16) to almost 26 percent in Colton (Tract 71.08). The Asian population also had a wide range in population percentages from less than 1 percent to almost 25 percent. In Loma Linda and San Bernardino, there was a high concentration of Asians (Census Tracts 71.10, 72, 73.03, and 73.05). The other racial categories did not represent a large proportion of the population, ranging from zero to 4 percent.

Table 4-4. Ethnic Composition

			Total (Percentage)						
Geography	Year	White	Black	American Indian / Native Alaskan	Asian	Hawaiian / Pacific Islanders	Other	Two or More Races	Hispanic or Latino
	•			Cou	nty				•
Las Annalas	2000	2,959,614 (31.1%)	901,472 (9.5%)	25,609 (0.3%)	1,124,569 (11.8%)	23,265 (0.2%)	19,935 (0.2%)	222,661 (2.3%)	4,242,213 (44.6%)
Los Angeles 20	2010	2,728,321 (27.8%)	815,086 (8.3%)	18,886 (0.2%)	1,325,671 (13.5%)	22,464 (0.2%)	25,367 (0.3%)	194,921 (2.0%)	4,687,889 (47.7%)
Can Darnardina	2000	752,222 (44.0%)	150,201 (8.8%)	9,804 (0.6%)	78,154 (4.6%)	4,387 (0.3%)	3,039 (0.2%)	42,240 (2.5%)	669,387 (39.2%)
San Bernardino 20°	2010	677,598 (33.3%)	170,700 (8.4%)	8,523 (0.4%)	123,978 (6.1%)	5,845 (0.3%)	4,055 (0.2%)	43,366 (2.1%)	1,001,145 (49.2%)
	•			City/Com	nmunity				
2000 Pomona 2010	2000	25,348 (17.0%)	13,834 (9.3%)	505 (0.3%)	10,518 (7.0%)	247 (0.2%)	183 (0.1%)	2,468 (1.7%)	96,370 (64.5%)
	2010	18,672 (12.5%)	10,107 (6.8%)	320 (0.2%)	12,303 (8.3%)	240 (0.2%)	282 (0.2%)	1,999 (1.3%)	105,135 (70.5%)
Clarament	2000	22,098 (65.0%)	1,642 (4.8%)	81 (0.2%)	3,851 (11.3%)	44 (0.1%)	87 (0.3%)	974 (2.9%)	5,221 (15.4%)
Claremont	2010	20,568 (58.9%)	1,560 (4.5%)	80 (0.2%)	4,500 (12.9%)	35 (0.1%)	71 (0.2%)	1,193 (3.4%)	6,919 (19.8%)
Montclair	2000	7,784 (23.6%)	1,986 (6.0%)	124 (0.4%)	2,641 (8.0%)	84 (0.3%)	37 (0.1%)	570 (1.7%)	19,823 (60.0%)
	2010	5,293 (14.4%)	1,702 (4.6%)	93 (0.3%)	3,275 (8.9%)	60 (0.2%)	63 (0.2%)	434 (1.2%)	25,744 (70.2%)
Upland	2000	37,456 (54.8%)	4,990 (7.3%)	238 (0.3%)	4,866 (7.1%)	83 (0.1%)	104 (0.2%)	1,826 (2.7%)	18,830 (27.5%)
	2010	32,564 (44.2%)	5,031 (6.8%)	184 (0.2%)	6,057 (8.2%)	134 (0.2%)	149 (0.2%)	1,578 (2.1%)	28,035 (38.0%)

Table 4-4. Ethnic Composition

					Total (Perd	centage)			
Geography	Year	White	Black	American Indian / Native Alaskan	Asian	Hawaiian / Pacific Islanders	Other	Two or More Races	Hispanic or Latino
Ontorio	2000	42,048 (26.6%)	11,317 (7.2%)	475 (0.3%)	5,914 (3.7%)	519 (0.3%)	284 (0.2%)	2,840 (1.8%)	94,610 (59.9%)
Ontario	2010	29,898 (18.2%)	9,598 (5.9%)	361 (0.2%)	8,078 (4.9%)	448 (0.3%)	386 (0.2%)	2,070 (1.3%)	113,085 (69.0%)
Fantana	2000	30,865 (23.9%)	14,629 (11.3%)	458 (0.4%)	5,398 (4.2%)	351 (0.3%)	197 (0.2%)	2,607 (2.0%)	74,424 (57.7%)
Fontana 2010	2010	30,279 (15.4%)	18,157 (9.3%)	454 (0.2%)	12,456 (6.4%)	474 (0.2%)	338 (0.2%)	2,954 (1.5%)	130,957 (66.8%)
	2000	5,581 (28.9%)	736 (3.8%)	115 (0.6%)	192 (1.0%)	28 (0.1%)	9 (<0.0%)	221 (1.1%)	12,436 (64.4%)
Bloomington	2010	3,369 (14.1%)	555 (2.3%)	70 (0.3%)	283 (1.2%)	39 (0.2%)	27 (0.1%)	182 (0.8%)	19,326 (81.0%)
Dielle	2000	19,713 (21.5%)	19,954 (21.7%)	370 (0.4%)	2,162 (2.4%)	341 (0.4%)	194 (0.2%)	2,089 (2.3%)	47,050 (51.2%)
Rialto	2010	12,475 (12.6%)	15,457 (15.6%)	237 (0.2%)	2,037 (2.1%)	313 (0.3%)	186 (0.2%)	1,428 (1.4%)	67,038 (67.6%)
Caltan	2000	9,911 (20.8%)	5,031 (10.6%)	224 (0.5%)	2,474 (5.2%)	69 (0.1%)	69 (0.1%)	950 (2.0%)	28,934 (60.7%)
Colton	2010	6,803 (13.0%)	4,648 (8.9%)	126 (0.2%)	2,430 (4.7%)	136 (0.3%)	100 (0.2%)	872 (1.7%)	37,039 (71.0%)
Con Downsudia	2000	53,630 (28.9%)	29,654 (16.0%)	1,129 (0.6%)	7,594 (4.1%)	582 (0.3%)	288 (0.2%)	4,502 (2.4%)	88,022 (47.5%)
San Bernardino	2010	39,977 (19.0%)	29,897 (14.2%)	867 (0.4%)	8,027 (3.8%)	704 (0.3%)	361 (0.2%)	4,097 (2.0%)	125,994 (60.0%)

Table 4-4. Ethnic Composition

					Total (Perd	centage)			
Geography	Year	White	Black	American Indian / Native Alaskan	Asian	Hawaiian / Pacific Islanders	Other	Two or More Races	Hispanic or Latino
Laura Diada	2000	8,799 (47.1%)	1,300 (7.0%)	62 (0.3%)	4,536 (24.3%)	33 (0.2%)	42 (0.2%)	859 (4.6%)	3,050 (16.3%)
Loma Linda	2010	8,600 (37.0%)	1,932 (8.3%)	52 (0.2%)	6,509 (28.0%)	139 (0.6%)	68 (0.3%)	790 (3.4%)	5,171 (22.2%)
Redlands	2000	40,265 (63.3%)	2,625 (4.1%)	336 (0.5%)	3,186 (5.0%)	118 (0.2%)	88 (0.1%)	1,669 (2.6%)	15,304 (24.1%)
Rediands	2010	37,103 (54.0%)	3,326 (4.8%)	236 (0.3%)	5,100 (7.4%)	201 (0.3%)	138 (0.2%)	1,833 (2.7%)	20,810 (30.3%)
Vuosina	2000	31,626 (76.7%)	353 (0.9%)	277 (0.7%)	455 (1.1%)	35 (0.1%)	61 (0.1%)	839 (2.0%)	7,561 (18.3%)
Yucaipa	2010	33,866 (65.9%)	736 (1.4%)	242 (0.5%)	1,358 (2.6%)	62 (0.1%)	86 (0.2%)	1,074 (2.1%)	13,943 (27.1%)
				Census	Tracts				
2.01 (Montclair)	2010	695 (16.6%)	246 (5.9%)	6 (0.1%)	311 (7.4%)	4 (0.1%)	10 (0.2%)	50 (1.2%)	2,873 (68.5%)
2.03 (Montclair)	2010	834 (18.6%)	185 (4.1%)	10 (0.2%)	438 (9.8%)	10 (0.2%)	14 (0.3%)	55 (1.2%)	2,928 (65.4%)
2.05 (Montclair)	2010	1,025 (21.6%)	232 (4.9%)	11 (0.2%)	279 (5.9%)	3 (0.1%)	4 (0.1%)	94 (2.0%)	3,088 (65.2%)
8.25 (Upland)	2010	860 (22.0%)	475 (12.2%)	8 (0.2%)	279 (7.1%)	8 (0.2%)	16 (0.4%)	58 (1.5%)	2,201 (56.4%)
8.26 (Upland)	2010	1,417 (34.8%)	292 (7.2%)	12 (0.3%)	224 (5.5%)	7 (0.2%)	17 (0.4%)	74 (1.8%)	2,032 (49.9%)
9.04 (Upland)	2010	859 (26.4%)	168 (5.2%)	6 (0.2%)	188 (5.8%)	15 (0.5%)	2 (0.1%)	57 (1.8%)	1,953 (60.1%)

Table 4-4. Ethnic Composition

					Total (Per	centage)			
Geography	Year	White	Black	American Indian / Native Alaskan	Asian	Hawaiian / Pacific Islanders	Other	Two or More Races	Hispanic or Latino
10.01	2010	960	320	14	257	29	5	74	3,331
(Ontario)		(19.2%)	(6.4%)	(0.3%)	(5.2%)	(0.6%)	(0.1%)	(1.5%)	(66.8%)
11.03	2010	1,558	122	13	52	22	0	73	2,157
(Ontario)		(39.0%)	(3.1%)	(0.3%)	(1.3%)	(0.6%)	(0.0%)	(1.8%)	(54.0%)
11.04	2010	1,651	119	11	147	4	10	67	3,049
(Ontario)		(32.6%)	(2.4%)	(0.2%)	(2.9%)	(0.1%)	(0.2%)	(1.3%)	(60.3%)
12	2010	1,754	116	11	74	1	16	75	2,683
(Ontario)		(37.1%)	(2.5%)	(0.2%)	(1.6%)	(<0.1%)	(0.3%)	(1.6%)	(56.7%)
13.05	2010	575	132	20	142	9	7	21	4,442
(Ontario)		(10.8%)	(2.5%)	(0.4%)	(2.7%)	(0.2%)	(0.1%)	(0.4%)	(83.1%)
13.08	2010	585	242	12	170	9	4	28	4,050
(Ontario)		(11.5%)	(4.7%)	(0.2%)	(3.3%)	(0.2%)	(0.1%)	(0.5%)	(79.4%)
13.09	2010	535	280	4	144	3	5	60	3,762
(Ontario)		(11.2%)	(5.8%)	(0.1%)	(3.0%)	(0.1%)	(0.1%)	(1.3%)	(78.5%)
13.10	2010	1,091	140	17	93	32	2	58	4,381
(Ontario)		(18.8%)	(2.4%)	(0.3%)	(1.6%)	(0.6%)	(0.0%)	(1.0%)	(75.4%)
13.12	2010	992	518	8	478	20	14	70	2,545
(Ontario)		(21.4%)	(11.2%)	(0.2%)	(10.3%)	(0.4%)	(0.3%)	(1.5%)	(54.8%)
15.04	2010	452	639	13	516	23	6	68	3,959
(Ontario)		(8.0%)	(11.3%)	(0.2%)	(9.1%)	(0.4%)	(0.1%)	(1.2%)	(69.7%)
16	2010	355	43	19	64	21	18	26	5,587
(Ontario)		(5.8%)	(0.7%)	(0.3%)	(1.0%)	(0.3%)	(0.3%)	(0.4%)	(91.1%)
21.09	2010	1,232	1,016	15	381	24	13	148	1,797
(Ontario)		(26.6%)	(22.0%)	(0.3%)	(8.2%)	(0.5%)	(0.3%)	(3.2%)	(38.8%)

Table 4-4. Ethnic Composition

					Total (Per	centage)			
Geography	Year	White	Black	American Indian / Native Alaskan	Asian	Hawaiian / Pacific Islanders	Other	Two or More Races	Hispanic or Latino
22.04 (Unincorporated San Bernardino County/Fontana)	2010	713 (11.6%)	302 (4.9%)	10 (0.2%)	228 (3.7%)	22 (0.4%)	1 (<0.0%)	45 (0.7%)	4,818 (78.5%)
25.01 (Unincorporated San Bernardino County/Fontana)	2010	444 (7.6%)	105 (1.8%)	7 (0.1%)	78 (1.3%)	2 (<0.1%)	3 (0.1%)	35 (0.6%)	5,166 (88.5%)
26.01 (Unincorporated San Bernardino County/Fontana)	2010	1,536 (14.2%)	725 (6.7%)	26 (0.2%)	776 (7.2%)	13 (0.1%)	24 (0.2%)	121 (1.1%)	7,578 (70.2%)
33.01 (Fontana)	2010	656 (13.6%)	206 (4.3%)	15 (0.3%)	99 (2.0%)	18 (0.4%)	11 (0.2%)	27 (0.6%)	3,809 (78.7%)
33.02 (Fontana/ Bloomington)	2010	1,157 (19.2%)	310 (5.1%)	24 (0.4%)	39 (0.6%)	10 (0.2%)	3 (<0.1%)	75 (1.2%)	4,419 (73.2%)
36.06 (Bloomington/ Rialto)	2010	753 (14.7%)	179 (3.5%)	12 (0.2%)	74 (1.4%)	7 (0.1%)	6 (0.1%)	61 (1.2%)	4,017 (78.6%)
36.09 (Rialto)	2010	621 (12.7%)	449 (9.2%)	11 (0.2%)	78 (1.6%)	0 (0.0%)	18 (0.4%)	68 (1.4%)	3,626 (74.4%)
36.12 (Rialto/Colton)	2010	527 (12.4%)	501 (11.8%)	13 (0.3%)	236 (5.5%)	13 (0.3%)	4 (0.1%)	70 (1.6%)	2,892 (68.0%)
40.01 (Fontana/ Bloomington)	2010	603 (12.7%)	118 (2.5%)	23 (0.5%)	48 (1.0%)	7 (0.1%)	7 (0.1%)	26 (0.5%)	3,931 (82.5%)
40.04 (Rialto/Colton)	2010	1,044 (20.6%)	169 (3.3%)	14 (0.3%)	169 (3.3%)	11 (0.2%)	6 (0.1%)	61 (1.2%)	3,602 (71.0%)

Table 4-4. Ethnic Composition

					Total (Per	centage)			
Geography	Year	White	Black	American Indian / Native Alaskan	Asian	Hawaiian / Pacific Islanders	Other	Two or More Races	Hispanic or Latino
66.01 (Unincorporated San Bernardino County/Colton)	2010	583 (12.8%)	88 (1.9%)	12 (0.3%)	29 (0.6%)	5 (0.1%)	4 (0.1%)	49 (1.1%)	3,794 (83.1%)
70 (Colton)	2010	526 (6.7%)	310 (3.9%)	18 (0.2%)	68 (0.9%)	15 (0.2%)	4 (0.1%)	84 (1.1%)	6,873 (87.0%)
71.08 (Colton)	2010	400 (18.2%)	571 (25.9%)	9 (0.4%)	143 (6.5%)	11 (0.5%)	7 (0.3%)	55 (2.5%)	1,006 (45.7%)
71.10 (Colton/San Bernardino)	2010	1,224 (25.3%)	385 (8.0%)	9 (0.2%)	1,093 (22.6%)	14 (0.3%)	19 (0.4%)	188 (3.9%)	1,899 (39.3%)
72 (San Bernardino/ Loma Linda)	2010	1,189 (17.5%)	446 (6.6%)	20 (0.3%)	1,565 (23.0%)	12 (0.2%)	18 (0.3%)	156 (2.3%)	3,392 (49.9%)
73.03 (San Bernardino/ Loma Linda)	2010	1,481 (30.7%)	575 (11.9%)	11 (0.2%)	1,086 (22.5%)	22 (0.5%)	10 (0.2%)	169 (3.5%)	1,474 (30.5%)
73.05 (Loma Linda)	2010	1,070 (26.4%)	385 (9.5%)	13 (0.3%)	1,001 (24.7%)	79 (1.9%)	10 (0.2%)	130 (3.2%)	1,372 (33.8%)
78 (Redlands/ Unincorporated San Bernardino County)	2010	2,170 (44.2%)	371 (7.6%)	19 (0.4%)	754 (15.4%)	26 (0.5%)	4 (0.1%)	166 (3.4%)	1,402 (28.5%)
80.02 (Redlands)	2010	1,222 (16.8%)	772 (10.6%)	27 (0.4%)	224 (3.1%)	63 (0.9%)	18 (0.2%)	155 (2.1%)	4,775 (65.8%)
81 (Redlands)	2010	1,575 (49.%)	240 (7.5%)	24 (0.8%)	247 (7.8%)	8 (0.3%)	8 (0.3%)	103 (3.2%)	977 (30.7%)

Table 4-4. Ethnic Composition

					Total (Perd	centage)			
Geography	Year	White	Black	American Indian / Native Alaskan	Asian	Hawaiian / Pacific Islanders	Other	Two or More Races	Hispanic or Latino
84.01	2010	5,118	481	24	938	46	13	304	3,029
(Redlands)		(51.4%)	(4.8%)	(0.2%)	(9.4%)	(0.5%)	(0.1%)	(3.1%)	(30.4%)
84.03	2010	3,911	205	20	417	7	11	157	1,105
(Redlands)		(67.0%)	(3.5%)	(0.3%)	(7.1%)	(0.1%)	(0.2%)	(2.7%)	(18.9%)
84.04	2010	1,079	241	10	122	6	3	79	1,189
(Redlands)		(39.5%)	(8.8%)	(0.4%)	(4.5%)	(0.2%)	(0.1%)	(2.9%)	(43.6%)
85	2010	6,291	99	23	596	12	28	237	1,030
(Redlands)		(75.6%)	(1.2%)	(0.3%)	(7.2%)	(0.1%)	(0.3%)	(2.8%)	(12.4%)
87.04	2010	5,074	128	35	194	19	15	135	2,189
(Yucaipa)		(65.1%)	(1.6%)	(0.4%)	(2.5%)	(0.2%)	(0.2%)	(1.7%)	(28.1%)
87.05	2010	2,720	54	27	50	5	5	105	1,651
(Yucaipa)		(58.9%)	(1.2%)	(0.6%)	(1.1%)	(0.1%)	(0.1%)	(2.3%)	(35.8%)
87.06 (Redlands/ Unincorporated San Bernardino County/Yucaipa)	2010	8,108 (65.9%)	269 (2.2%)	31 (0.3%)	726 (5.9%)	11 (0.1%)	30 (0.2%)	320 (2.6%)	2,803 (22.8%)
124 (Colton/San Bernardino)	2010	323 (8.9%)	216 (6.0%)	7 (0.2%)	106 (2.9%)	20 (0.6%)	6 (0.2%)	19 (0.5%)	2,920 (80.7%)
125	2010	286	140	17	33	2	4	42	3,744
(Colton)		(6.7%)	(3.3%)	(0.4%)	(0.8%)	(<0.1%)	(0.1%)	(1.0%)	(87.7%)
127	2010	1,122	403	3	321	6	0	114	2,083
(Ontario)		(27.7%)	(9.9%)	(0.1%)	(7.9%)	(0.1%)	(0.0%)	(2.8%)	(51.4%)
4020.01	2010	1,043	326	9	414	1	2	75	1,210
(Claremont)		(33.9%)	(10.6%)	(0.3%)	(13.4%)	(<0.1%)	(0.1%)	(2.4%)	(39.3%)

Table 4-4. Ethnic Composition

					Total (Per	centage)			
Geography	Year	White	Black	American Indian / Native Alaskan	Asian	Hawaiian / Pacific Islanders	Other	Two or More Races	Hispanic or Latino
4020.02	2010	1,985	227	15	266	8	11	129	1,272
(Claremont)		(50.7%)	(5.8%)	(0.4%)	(6.8%)	(0.2%)	(0.3%)	(3.3%)	(32.5%)
4021.01	2010	236	634	10	381	2	9	72	3,279
(Pomona)		(5.1%)	(13.7%)	(0.2%)	(8.2%)	(<0.1%)	(0.2%)	(1.6%)	(70.9%)
4021.02	2010	541	742	7	267	21	6	84	3,147
(Pomona)		(11.2%)	(15.4%)	(0.1%)	(5.5%)	(0.4%)	(0.1%)	(1.7%)	(65.4%)
4022	2010	1,811	765	8	407	10	16	108	3,459
(Pomona)		(27.5%)	(11.6%)	(0.1%)	(6.2%)	(0.2%)	(0.2%)	(1.6%)	(52.5%)
4023.01	2010	434	255	5	311	13	14	32	4,390
(Pomona)		(8.0%)	(4.7%)	(0.1%)	(5.7%)	(0.2%)	(0.3%)	(0.6%)	(80.5%)
4023.03	2010	544	239	20	123	7	5	42	3,016
(Pomona)		(13.6%)	(6.0%)	(0.5%)	(3.1%)	(0.2%)	(0.1%)	(1.1%)	(75.5%)
4026	2010	1,598	391	23	358	8	8	102	4,965
(Pomona)		(21.4%)	(5.2%)	(0.3%)	(4.8%)	(0.1%)	(0.1%)	(1.4%)	(66.6%)
4027.03	2010	576	383	18	399	2	22	75	3,211
(Pomona)		(12.3%)	(8.2%)	(0.4%)	(8.5%)	(<0.1%)	(0.5%)	(1.6%)	(68.5%)

^{*}Alternative 2 study area includes all shaded jurisdictions. Alternative 3 study area includes all jurisdictions included in the table.

Source: U.S. Census, 2000, 2010.

Housing

As shown in Table 4-5, the affected communities in the I-10 corridor study area have a comparable percentage of owner-occupied and renter-occupied units to the Los Angeles County and San Bernardino County averages. Overall, Los Angeles County has a much larger number of housing units; however, only two of the total jurisdictions located within the study area are located in Los Angeles County. San Bernardino County has more owner-occupied units than Los Angeles County. Yucaipa has the highest proportion of owner-occupied units, at approximately 74 percent. The average household size is smaller in Los Angeles County than San Bernardino County. The cities of Claremont and Loma Linda have the smallest average household size, with approximately 2.6 persons per household. Vacancy rates are highest among the cities of San Bernardino and Loma Linda, at approximately 9 percent.

Census tract data collected for the study area show the number of housing units within each census tract ranges between 1,000 and 2,000 units; however, one tract in Yucaipa (87.06) has a higher number of almost 5,000 housing units. There is generally a high level of occupied units, with all census tracts showing an occupied rate above 87 percent. There is a wide percentile range of owner-occupied units compared to renter-occupied units. In Redlands, census tract 85 has the highest percentage of owner-occupied units (92.1 percent), and census tract 71.08 in Colton has the highest percentage of renter-occupied units at 91.7 percent. The average household size ranges from 2 to almost 5 people. Census tract 40.01 in Bloomington had the largest average household size at 4.76 people.

Table 4-5. Housing Profile

			Total (Po	ercentage)		
Geography	Total Housing Units	Housing Units, Occupied	Housing Units, Vacant	Owner- Occupied Units	Renter-Occupied Units	Average Household Size
Los Angeles	3,445,076	3,241,204 (94.1%)	203,872 (5.9%)	1,544,749 (47.7%)	1,696,455 (52.3%)	2.98
San Bernardino	699,637	611,618 (87.4%)	88,019 (12.6%)	383,573 (62.7%)	228,045 (37.3%)	3.26
Pomona	40,685	38,477 (94.6%)	2,208 (5.4%)	21,197 (55.1%)	17,280 (44.9%)	3.77
Claremont	12,156	11,608 (95.5%)	548 (4.5%)	7,700 (66.3%)	3,908 (33.7%)	2.57
Montclair	9,911	9,523 (96.1%)	388 (3.9%)	5,683 (59.7%)	3,840 (40.3%)	3.81
Upland	27,355	25,823 (94.4%)	1,532 (5.6%)	14,948 (57.9%)	10,875 (42.1%)	2.83
Ontario	47,449	44,931 (94.7%)	2,518 (5.3%)	24,832 (55.3%)	20,099 (44.7%)	3.63
Fontana	51,857	49,116 (94.7%)	2,741 (5.3%)	33,862 (68.9%)	15,254 (31.1%)	3.98
Bloomington	5,745	5,428 (94.5%)	317 (5.5%)	3,740 (68.9%)	1,688 (31.1%)	4.36
Rialto	27,203	25,202 (92.6%)	2,001 (7.4%)	16,294 (64.7%)	8,908 (35.3%)	3.92
Colton	16,350	14,971 (91.6%)	1,379 (8.4%)	7,766 (51.9%)	7,205 (48.1%)	3.46
San Bernardino	65,401	59,283 (90.6%)	6,118 (9.4%)	29,838 (50.3%)	29,445 (49.7%)	3.42
Loma Linda	9,649	8,764 (90.8%)	885 (9.2%)	3,432 (39.2%)	5,332 (60.8%)	2.56
Redlands	26,634	24,764 (93.0%)	1,870 (7.0%)	15,061 (60.8%)	9,703 (39.2%)	2.68
Yucaipa	19,642	18,231 (92.8%)	1,411 (7.2%)	13,503 (74.1%)	4,728 (25.9%)	2.79
		C	ensus Tracts			
2.01 (Montclair)	1,256	1,197 (95.3%)	59 (4.7%)	592 (49.5%)	605 (50.5%)	3.49
2.03 (Montclair)	1,157	1,128 (97.5%)	29 (2.5%)	836 (74.1%)	292 (25.9%)	3.79
2.05 (Montclair)	1,471	1,409 (95.8%)	62 (4.2%)	933 (66.2%)	476 (33.8%)	3.35
8.25 (Upland)	1,559	1,417 (90.9%)	142 (9.1%)	274 (19.3%)	1,143 (80.7%)	2.75
8.26 (Upland)	1,403	1,340 (95.5%)	63 (4.5%)	714 (53.3%)	626 (46.7%)	3.04

Table 4-5. Housing Profile

			Total (Pe	ercentage)		
Geography	Total Housing Units	Housing Units, Occupied	Housing Units, Vacant	Owner- Occupied Units	Renter-Occupied Units	Average Household Size
9.04 (Upland)	1,141	1,058 (92.7%)	83 (7.3%)	503 (47.5%)	555 (52.5%)	3.07
10.01 (Ontario)	1,551	1,435 (92.5%)	116 (7.5%)	728 (50.7%)	707 (49.3%)	3.46
11.03 (Ontario)	1,449	1,362 (94.0%)	87 (6.0%)	842 (61.8%)	520 (38.2%)	2.93
11.04 (Ontario)	1,691	1,625 (96.1%)	66 (3.9%)	1,036 (63.8%)	589 (36.2%)	3.1
12 (Ontario)	1,572	1,499 (95.4%)	73 (4.6%)	1,103 (73.6%)	396 (26.4%)	3.16
13.05 (Ontario)	1,391	1,231 (88.5%)	160 (11.5%)	592 (48.1%)	639 (51.9%)	4.31
13.08 (Ontario)	1,258	1,196 (95.1%)	62 (4.9%)	605 (50.6%)	591 (49.4%)	4.26
13.09 (Ontario)	1,159	1,091 (94.1%)	68 (5.9%)	583 (53.4%)	508 (46.6%)	4.39
13.10 (Ontario)	1,498	1,437 (95.9%)	61 (4.1%)	993 (69.1%)	444 (30.9%)	3.92
13.12 (Ontario)	1,434	1,367 (95.3%)	67 (4.7%)	970 (71.0%)	397 (29.0%)	3.4
15.04 (Ontario)	1,655	1,534 (92.7%)	121 (7.3%)	431 (28.1%)	1,103 (71.9%)	3.69
16 (Ontario)	1,461	1,362 (93.2%)	99 (6.8%)	475 (34.9%)	887 (65.1%)	4.44
21.09 (Ontario)	2,143	1,983 (92.5%)	160 (7.5%)	216 (10.9%)	1,767 (89.1%)	2.33
22.04 (Unincorporated San Bernardino County/ Fontana)	1,536	1,418 (92.3%)	118 (7.7%)	878 (61.9%)	540 (38.1%)	4.3

Table 4-5. Housing Profile

			Total (Pe	ercentage)		
Geography	Total Housing Units	Housing Units, Occupied	Housing Units, Vacant	Owner- Occupied Units	Renter-Occupied Units	Average Household Size
25.01 (Unincorporated San Bernardino County/ Fontana)	1,348	1,272 (94.4%)	76 (5.6%)	872 (68.6%)	400 (31.4%)	4.59
26.01 (Unincorporated San Bernardino County/ Fontana)	2,684	2,511 (93.6%)	173 (6.4%)	1,903 (75.8%)	608 (24.2%)	4.29
33.01 (Fontana)	1,376	1,286 (93.5%)	90 (6.5%)	570 (44.3%)	716 (55.7%)	3.76
33.02 (Fontana/Bloomington)	1,855	1,729 (93.2%)	126 (6.8%)	936 (54.1%)	793 (45.9%)	3.48
36.06 (Bloomington/Rialto)	1,373	1,272 (92.6%)	101 (7.4%)	841 (66.1%)	431 (33.9%)	4.01
36.09 (Rialto)	1,375	1,281 (93.2%)	94 (6.8%)	748 (58.4%)	533 (41.6%)	3.79
36.12 (Rialto/Colton)	1,085	1,022 (94.2%)	63 (5.8%)	754 (73.8%)	268 (26.2%)	4.01
40.01 (Fontana/Bloomington)	1,014	974 (96.1%)	40 (3.9%)	709 (72.8%)	265 (27.2%)	4.76
40.04 (Rialto/Colton)	1,494	1,341 (89.8%)	153 (10.2%)	1,051 (78.4%)	290 (21.6%)	3.77
66.01 (Unincorporated San Bernardino County/Colton)	1,322	1,216 (92.0%)	106 (8.0%)	653 (53.7%)	563 (46.3%)	3.75
70 (Colton)	2,200	2,044 (92.9%)	156 (7.1%)	899 (44.0%)	1,145 (56.0%)	3.86
71.08 (Colton)	1,089	947 (87.0%)	142 (13.0%)	79 (8.3%)	868 (91.7%)	2.32
71.10 (Colton/San Bernardino)	1,507	1,441 (95.6%)	66 (4.4%)	1,126 (78.1%)	315 (21.9%)	3.33

Table 4-5. Housing Profile

			Total (Pe	ercentage)		
Geography	Total Housing Units	Housing Units, Occupied	Housing Units, Vacant	Owner- Occupied Units	Renter-Occupied Units	Average Household Size
72 (San Bernardino/ Loma Linda)	1,950	1,789 (91.7%)	161 (8.3%)	923 (51.6%)	866 (48.4%)	3.75
73.03 (San Bernardino/ Loma Linda)	2,240	1,975 (88.2%)	265 (11.8%)	219 (11.1%)	1,756 (88.9%)	2.3
73.05 (Loma Linda)	1,546	1,345 (87.0%)	201 (13.0%)	329 (24.5%)	1,016 (75.5%)	3
78 (Redlands/Unincorporated San Bernardino County)	2,322	2,119 (91.3%)	203 (8.7%)	425 (20.1%)	1,694 (79.9%)	2.32
80.02 (Redlands)	2,290	2,076 (90.7%)	214 (9.3%)	776 (37.4%)	1,300 (62.6%)	3.46
81 (Redlands)	1,606	1,460 (90.9%)	146 (9.1%)	256 (17.5%)	1,204 (82.5%)	2.18
84.01 (Redlands)	3,193	3,014 (94.4%)	179 (5.6%)	2,110 (70.0%)	904 (30.0%)	2.91
84.03 (Redlands)	2,157	2,066 (95.8%)	91 (4.2%)	1,706 (82.6%)	360 (17.4%)	2.73
84.04 (Redlands)	1,184	1,039 (87.8%)	145 (12.2%)	146 (14.1%)	893 (85.9%)	2.58
85 (Redlands)	3,239	3,093 (95.5%)	146 (4.5%)	2,848 (92.1%)	245 (7.9%)	2.69
87.04 (Yucaipa)	3,161	2,906 (91.9%)	255 (8.1%)	2,064 (71.0%)	842 (29.0%)	2.67
87.05 (Yucaipa)	1,714	1,538 (89.7%)	176 (10.3%)	808 (52.5%)	730 (47.5%)	2.92
87.06 (Redlands/Unincorporated San Bernardino County/ Yucaipa)	4,492	4,241 (94.4%)	251 (5.6%)	3,550 (83.7%)	691 (16.3%)	2.88

Table 4-5. Housing Profile

			Total (Po	ercentage)		
Geography	Total Housing Units	Housing Units, Occupied	Housing Units, Vacant	Owner- Occupied Units	Renter-Occupied Units	Average Household Size
124 (Colton/San Bernardino)	1,019	933 (91.6%)	86 (8.4%)	559 (59.9%)	374 (40.1%)	3.87
125 (Colton)	1,237	1,125 (90.9%)	112 (9.1%)	511 (45.5%)	614 (54.6%)	3.79
127 (Ontario)	1,385	1,321 (95.4%)	64 (4.6%)	993 (75.2%)	328 (24.8%)	3.06
4020.01 (Claremont)	1,099	1,055 (96.0%)	44 (4.0%)	519 (49.2%)	536 (50.8%)	2.92
4020.02 (Claremont)	1,554	1,490 (95.9%)	64 (4.6%)	815 (54.7%)	675 (45.3%)	2.52
4021.01 (Pomona)	1,074	1,027 (95.6%)	47 (4.4%)	766 (74.6%)	261 (25.4%)	4.36
4021.02 (Pomona)	1,287	1,220 (94.8%)	67 (5.2%)	810 (66.4%)	410 (33.6%)	3.84
4022 (Pomona)	2,097	2,007 (95.7%)	90 (4.3%)	1,525 (76.0%)	482 (24.0%)	3.05
4023.01 (Pomona)	1,351	1,264 (93.6%)	87 (6.4%)	685 (54.2%)	579 (45.8%)	4.27
4023.03 (Pomona)	1,144	1,053 (92.0%)	91 (8.0%)	389 (36.9%)	664 (63.1%)	3.65
4026 (Pomona)	2,527	2,387 (94.5%)	140 (5.5%)	1,130 (47.3%)	1,257 (52.7%)	3.1
4027.03 (Pomona)	1,316	1,234 (93.8%)	82 (6.2%)	872 (70.7%)	362 (29.3%)	3.78

^{*}Alternative 2 study area includes all shaded jurisdictions. Alternative 3 study area includes all jurisdictions included in the table. Source: U.S. Census, 2010.

4.1.2 Environmental Consequences

4.1.2.1 Regional Population Characteristics

Alternative 1: No Build Alternative

The No Build Alternative would maintain the current configurations of I-10 in the study area. Under the No Build Alternative, the project would not be constructed, and no impacts to regional population characteristics would occur.

Common to Both Build Alternatives

The population growth of the SCAG region is anticipated to grow by 23.4 percent between 2008 and 2035, with an annual growth rate of almost 1 percent. As identified in Table 4-1, San Bernardino County is expected to grow by almost double that of Los Angeles County by 2035, at a 1.3 percent annual growth rate, greater than the SCAG region as a whole. Households and employment are also anticipated to grow more quickly in San Bernardino, at almost 40 percent for households and just over 50 percent for employment.

The proposed project is being built along an existing transportation corridor. No direct or indirect impacts would occur in the study area or nearby communities as a result of the proposed project, and changes to the regional population characteristics are not likely.

Cumulative Impacts

Temporary construction cumulative impacts on the regional population could occur if multiple projects in the same locality are scheduled to undergo construction at the same time. SANBAG and Caltrans would work closely with the cities and communities within the project area to identify such potential consequences and adjust construction schedules to avoid construction, to the extent applicable, if multiple projects occur within the same locality simultaneously. The Ramp Closure Study (Appendix E of this document) provides further detail regarding ramp closures during construction. A Transportation Management Plan (TMP) would also be prepared to minimize direct and cumulative construction impacts on the community.

Because there would be no disruption to community cohesion on a permanent basis from implementation of the build alternatives, no permanent cumulative impacts are anticipated.

4.1.2.2 Neighborhoods/Communities/Community Character

Alternative 1: No Build Alternative

According to several indicators of community cohesion described above in this chapter, including high homeownership rates, ethnic homogeneity, and a high percentage of persons aged 65 and over, it can be concluded there is a high degree of community cohesion in many parts of the study area.

The No Build Alternative would maintain the current configurations of I-10 in the study area. Under the No Build Alternative, the project would not be constructed, and congestion would continue to worsen for adjacent neighborhood residents without the proposed project improvements. Potential indirect impacts to the regional economy could result from the continued decrease in traffic flow and capacity associated with congested roadways such as I-10.

Alternative 2: HOV Lane Build Alternative

As shown in Table 4-6, Alternative 2 would not result in any permanent full acquisitions.

Table 4-6. Potential Full Acquisitions

Туре	Alternative 2	Alternative 3
Single-Family Residence	0	23
Multi-Family Residence	0	19
Retail	0	1
General Office	0	1
Light Industrial	0	2
Automotive Repair	0	7
Total Displaced Residents	0	109
Total Displaced Employees	0	66

Source: I-10 Corridor DRIS, 2015.

Community Character/Cohesion. Changes to the community's visual character and quality may occur as a result of Alternative 2. This includes removal of mature trees and the addition of urbanizing elements (e.g., new bridges, soundwalls, widened pavement sections). Please refer to Section 3.1.7, Visual/Aesthetics, for further discussion of impacts to visual quality of communities. Alternative 2 would be constructed along an existing corridor; therefore, permanent impacts to community cohesion within the study area are not anticipated.

Alternative 3: Express Lanes Build Alternative

Alternative 3 would require full and partial acquisitions of private and publicly owned property, including residential and nonresidential (Table 4-6). In the case of full acquisitions that lead to relocations of people and businesses, it is anticipated they could be relocated in proximity to their current location.

Residential Displacement Impacts

Alternative 3 would displace 42 residential units and would result in physical changes that could alter the character of the existing community and affect community cohesion. The I-10 Corridor Project improvements would result in a wider facility than currently exists through the study area. On local streets affected by the project, sidewalks, crosswalks, lighting, and landscaping familiar to the residents would be replaced with new sidewalks, crosswalks, lighting, and landscaping.

Property acquisition would result in the relocation of residents, which would affect community character and cohesion; however, as identified in the Draft Relocation Impact Statement (DRIS) (2015), adequate resources appear to currently exist within the city or area vicinity to relocate residents (i.e., a sufficient number of comparable replacement dwellings meeting the decent, safe, and sanitary standards exist within the study area or in neighboring communities). It is anticipated that finding replacement housing for owner- or tenant-occupied residences would not present any unusual problems for this project. I-10 is an existing facility, widening of the lanes would not divide an existing community or create a barrier between communities; therefore, no adverse permanent impacts to community character and cohesion would occur.

Nonresidential Displacement Impacts

Property acquisitions would result in the displacement of established businesses and places of employment. These displacements could affect community character and cohesion if the businesses were regularly frequented by local residents or if long-term employees become unemployed. Partial acquisitions of nonresidential properties could disrupt the visual character and familiarity of the area by affecting sidewalks, crosswalks, lighting, and landscaping, which would be replaced. The displacement of businesses would result in approximately 66 employees being relocated within the same city or area vicinity as the business. As shown in Table 4-6, only Alternative 3 would result in potential full acquisitions of nonresidential properties/businesses. The 12 businesses are located along I-10 in Montclair, Fontana, Rialto, and Colton.

Overall, as previously discussed, adequate resources to relocate residents and businesses currently appear to exist in the study area. The I-10 Corridor Project build alternatives would not divide an existing community or create a barrier between communities. The proposed project would be built along an existing corridor and would not create any ongoing repercussions for the proposed project corridor or surrounding area. No secondary impacts would occur in the study area or nearby communities; therefore, no permanent impacts to community character and cohesion would occur from Alternative 3.

Temporary Impacts

Construction of the I-10 Corridor Project has the potential to result in short-term effects to neighborhoods (e.g., temporary road closures). Construction activities include grading, excavation, road detours, and temporary road closures. Implementation of a TMP, which is discussed throughout this document and in detail in Section 5.3, Avoidance, Minimization, and/or Mitigation Measures, would reduce project-related temporary impacts to community character and cohesion.

Cumulative Impacts

As discussed above, Alternative 3 would result in the acquisition and removal of residential properties and nonresidential/business properties and the displacement of the residents and employees. Some of the other cumulative projects identified in Table 2-1 are also expected to result in the acquisition and removal of residential properties and the displacement of residents in the study area. As a result, Alternative 3 may contribute incrementally to cumulative impacts to community character related to the removal of residential properties and residents in Montclair, Fontana, and Rialto. It may also contribute incrementally to cumulative impacts to community character related to the removal of businesses and employees in Montclair, Fontana, Rialto, and Colton. However, this potential cumulative effect would be offset by implementation of the approved and planned residential land development projects listed in Table 2-1. In addition, displaced properties or people would be relocated within the same city or area vicinity as the affected property.

Alternative 3 would result in changes in the visual character of the area and changes in community cohesion associated with the wider overcrossings and undercrossings at I-10, lighting, vegetation removal and replacement, retaining walls, and soundwalls. All relevant facilities would comply with current ADA standards. Some of the cumulative transportation projects in the study area could result in degradation of

community cohesion if they result in less convenient travel paths or modified opportunities for pedestrians and bicyclists, similar to the effects under Alternative 3.

As a result, Alternative 3 would contribute incrementally to continuing changes in community character and cohesion in the study area.

4.1.2.3 Housing

Alternative 1: No Build Alternative

The No Build Alternative would maintain the current configurations of I-10 in the study area. Under the No Build Alternative, the project would not be constructed, and no impacts to housing would occur.

Alternative 2: HOV Lane Build Alternative

Alternative 2 would not result in any residential displacements.

Alternative 3: Express Lanes Build Alternative

Housing occupancy status within the study area is presented in Table 4-5. Vacancy rates in the study area range from 3.9 percent in Montclair to 9.4 percent in the city of San Bernardino. Alternative 3 would result in 35 residential impacts in Fontana, along with 4 in Montclair and 3 in Ontario. The DRIS prepared for this project identified adequate relocation resources for residential displacements.

Adequate resources appear to currently exist within the city or area vicinity to relocate residents (i.e., a sufficient number of comparable replacement dwellings meeting the decent, safe, and sanitary standards exist within the study area or in neighboring communities). It is anticipated that finding replacement housing for owner- or tenant-occupied residences would not present any unusual problems for this project. Because I-10 is an existing facility, widening of the lanes would not divide an existing community or create a barrier between communities; therefore, no adverse permanent impacts to community character and cohesion would occur.

4.1.3 Avoidance, Minimization, and/or Mitigation Measures

Community disruption during project construction as a result of construction activities would be temporary and mitigated by implementing a traffic staging plan and a TMP.

SANBAG and Caltrans shall prepare a TMP to minimize direct and cumulative construction impacts on the community. Upon completion, the final TMP will be

available to the public and can be obtained by request from SANBAG. The TMP shall be submitted with the construction plan to the police and fire departments of affected cities prior to commencement of construction activities. The TMP shall include, but not be limited to, the following features:

- Public Information: Provide project update to the affected residents, businesses, general public, schools, and public transportation agencies via brochures and mailers, community meetings, project website, radio and newspaper advertisements, and broadcast via social media.
- Motorist Information: Provide project information using changeable message signs (CMS) and ground-mounted signs.
- Incident Management: Implement Construction Zone Enhanced Enforcement Program (COZEEP), freeway service patrol, and California Highway Patrol (CHP) traffic handling.
- Traffic Management during Construction: Provide traffic lane closure chart, detour route, pedestrian routes, residential and commercial access routes, and temporary traffic signals during construction.

Additionally, the following measures are required to minimize project construction effects on neighborhoods and community cohesion:

- **COM-10.** No two consecutive/adjacent off-ramps or two consecutive/adjacent on-ramps in the same direction will be closed concurrently.
- COM-11. Business access will be maintained at all times during construction, consistent with Section 7-1.03 Public Convenience of Standard Specifications (2010).

4.2 Economic Conditions

4.2.1 Affected Environment

4.2.1.1 Regional Economy

The economic conditions of Los Angeles and San Bernardino counties were reviewed to understand the region's economic outlook and the project area's position in the overall economy. According to California County-Level Economic Forecast 2012-2014, Los Angeles County is the largest county in California, with 9.9 million people and 3.8 million wage and salary jobs. Economic growth in southern California declined sharply between 2008 and 2010, and job losses were substantial. In 2011,

after several years of job losses, the Los Angeles County labor market began to improve.

In previous years, northern Los Angeles County (the Santa Clarita and Antelope valleys) was the fastest growing area of the county. Due to a large amount of buildable land, growth in this region should accelerate again, and over the long-term, northern Los Angeles County will be responsible for much of the population growth in the county.

Imports and exports through the Ports of Long Beach and Los Angeles declined dramatically during the recession, but they have rebounded strongly since. In 2011, exports reached a new high on a volume basis. Imports declined slightly from 2010 to 2011, but they are well above their recession lows (Caltrans, 2012). Long-term growth is forecasted to continue at a projected rate of approximately 5 percent per year (Tioga, 2009).

San Bernardino County is the largest county in the nation in terms of total land area. The county, along with Riverside County, comprises the Inland Empire, one of the fastest-growing metro areas of the state and nation from 1997 to 2006; however, the real estate and labor market declines were especially severe in the Inland Empire, leading to economic fallout.

Despite heavy fallout from the housing bubble and subsequent recession, the San Bernardino County labor market began to improve in 2011. The county added 1,300 jobs, representing a growth rate of 0.2 percent. This is a positive development, but it lags the 0.7 percent growth that occurred across southern California. In addition, the unemployment rate in San Bernardino County improved from 14.3 percent in 2010 to 13.2 percent in 2011.

San Bernardino County and the entire Inland Empire economy grew in 2012, with growth accelerating in 2013. Over the longer-term forecast, the Inland Empire will experience greater growth than the coastal counties, due largely to the availability of land at lower costs.

According to the San Bernardino Area Chamber of Commerce, major employers located within the affected cities include San Bernardino County; Stater Bros. Markets, San Bernardino; Arrowhead Regional Medical Center, Colton; San Bernardino City Unified School District; Ontario International Airport; Claremont Colleges; Kaiser Permanente, Fontana; Loma Linda University Medical Center,

Loma Linda; Fontana Unified School District, Fontana; Loma Linda University, Loma Linda; and Cal Poly Pomona, Pomona (San Bernardino Area Chamber of Commerce, 2008).

4.2.1.2 Commuting Patterns

Traffic congestion and long commutes have a negative impact on personal perceptions of quality of life and on regional air quality. As employment and populations continue to increase, hours of traffic delays and daily vehicle miles traveled per person are projected to increase as well. One major transportation and mobility issue that the Inland Empire as a whole faces is that many residents work in neighboring counties. While this has become slightly less pronounced over time, 2010 Census data show that 7 percent of Los Angeles County residents are employed outside of the county, and 60 percent work outside of their city of residence; however, in San Bernardino County, approximately 29 percent of its residents work outside of the county and 69 percent work outside their city of residence. The affected jurisdictions generally follow the same pattern of employment as their respective counties. The smallest percentage of residents working outside their county of residence among the affected jurisdictions is Loma Linda and Redlands (18 and 17 percent, respectively). Montclair, Rialto, and Colton have a high percentage, approximately 84 percent, of their residents working outside the city of residence. At 88 percent, the community of Bloomington has the highest overall percentage of residents working outside the community.

Average commute times range from 19 to 31 minutes among the affected jurisdictions and the two counties, according to 2010 Census data collected in Table 4-7. Both counties have average commute times of 29 minutes. The average commute time in Loma Linda is the shortest, at almost 19 minutes, and Fontana and Rialto have the longest average commute time, at approximately 31 minutes each.

According to the San Bernardino Community Indicators Report (2012), 75.8 percent of San Bernardino County commuters drove alone in 2010 – fewer than in Miami, Florida; Las Vegas, Nevada; and Orange County. Transit use is likely significantly affected by the sheer size of the county and the distances between destinations within the county, which may result in lengthy transit trips. In 2009, there were 1,341,000 annual hours of delay on San Bernardino County freeways.

Table 4-7. Travel Patterns

Place of Work	Work in County of Residence	Work Outside County of Residence	Work in City of Residence	Work Outside City of Residence	Mean Travel Time to Work (minutes)
Los Angeles County	4,063,663 (92.4%)	318,249 (7.2%)	1,702,728 (38.7%)	2,640,648 (60.0%)	29.0
San Bernardino County	570,048 (70.5%)	234,036 (28.9%)	208,749 (25.8%)	554,565 (68.6%)	29.3
City of Pomona	38,963 (64.1%)	21,619 (35.6%)	13,408 (22.1%)	47,334 (77.9%)	28.8
City of Claremont	11,454 (73.7%)	4,030 (25.9%)	5,358 (34.5%)	10,175 (65.5%)	26.8
City of Montclair	7,753 (51.3%)	7,301 (48.3%)	2,370 (15.7%)	12,739 (84.3%)	29.5
City of Upland	19,788 (58.8%)	13,721 (40.8%)	7,467 (22.2%)	26,161 (77.8%)	27.9
City of Ontario	45,014 (62.2%)	27,283 (37.7%)	21,312 (29.4%)	51,100 (70.6%)	27.4
City of Fontana	52,812 (66.6%)	25,965 (32.7%)	17,824 (22.5%)	61,487 (77.5%)	31.3
Community of Bloomington	5,851 (70.2%)	2,416 (29.0%)	979 (11.8%)	7,352 (88.2%)	28.2
City of Rialto	27,104 (71.5%)	10,714 (28.2%)	5,900 (15.6%)	32,029 (84.4%)	31.7
City of Colton	14,850 (70.7%)	6,122 (29.1%)	3,365 (16.0%)	17,645 (84.0%)	25.9
City of San Bernardino	58,495 (79.4%)	15,033 (20.4%)	28,180 (38.3%)	45,481 (61.7%)	26.8
City of Loma Linda	8,223 (80.6%)	1,839 (18.0%)	3,088 (30.3%)	7,112 (69.7%)	18.9
City of Redlands	25,603 (82.4%)	5,251 (16.9%)	11,691 (37.6%)	19,375 (62.4%)	22.3
City of Yucaipa	15,747 (72.7%)	5,806 (26.8%)	5,010 (23.1%)	16,658 (76.9%)	28.9

^{*}Alternative 2 study area includes all shaded jurisdictions. Alternative 3 study area includes all jurisdictions included in the table.

Source: U.S. Census, American Community Survey, 5-year-estimates, 2010.

4.2.1.3 Employment and Income

The economic sector profiles or employment industries for San Bernardino County and the study area cities are shown in Table 4-8. According to the U.S. Census, most of the employed civilian population in San Bernardino County was employed in Educational, Health, and Social Assistance (21 percent). Most of the cities located within the study area followed a similar trend, with the highest percentage of the employed population working in Educational, Health, and Social Assistance. Loma Linda was the highest, at almost 44 percent. Pomona and the community of Bloomington, however, had the highest percentage of its population working in Manufacturing (17 and 15 percent, respectively). Loma Linda had the lowest percentage of Construction workers, and Loma Linda and Redlands had the lowest percentage of Manufacturing jobs (both hovering around 5 percent). Fontana and the community of Bloomington had the highest percentage of its residents working in Transportation, Warehousing, Utilities (approximately 10 percent for each). The community of Bloomington contains a slightly lower percentage of workers in the Arts, Entertainment, Food Services category, at just 5 percent.

Los Angeles County. Los Angeles County has the largest county economy in the nation and would be the 21st largest economy in the world if it were a country. The entertainment industry is one of the most visible and important industries in Los Angeles County. Average annual employment in motion picture and sound recording is just over 118,000 jobs. International trade continues to play an important role in the local economy. The San Pedro Bay ports of Los Angeles and Long Beach are the two busiest container ports in the nation. The professional, scientific, and technical services industry is the fifth largest in Los Angeles County. Firms in these industries employ a wide array of professionals, including architects, engineers, and attorneys. Employment in these sectors stood at 276,800 in 2013, up 3.7 percent from a year earlier. Growth is expected to continue in these sectors over the next 2 years (LAEDC, 2014).

San Bernardino County. Small firms comprise most of San Bernardino County's economy, but large firms remained more stable during the downturn. In the 2011-2013 Strategic Plan, the San Bernardino County Workforce Investment Board (WIB) identified the top five sectors that will employ the largest number of residents. These high demand sectors are health care; aviation; transportation and logistics; manufacturing; and green technology (San Bernardino County Community Indicators Report, 2012).

City of Pomona. Pomona continues to enjoy a broadly based diverse economy, albeit one with an emphasis on government, healthcare, and other service-oriented industries. Among Pomona's large employers are Pomona Unified School District, the City of Pomona itself, California State Polytechnic University, and the Department of Social Services. Notable private-sector employers include First Transit, Hamilton Sundstrand, Hayward Industries, Inland Valley Care and Rehab, Lloyd's Material Supply, Verizon, and Walmart. As a regional healthcare hub, Pomona boasts a premier facility in the Pomona Valley Hospital Medical Center, the Lanterman Developmental Center, and the nonprofit Casa Colina Centers for Rehabilitation (Pomona, 2012).

City of Claremont. There are 1,555 businesses operating within Claremont, with more than 17,600 employees living in Claremont. Claremont has long been known as a cultural arts center for Pomona Valley. It continues to provide opportunities for a variety of cultural pursuits showcasing local talent, as well as attracting well-known national artists. Major Commercial enterprises located within Claremont include automobile retailers, hotels, restaurants, general retail, and service establishments, as well as several educational institutions. Many major economic development and commercial revitalization projects are currently in progress, with the goal of providing additional venues for entertainment dining and shopping. Changes in the economy, particularly in the auto industry, have had a significant effect on Claremont over the past several years. The auto center has lost many dealers and only Claremont Toyota remains at this location. The loss of revenue related to sales tax from a decrease in auto sales in Claremont and the economic slowdown in general has resulted in the need to reduce expenditures (City of Claremont, 2014).

City of Montclair. Montclair is home to the regional mall, Montclair Plaza, a 1.3-million-square-foot fashion mall with 4 major anchors and more than 200 specialty stores, plus a dining/entertainment district of top restaurants and retail. Recognized as a major Inland Valley destination, Montclair's job and retail growth continues to increase. The development of new retail, restaurants, and business parks throughout Montclair has contributed to the expansion of local employment (City of Montclair, 2014).

Table 4-8. Employment Industries

	Agriculture, Forestry, Fishing	Construction	Manufacturing	Wholesale Trade	Retail Trade	Transportation Warehousing, Utilities	Information	Finance, Insurance	Professional, Technical Services	Educational, Health, Social Assistance	Arts, Entertainment, Food Services	Other Services, except Public	Public Administration
Los Angeles County	20,535	282,740	516,482	175,349	481,291	235,440	198,832	314,578	541,345	898,130	440,701	268,290	149,204
	(0.5%)	(6.3%)	(11.4%)	(3.9%)	(10.6%)	(5.2%)	(4.4%)	(7.0%)	(12.0%)	(19.9%)	(9.7%)	(5.9%)	(3.3%)
San Bernardino County	6,256	70,951	85,943	33,179	104,614	63,024	14,762	46,496	68,024	175,905	67,563	40,190	47,003
	(0.8%)	(8.6%)	(10.4%)	(4.0%)	(12.7%)	(7.6%)	(1.8%)	(5.6%)	(8.3%)	(21.4%)	(8.2%)	(4.9%)	(5.7%)
City of Pomona	238	5,120	10,855	2,953	7,728	4,782	989	3,584	5,685	10,256	5,347	3,324	1,730
	(0.4%)	(8.2%)	(17.3%)	(4.7%)	(12.3%)	(7.6%)	(1.6%)	(5.7%)	(9.1%)	(16.4%)	(8.5%)	(5.3%)	(2.8%)
City of Claremont	58	693	909	508	1,538	550	447	916	1,564	6,620	1,019	568	547
	(0.4%)	(4.3%)	(5.7%)	(3.2%)	(9.7%)	(3.5%)	(2.8%)	(5.7%)	(9.8%)	(41.5%)	(6.4%)	(3.6%)	(3.4%)
City of Montclair	262	1,451	1,785	745	1,890	1,409	323	861	1,586	2,495	1,410	881	509
	(1.7%)	(9.3%)	(11.4%)	(4.8%)	(12.1%)	(9.0%)	(2.1%)	(5.5%)	(10.2%)	(16.0%)	(9.0%)	(5.6%)	(3.3%)
City of Upland	165	2,342	3,709	1,263	4,736	2,121	790	2,734	2,717	8,017	2,806	1,603	1,634
	(0.5%)	(6.8%)	(10.7%)	(3.6%)	(13.7%)	(6.1%)	(2.3%)	(7.9%)	(7.8%)	(23.1%)	(8.1%)	(4.6%)	(4.7%)
City of Ontario	799	6,372	11,770	3,696	9,818	6,210	915	4,143	6,139	12,441	6,063	3,200	3,353
	(1.1%)	(8.5%)	(15.7%)	(4.9%)	(13.1%)	(8.3%)	(1.2%)	(5.5%)	(8.2%)	(16.6%)	(8.1%)	(4.3%)	(4.5%)
City of Fontana	318	6,925	11,088	4,452	10,775	8,273	1,248	4,493	6,598	14,813	6,056	3,530	3,455
	(0.4%)	(8.4%)	(13.5%)	(5.4%)	(13.1%)	(10.1%)	(1.5%)	(5.5%)	(8.0%)	(18.1%)	(7.4%)	(4.3%)	(4.2%)
Community of Bloomington	81	1,281	1,316	587	1,005	943	108	313	771	1,188	421	445	299
	(0.9%)	(14.6%)	(15.0%)	(6.7%)	(11.5%)	(10.8%)	(1.2%)	(3.6%)	(8.8%)	(13.6%)	(4.8%)	(5.1%)	(3.4%)
City of Rialto	190	4,251	5,567	1,969	5,636	3,738	548	1,547	2,784	6,852	2,620	2,329	1,339
	(0.5%)	(10.8%)	(14.1%)	(5.0%)	(14.3%)	(9.5%)	(1.4%)	(3.9%)	(7.1%)	(17.4%)	(6.7%)	(5.9%)	(3.4%)
City of Colton	221	1,967	2,122	1,016	3,205	1,713	464	963	1,700	4,535	1,887	841	1,027
	(1.0%)	(9.1%)	(9.8%)	(4.7%)	(14.8%)	(7.9%)	(2.1%)	(4.4%)	(7.8%)	(20.9%)	(8.7%)	(3.9%)	(4.7%)
City of San Bernardino	736	7,624	6,989	3,183	9,491	5,679	884	3,085	5,779	16,719	7,215	4,557	4,201
	(1.0%)	(10.0%)	(9.2%)	(4.2%)	(12.5%)	(7.5%)	(1.2%)	(4.1%)	(7.6%)	(22.0%)	(9.5%)	(6.0%)	(5.5%)
City of Loma Linda	20	414	568	343	1,222	689	255	535	568	4,635	790	246	266
	(0.2%)	(3.9%)	(5.4%)	(3.3%)	(11.6%)	(6.5%)	(2.4%)	(5.1%)	(5.4%)	(43.9%)	(7.5%)	(2.3%)	(2.5%)
City of Redlands	238	2,097	1,655	760	3,434	1,488	517	1,696	3,150	10,456	2,970	1,336	2,263
	(0.7%)	(6.5%)	(5.2%)	(2.4%)	(10.7%)	(4.6%)	(1.6%)	(5.3%)	(9.8%)	(32.6%)	(9.3%)	(4.2%)	(7.1%)
City of Yucaipa	112	2,284	1,494	495	2,361	1,104	450	1,490	1,905	6,217	1,359	1,292	1,602
	(0.5%)	(10.3%)	(6.7%)	(2.2%)	(10.7%)	(5.0%)	(2.0%)	(6.7%)	(8.6%)	(28.0%)	(6.1%)	(5.8%)	(7.2%)

^{*}Alternative 2 study area includes all shaded jurisdictions. Alternative 3 study area includes all jurisdictions included in the table. Source: U.S. Census, American Community Survey, 5-year estimates, 2010.

Interstate 10 Corridor Project Community Impact Assessment			

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City of Upland. Upland has also seen some positive movement in its local economy. Development activity has begun, and there are several new residential developments under construction, causing a slight increase in building permit revenues. Sales tax revenues recently reported an increase of 2 percent over last year, and the opening of new stores in the Colonies will generate new sales tax revenue in the coming fiscal year (Upland, 2013).

City of Ontario. Ontario is referred to by SCAG as the "Next Urban Center in Southern California" and the urban core of the Inland Empire. LA/Ontario International Airport is the 15th busiest airport in the nation, as measured by air cargo. Steady growth and rapid development adjacent to the airport, along freeway corridors, and throughout Ontario reflect the city's distinctive advantages. City records show that Ontario is home to more than 10,000 businesses, which account for approximately 108,000 jobs (Ontario, 2013).

City of Fontana. Fontana has faced a host of difficult problems, ranging from very high unemployment (10.2 percent), to stagnant median income levels and growing poverty levels. Although California's economy is improving in many ways, including employment growth, and increases in retail sales and housing sales, the Inland Empire has experienced a rise in poverty as a result of the most recent recession. Wage and salary employment has slowed in the Inland Empire, with an increase of only 0.6 percent over the last year, adding only 7,300 jobs. The job growth has started to return, essentially due to expansion in logistics (28 percent), health care (17 percent), and with work on construction projects resuming (17 percent). Retail sales are increasing. Taxable sales are a major City revenue source that is now recovering from a steep downturn. Taxable retail sales were up 8.1 percent over the last year within Fontana, which was well above California's growth of 6.8 percent. Fontana is ranked fifth in taxable retail sales in the Inland Empire with sales of \$2.5 billion (City of Fontana, 2013).

Community of Bloomington. See the description above for San Bernardino County.

City of Rialto. Rialto's labor force consists of more than 45,000 people and has a diversified mix of manufacturing, distribution, service, and retail businesses. Rialto is home to a variety of recognizable manufacturing companies, including Angelus Block, Eagle Tile, Tree Top, and Biscomerica. Rialto has also become a logistics hub for many national companies, such as FedEx Ground, Home Depot, Unilever, Staples, Black and Decker, Target, and Toy 'R' Us, which have located their regional

distribution facilities in Rialto. The top employers in Rialto are the Rialto School District and FedEx Ground (Rialto, 2008).

City of Colton. Growth will continue throughout other areas of Colton, including the Chino Valley Ranchers food processing plant, United Packaging Group's facility expansion, Lineage Logistics' cold-storage facility, and completion of a more than 800,000-square-foot industrial building. The economic growth within Colton will enhance revenues, especially property and sales taxes (Colton, 2013b).

City of San Bernardino. San Bernardino's labor force consists of 85,000 people and has a diversified mix of businesses. Top employers in the city of San Bernardino include Cal State University, San Bernardino; San Bernardino Community Hospital; San Bernardino County Schools; and San Bernardino County Sheriff, among others (City of San Bernardino, 2014).

City of Loma Linda. Loma Linda is a unique community with strong ties to its religious, educational, and healing arts roots. The Loma Linda University Medical Center and the Jerry L. Pettis Memorial Veterans Medical Center provide much of the economic base of the community through the employment of a highly trained local labor force. The City is seeking to expand upon this economic base with medical support services, research facilities, professional offices, and accommodations for visitors to the medical centers and community. In addition to increasing commercial and industrial opportunities, Loma Linda is in the process of managing residential growth to provide an appropriate range of housing opportunities to accommodate the diverse work force needed by the medical facilities (Loma Linda, 2009).

City of Redlands. The economy of Redlands is based largely in the service and trade sectors (i.e., health care, retail trade, government, and education) and light manufacturing. The region has a varied manufacturing and industrial base that has added to the relative stability of the unemployment rate over the years. Redlands has significant land still available for industrial/commercial/office use, with only a portion of these areas utilized. Major industries with headquarters or divisions within the electrical controls, furniture manufacturing, and automobile component manufacturing, include ESRI (Environmental Systems Research Institute); Redlands Unified School District; United States Postal Service; Redlands Community Hospital; Verizon; University of Redlands; City of Redlands; Beaver Medical Group; Walmart

Stores, Inc.; La-Z-Boy, Inc.; Southern California Gas; and Loma Linda University Medical Center (City of Redlands, 2013).

City of Yucaipa. Yucaipa is a mature, well-established community nestled in the foothills of the San Bernardino Mountains. The City of Yucaipa applies a sensitive balance of growth, technology, and regard for the environmental, cultural, and rural aspects of the area. Their initiatives focus on developing infrastructures, buildings, and sites; uptown revitalization; and creation of a strong regional identity to market the area, all intended to facilitate new investment and development in the community (Yucaipa Chamber of Commerce, 2014).

4.2.1.4 Business Activity

The proposed project would be built along an existing corridor; therefore, many of the businesses adjacent to the corridor rely on visibility and access to the existing transportation corridor. Most of the businesses and commercial office spaces within the project area are located immediately adjacent to I-10 and are largely considered visitor-serving. These would include motels and hotels, fast-food restaurants, and gasoline service stations. In addition, as discussed in Chapter 2, Land Use, large commercial shopping centers are located throughout the proposed project corridor (e.g., Ontario Mills Mall, Vineyard Valley Shopping Center, Pavilion at Redlands Shopping Center), serving visitors and residents.

Many elements influence the success of a particular business enterprise, including location, competition, store layout, and level of inventory. Another issue that may affect business activity is associated with changes in traffic patterns due to implementation of a transportation project.

4.2.1.5 Fiscal Conditions

Property tax revenue, property value, and sales tax revenues for the affected project area are discussed in this section.

Property Tax Revenue

Property taxes are levied on the assessed value of a privately owned property. The following property tax revenues were collected from the respective jurisdiction's 2013-2014 Annual Budgets, unless otherwise noted, including Pomona, \$29,530,500; Claremont, \$7,220,761; Montclair, \$2,459,398; Upland, \$17,456,410; Ontario, \$41,250,000; Fontana, \$108,133,010; Rialto, \$4,891,000; Colton, \$3,544,164; San

Bernardino, \$26,430,178; Loma Linda, \$1,158,500; Redlands, \$21,083,513; and Yucaipa, \$5,360,000.³

Property Values

Residential property value is the amount at which a property is assessed for taxation (i.e., assessed value) and the value at which the property can be sold on the open real estate market (i.e., market value). Property value is a reflection of the desirability of a particular property with regard to aesthetic qualities, accessibility, safety, and many other factors.

Sales Tax Revenue

Many of the businesses in the study area generate sales tax revenues for the affected cities. Retail sales-oriented businesses generate sales tax by means of selling taxable goods. Sales tax revenues are collected at a rate of 9.00 percent for the affected jurisdictions in Los Angeles County. In San Bernardino County, most of the jurisdictions are taxed at 8.00 percent, except for Montclair and the city of San Bernardino, where it is 8.25 percent. Sales tax revenues for Fiscal Year 2013-2014 were collected for the affected jurisdictions, including Pomona, \$10,515,000; Claremont, \$3,275,000; Montclair, \$7,994,038; Upland, \$10,968,120; Ontario, \$63,000,000; Fontana, \$30,300,000; Rialto, \$7,218,000; Colton, \$5,827,000; San Bernardino, 20,513,753; Loma Linda, \$3,264,000; Redlands, \$10,830,000; and Yucaipa, \$2,058,697.

4.2.2 Environmental Consequences

4.2.2.1 Regional Economy

Alternative 1: No Build Alternative

The No Build Alternative would maintain the current configurations of I-10 in the study area. Under the No Build Alternative, the project would not be constructed, and trucks traveling through the I-10 corridor would experience severe traffic congestion before the design year 2045. Potential indirect impacts to the regional economy could result from the continued decrease in traffic flow and capacity associated with congested roadways such as I-10.

The City of San Bernardino property and sales tax data is representative of the City's Proposed 2013-2014 budget. The City of Loma Linda fiscal information is based on the City's 2010-2011 budget because that is the most recent version available online.

Common to Both Build Alternatives

Implementation of either of the build alternatives would promote economic growth and interregional/intraregional trade and goods movement by improving transportation linkages. While freight generally moves in the GP lanes, some freight in lighter trucks (e.g., local FedEx and UPS vehicles) would be allowed to use the HOV and Express Lanes with Alternatives 2 and 3.

Improved connectivity alone is not expected to affect the area's major employers in a substantial way. Such economic improvements are generally measured incrementally, in part by time savings on transport services and less roadway congestion and traffic delay. Area residents and workers would benefit with less time stuck in traffic congestion and improved access associated with any of the build alternatives. It is not expected that small or minority-owned businesses in the area would experience particular benefits.

Alternative 2: HOV Lane Build Alternative

The provision of an HOV lane east of Haven Avenue would free up capacity in the GP lanes for all trucks.

Alternative 3: Express Lanes Build Alternative

The addition of an Express Lane west of Haven Avenue would provide benefits to freight movement by directly serving some local delivery freight vehicles, as well as by freeing up capacity in GP lanes for heavier longer-distance trucks. The dual Express Lanes between Haven Avenue and I-215 would free up even more capacity in the GP lanes for heavier trucks and directly serve some lighter trucks.

Indirect Impacts

The proposed project would not create any permanent financial repercussions to the proposed project corridor or surrounding area. No indirect impacts would occur in the study area or nearby communities. Beneficial impacts associated with improved traffic flow and capacity could indirectly affect port operations at the Ports of Long Beach and Los Angeles by allowing greater access for goods movement operations for trucks on I-10.

Cumulative Impacts

The build alternatives are not expected to have an adverse cumulative impact on the regional economy when considered with any transportation, commercial, industrial,

or residential projects because no permanent impacts to the regional economy are anticipated as a result of the proposed project. Beneficial impacts include improved transportation linkages, improving access to the region.

4.2.2.2 Employment and Income

Alternative 1: No Build Alternative

The No Build Alternative would maintain the current configurations of I-10 in the study area. Under the No Build Alternative, the project would not be constructed, and no impacts to employment and income would occur.

Alternative 2: HOV Lane Build Alternative

No direct employment losses would result from implementation of Alternative 2 because no businesses would be acquired.

Alternative 3: Express Lanes Build Alternative

Because 12 nonresidential displacements would result from the implementation of Alternative 3, a small portion of employees along the corridor could be affected. If a business was relocated, but an employee did not choose to work at the new business location, they could lose their employment. There may be a few instances where people are displaced from their homes, but stay employed; however, they are forced to travel much farther, resulting in higher commuting costs. These employees or residents could experience financial hardship as a result of their place of employment being displaced. This hardship would affect their quality of life and sense of community; however, the Caltrans relocation team would fully comply with the Uniform Relocation Assistance and Real Property Acquisition, including providing relocation assistance payments and counseling to persons and businesses affected by displacements resulting from the proposed project.

The proposed project would not create any permanent financial repercussions to the proposed project corridor or surrounding area as a result of the proposed project. No permanent secondary impacts would occur in the study area or nearby communities. Beneficial impacts associated with improved traffic flow and capacity could indirectly affect port operations at the Ports of Long Beach and Los Angeles by allowing greater access for goods movement operations for trucks on I-10.

Temporary Impacts

Construction of either of the build alternatives could have a beneficial economic impact. Construction could include purchases of local materials, goods and services required for construction, and employment of local workers. The increased economic activity would also prompt secondary economic activity as construction-related business and economic income is spent in sectors throughout the regional economy. Though the project would result in increased short-term local employment and business activity, no permanent employment or increase in business activity is anticipated as a result of construction activities.

Cumulative Impacts

The build alternatives are not expected to have an adverse cumulative impact on employment and income when considered with any transportation, commercial, industrial, or residential projects because implementation of the proposed project would not create adverse permanent impacts on employment or income.

4.2.2.3 Business Activity

Alternative 1: No Build Alternative

The No Build Alternative would maintain the current configurations of I-10 in the study area. Under the No Build Alternative, the project would not be constructed, and no impacts to business activities would occur.

Alternative 2: HOV Lane Build Alternative

No direct business activity impacts would result from implementation of Alternative 2 because no businesses would be acquired.

Alternative 3: Express Lanes Build Alternative

As discussed in Section 4.4, Relocations, and in further detail in the RIS, there are 12 nonresidential acquisitions that may be acquired as a result of Alternative 3. These establishments are not considered specialized stores, and the consumers can find similar products or services at alternate stores within the nearby vicinity. Based on current market research, there are comparable locations where these businesses can be re-established. Relocation assistance payments and counseling would be provided to persons and businesses subject to replacement in accordance with the Uniform Relocation Act, as amended, and in conformance with all applicable regulations. All real property to be acquired would be appraised to determine its fair market value. An offer of just compensation, not less than the approved appraisal, would be made to

each property owner. Economic impacts from displacement of these 12 nonresidential properties are not considered adverse.

Temporary Impacts

The presence of construction equipment and the temporary removal of signage could diminish the visibility of businesses from freeways and local roadways. Access to some businesses situated in the immediate vicinity of the project corridor could be restricted; however, access would be maintained at all times during construction. As shown in Table 5-2, 10 arterial roadways within the project area would require bridge replacement, resulting in temporary impacts to the existing nonmotorized transportation circulation patterns. For each of these closures, there are multiple alternate routes that can be used. Closure of streets that are located in close proximity to one another would not coincide so that there would be convenient nearby alternate routes available for school pedestrians.

As noted in the Ramp Closure Study (Appendix E), several on- or off-ramps would require closure during construction of between 10 to 30 days, with other ramp closures less than 10 days. No two consecutive off-ramps or on-ramps in the same direction would be closed at the same time. Preliminary detour routes for all long-term closures have been identified to accommodate access changes lost due to the temporary long-term closures. The following ramps were identified to potentially result in long-term closure and detours:

- Monte Vista Avenue westbound (WB) off-ramp
- Monte Vista Avenue WB on-ramp
- Monte Vista Avenue EB off-ramp
- Monte Vista Avenue EB on-ramp
- Central Avenue EB on-ramp
- Central Avenue WB off-ramp
- 4th Street EB off-ramp
- Etiwanda Avenue EB loop on-ramp
- Etiwanda Avenue EB on-ramp
- 9th Street EB off-ramp
- Sunwest Lane WB on-ramp
- Waterman Avenue EB on-ramp
- Alabama Street EB off-ramp
- Tennessee Street EB off-ramp

Temporary impacts to circulation and access would result from construction activities, including mainline lane closures and ramp connector closures. The freeway and street closures and detours could temporarily delay goods shipment, affect business parking, and impede business access.

Ramps that provide access to major shopping centers would not be closed from November 1 to January 31. In addition, ramp closures would be coordinated with the Auto Club Speedway so that they do not occur on major race days.

Cumulative Impacts

The build alternatives are not expected to have an adverse cumulative impact on business activity when considered with any transportation, commercial, industrial, or residential projects because implementation of the proposed project would cause negligible reduction in property tax and sale tax revenues of Los Angeles and San Bernardino counties.

4.2.2.4 Fiscal Conditions

Alternative 1: No Build Alternative

The No Build Alternative would maintain the current configurations of I-10 in the study area. Under the No Build Alternative, the project would not be constructed, and no impacts to fiscal conditions would occur.

Alternative 2: HOV Lane Build Alternative

No direct fiscal impacts would result from implementation of Alternative 2 because no businesses would be acquired.

Alternative 3: Express Lanes Build Alternative

When properties are permanently acquired for new ROW, the property tax base is reduced. The removal of residences and business operations and the acquisition of ROW for the proposed project for Alternative 3 would result in the loss of property tax revenue.

Alternative 3 may require the acquisition of 42 residential units (23 single-family residences and 19 multi-family units) and 12 nonresidential properties, as discussed in the RIS. Alternative 3 would result in 35 residential acquisitions in Fontana, along with 4 single-family residences in Montclair and 3 single-family residences in Ontario. According to the jurisdiction's 2013-2014 Annual Budgets, property tax revenue for Montclair was \$2,459,398, Ontario was \$41,250,000, and Fontana was

\$108,133,010. Fontana's property tax revenue is significantly higher than the other affected jurisdictions along the project corridor, and it is anticipated the acquisition of these residential properties in any of the affected cities would not result in a significant decrease in property tax revenue as a result of the proposed project.

Temporary impacts should have little or no impact on property values in the proposed project area because the project would be constructed along an existing ROW, business access would be maintained throughout construction, and temporary impacts would end when construction of the proposed project is finalized.

Sales tax may decrease as a result of the 12 nonresidential properties that may be acquired or displaced in Montclair, Fontana, Rialto, and Colton. The displacement of the Water District Pump House would not result in any changes to sales tax because it would be relocated on the same parcel. The total sales tax revenue collected in 2013 was \$30,300,000 in Fontana; \$7,218,000 in Rialto; and \$5,827,000 in Colton. Acquisition of the nonresidential properties would result in an insignificant decrease in sales tax revenue along the total project area because most businesses would be relocated within the same city or area vicinity and the tax would remain within the City's tax base. The overall impact would not be adverse due to the small proportion of sales tax generated from these businesses compared to the overall sales tax generated in the cities. Impacts to sales tax would be temporary until the relocation process has been completed for the project.

4.2.3 Avoidance, Minimization, and/or Mitigation Measures

Mitigation measures COM-9 and COM-10, as well as the TMP discussed above in Section 4.1.3, would be implemented to minimize economic impacts.

4.3 Community Facilities and Services

Many community facilities and services are located in the I-10 corridor study area (Figures 4-1 through 4-5), including fire protection and emergency medical services, law enforcement, schools, and other public facilities (e.g., libraries, city halls, and post offices) that may be affected as a result of the proposed project.

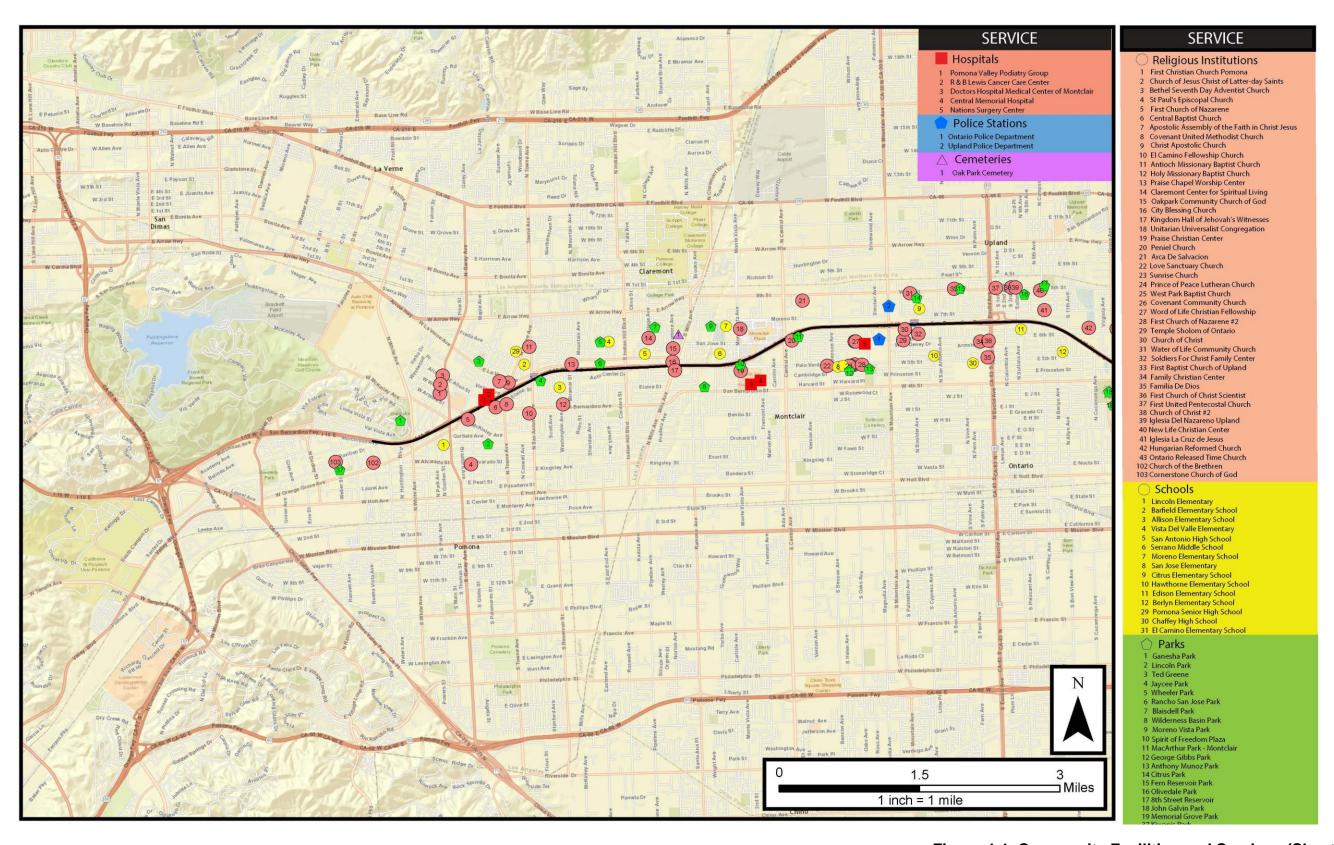


Figure 4-1. Community Facilities and Services (Sheet 1 of 5)

Interstate 10 Corridor Project Community Impact Assessment			

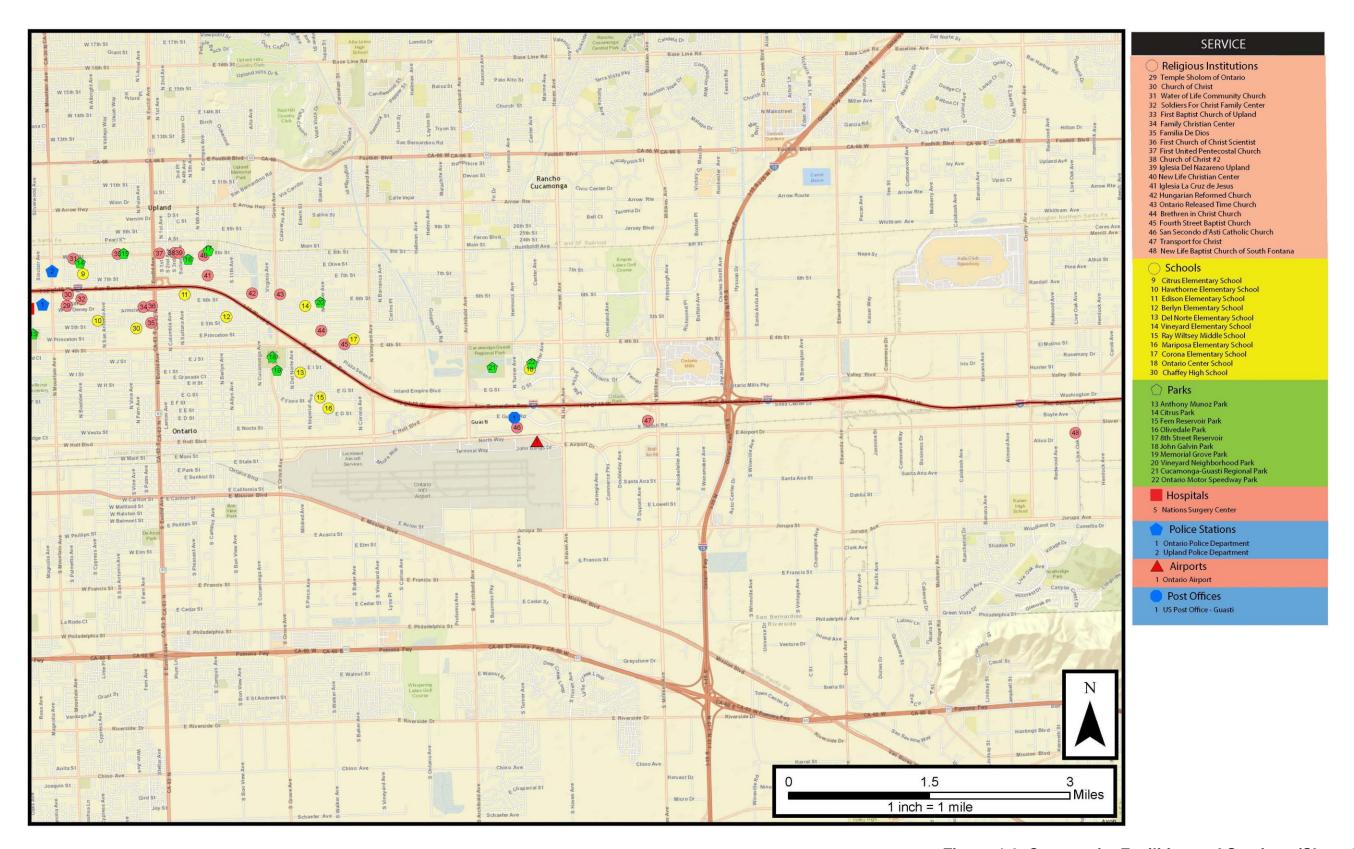


Figure 4-2. Community Facilities and Services (Sheet 2 of 5)

Interstate 10 Corridor Project Community Impact Assessment			
Community Impact Assessment			

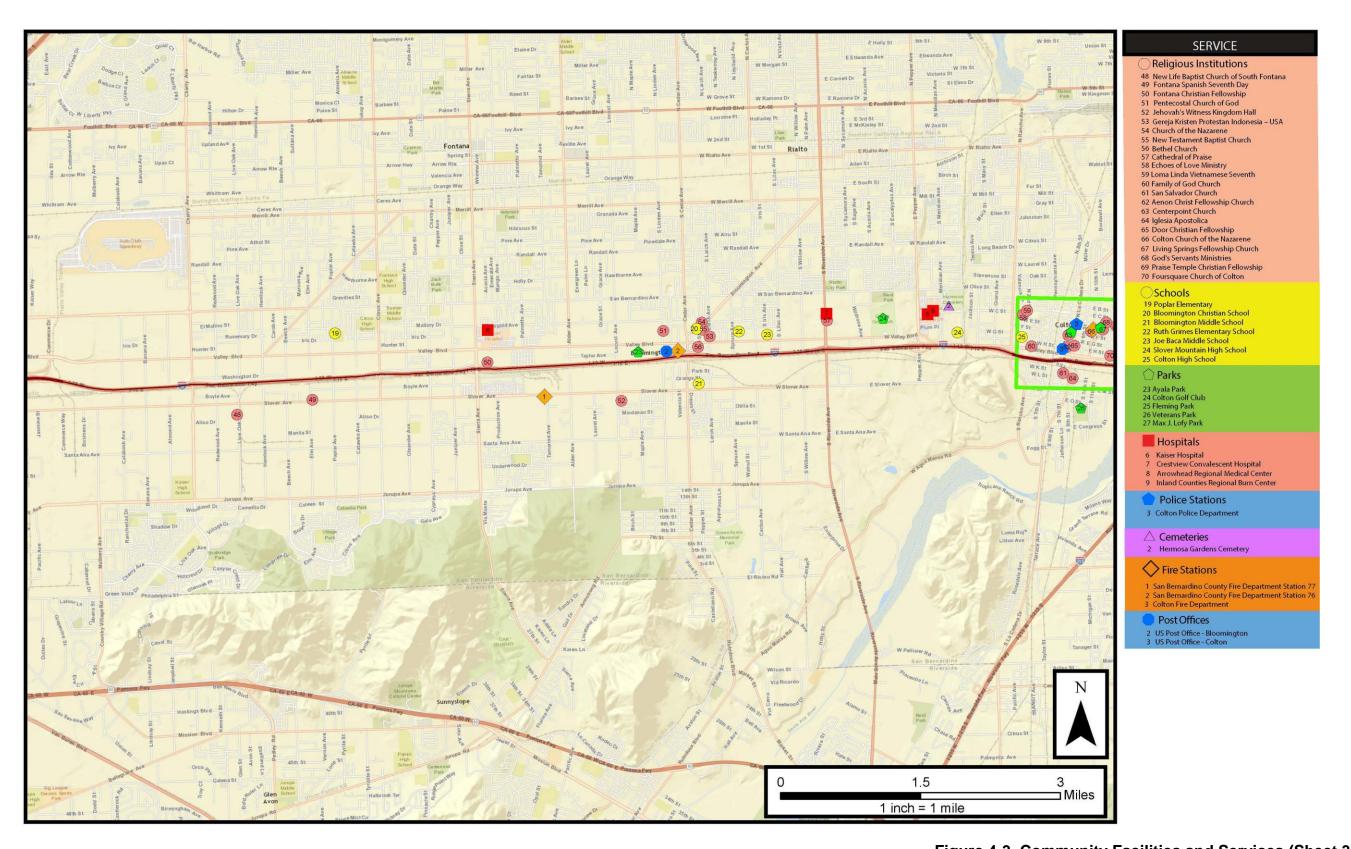


Figure 4-3. Community Facilities and Services (Sheet 3 of 5)

Interstate 10 Corridor Project Community Impact Assessment			

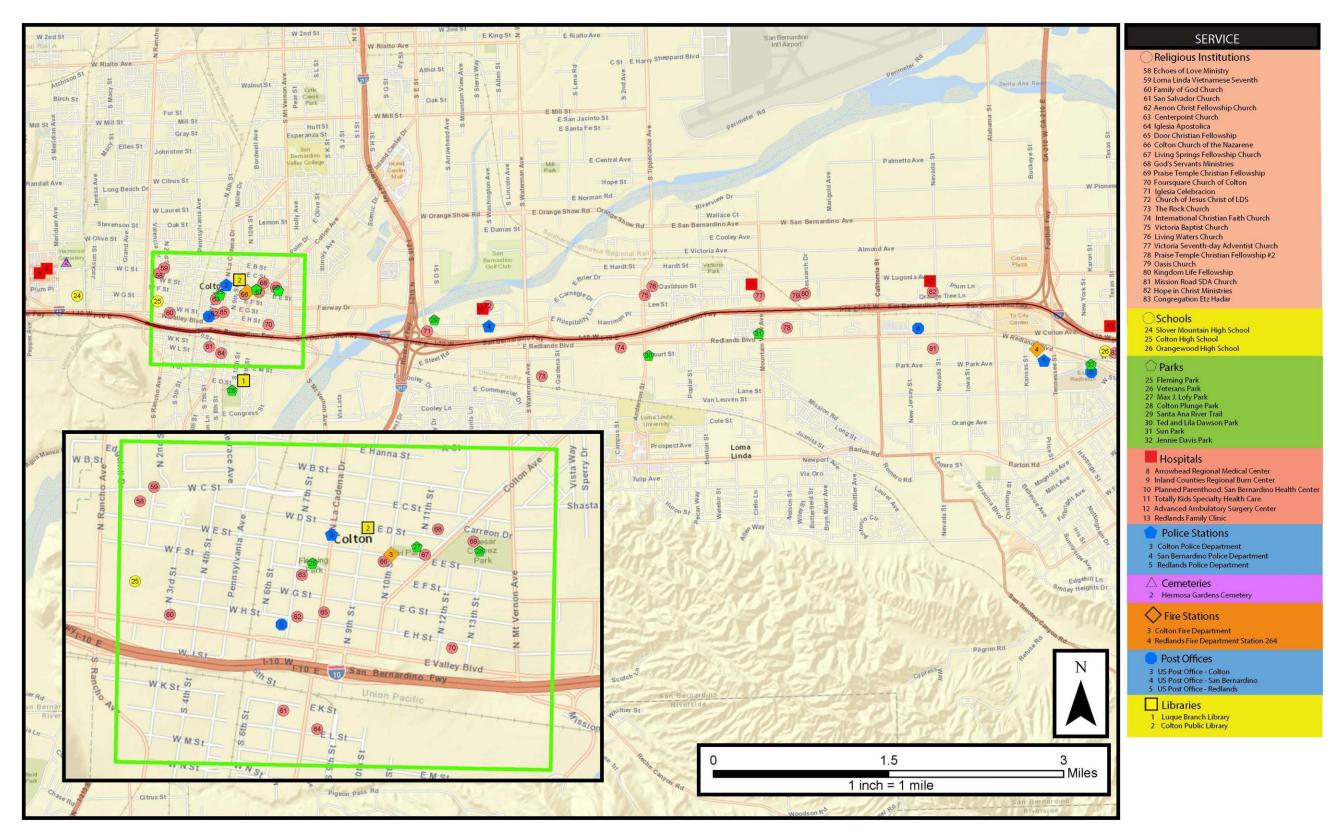


Figure 4-3. Community Facilities and Services (Sheet 4 of 5)

Internation 10 Commission Project		
interstate 10 Corndor Project		
Interstate 10 Corridor Project Community Impact Assessment		

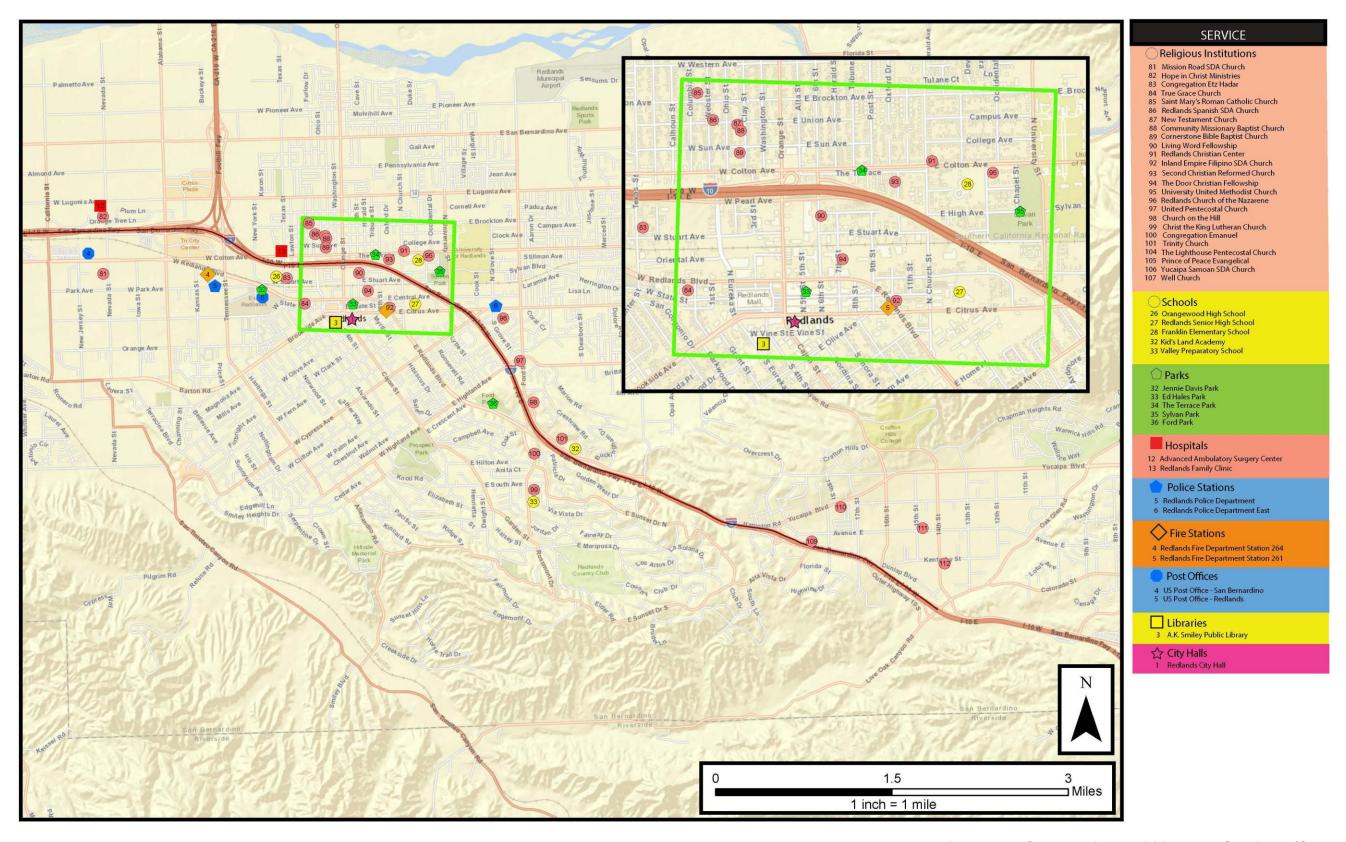
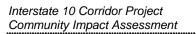


Figure 4-4. Community Facilities and Services (Sheet 5 of 5)



4.3.1 Affected Environment

4.3.1.1 Community Facilities

Table 4-9 identifies existing community facilities located within the affected project area.

Table 4-9. Community Facilities and Services

No.	Name	Address	City	Map Sheet No.
		Medical Facilities		
1	Pomona Valley Podiatry Group	1900 Royalty Drive	Pomona	1
2	R & B Lewis Cancer Care Center	1910 Royalty Drive	Pomona	1
3	Doctors Hospital Medical Center of Montclair	5000 San Bernardino Street	Montclair	1
4	Central Memorial Hospital	9620 Fremont Avenue	Montclair	1
5	Nations Surgery Center	West 6 th Street / North Elderberry Avenue	Ontario	1
6	Kaiser Hospital	9961 Sierra Avenue	Fontana	3
7	Crestview Convalescent Hospital	1471 S Riverside Avenue	Rialto	3
8	Arrowhead Regional Medical Center	400 North Pepper Avenue	Colton	3
9	Inland Counties Regional Burn Center	400 North Pepper Avenue	Colton	3
10	Planned Parenthood: San Bernardino Health Center	1873 South Commercenter Drive West	San Bernardino	4
11	Totally Kids Specialty Health Care	1720 Sterling Avenue	Loma Linda	4
12	Advanced Ambulatory Surgery Center	1901 West Lugonia Avenue	Redlands	4
13	Redlands Family Clinic	802 West Colton Avenue	Redlands	4
		Parks		
1	Ganesha Park	1575 North White Avenue	Pomona	1
2	Lincoln Park	400 East Lincoln Avenue	Pomona	1
3	Ted Greene Park	2105 North Orange Grove Avenue	Pomona	1
4	Jaycee Park	2000 North San Antonio Avenue	Pomona	1
5	Wheeler Park	626 Vista Drive	Claremont	1
6	Rancho San Jose Park	600 block of West San Jose Avenue	Claremont	1

Table 4-9. Community Facilities and Services

No.	Name	Address	City	Map Sheet No.
7	Blaisdell Park	440 South College Avenue	Claremont	1
8	Wilderness Basin Park	4594 San Bernardino Street	Montclair	1
9	Moreno Vista Park	4675 Moreno Street	Montclair	1
10	Spirit of Freedom Plaza	Monte Vista Avenue and Palo Verde Street	Montclair	1
11	MacArthur Park	5450 Deodor Street	Montclair	1
12	George Gibbs Park	West Princeton Street (between North Benson Avenue and North Oaks Avenue)	Ontario	1
13	Anthony Munoz Park	1240 West 4 th Street	Ontario	1
14	Citrus Park	8 th Street between San Antonio Avenue and Mountain Avenue	Upland	1
15	Fern Reservoir Park	8 th Street between Euclid Avenue and San Antonio Avenue	Upland	1
16	Olivedale Park	8 th Street between Campus Avenue and Sultana Avenue	Upland	1
17	8 th Street Reservoir	8 th Street and Campus Avenue	Montclair	1
18	John Galvin Park	East 4 th Street and North Grove Avenue	Ontario	1
19	Memorial Grove Park	East I Street and North Grove Avenue	Ontario	1
20	Vineyard Neighborhood Park	6 th Street and Baker Avenue	Ontario	2
21	Cucamonga-Guasti Regional Park	800 North Archibald Avenue	Ontario	2
22	Ontario Motor Speedway Park	Center Avenue and Concours Street	Ontario	2
23	Ayala Park	18313 Valley Boulevard	Bloomington	3
24	Colton Golf Club	1901 West Valley Boulevard	Colton	3
25	Fleming Park	525 North La Cadena Drive	Colton	3
26	Veterans Park	290 East O Street	Colton	3
27	Max J. Lofy Park	525 North La Cadena Drive	Colton	3
28	Colton Plunge Park	North Colton Avenue and East E Street	Colton	4
29	Santa Ana River Trail	Santa Ana River	San Bernardino	4
30	Ted and Lila Dawson Park	Anderson Street and Court Street	Loma Linda	4
31	Sun Park	Mountain View Avenue / Sun Avenue	Loma Linda	4
32	Jennie Davis Park	923 West Redlands Boulevard	Redlands	4

174

Table 4-9. Community Facilities and Services

No.	Name	Address	City	Map Sheet No.
33	Ed Hales Park	101 East State Street	Redlands	5
34	The Terrace Park	100-700 East Colton Avenue	Redlands	5
35	Sylvan Park	730 Chapel Street	Redlands	5
36	Ford Park	955 Parkford Drive	Redlands	5
37	Kiwanis Park	954 Weber Street	Pomona	1
		Schools		
1	Lincoln Elementary	1200 North Gordon Street	Pomona	1
2	Barfield Elementary School	2181 North San Antonio Avenue	Pomona	1
3	Allison Elementary School	1011 Russell Place	Pomona	1
4	Vista Del Valle Elementary	550 Vista Drive	Claremont	1
5	San Antonio High School	125 West San Jose Avenue	Claremont	1
6	Serrano Middle School	4725 San Jose Street	Montclair	1
7	Moreno Elementary School	4825 Moreno Street	Montclair	1
8	San Jose Elementary	2015 Cadillac Drive	Pomona	1
9	Citrus Elementary School	925 West 7 th Street	Upland	1
10	Hawthorne Elementary School	705 West Hawthorne Street	Ontario	1
11	Edison Elementary School	515 East 6 th Street	Ontario	1
12	Berlyn Elementary School	1320 North Berlyn Avenue	Ontario	1
13	Del Norte Elementary School	850 North Del Norte Avenue	Ontario	2
14	Vineyard Elementary School	1500 East 6 th Street	Ontario	2
15	Ray Wiltsey Middle School	1450 East G Street	Ontario	2
16	Mariposa Elementary School	1605 East D Street	Ontario	2
17	Corona Elementary School	1140 North Corona Avenue	Ontario	2
18	Ontario Center School	835 North Center Avenue	Ontario	2
19	Poplar Elementary	9937 Poplar Avenue	Fontana	3
20	Bloomington Christian School	9904 Bloomington Avenue	Bloomington	3
21	Bloomington Middle School	18829 Orange Street	Bloomington	3
22	Ruth Grimes Elementary School	1609 Spruce Avenue	Bloomington	3
23	Joe Baca Middle School	1640 South Lilac Avenue	Bloomington	3
24	Slover Mountain High School	18829 Orange Street	Bloomington	3
25	Colton High School	777 West Valley Boulevard	Colton	3
26	Orangewood High School	515 Texas Street	Redlands	4

Table 4-9. Community Facilities and Services

No.	Name	Address	City	Map Sheet No.
27	Redlands Senior High School	840 East Citrus Avenue	Redlands	5
28	Franklin Elementary School	850 East Colton Avenue	Redlands	5
29	Pomona Senior High School	475 Bangor Street	Pomona	1
30	Chaffey High School	1245 North Euclid Avenue	Ontario	1
31	El Camino Elementary School	1525 West 5 th Street	Ontario	1
32	Kid's Land Academy	767 Devonshire Drive	Redlands	5
33	Valley Preparatory School	1605 Ford Street	Redlands	5
		Post Offices		
1	U.S. Post Office - Guasti	323 North Turner Avenue	Ontario	1
2	U.S. Post Office - Bloomington	10191 Linden Avenue	Bloomington	3
3	U.S. Post Office - Colton	265 North 7 th Street	Colton	3
4	U.S. Post Office - San Bernardino	1900 West Redlands Boulevard	San Bernardino	4
5	U.S. Post Office - Redlands	404 New York Street	Redlands	4
		Fire Stations		
1	San Bernardino County Fire Department Station 77	17459 Slover Avenue	Fontana	3
2	San Bernardino County Fire Department Station 76	10174 Magnolia Street	Bloomington	3
3	Colton Fire Department	303 East E Street	Colton	3
4	Redlands Fire Department Station 264	1270 West Park Avenue	Redlands	4
5	Redlands Fire Department Station 261	525 East Citrus Avenue	Redlands	5
		Religious Institutions		
1	First Christian Church Pomona	1751 Park Avenue	Pomona	1
2	Church of Jesus Christ of Latter-day Saints	175 West Willow Street	Pomona	1
3	Bethel Seventh Day Adventist Church	1921 North Garey Avenue	Pomona	1
4	St Paul's Episcopal Church	242 East Alvarado Street	Pomona	1
5	First Church of Nazarene	217 East McKinley Avenue	Pomona	1
6	Central Baptist Church	395 San Bernardino Avenue	Pomona	1

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Table 4-9. Community Facilities and Services

No.	Name	Address	City	Map Sheet No.
7	Apostolic Assembly of the Faith in Christ Jesus	2079 North Towne Avenue	Pomona	1
8	Covenant United Methodist Church	1750 North Towne Avenue	Pomona	1
9	Christ Apostolic Church	2085 North Towne Avenue	Pomona	1
10	El Camino Fellowship Church	1665 North San Antonio Avenue	Pomona	1
11	Antioch Missionary Baptist Church	2343 North San Antonio Avenue	Pomona	1
12	Holy Missionary Baptist Church	1013 San Bernardino Avenue	Pomona	1
13	Praise Chapel Worship Center	1135 East La Verne Avenue	Pomona	1
14	Claremont Center for Spiritual Living	1135 East La Verne Avenue	Claremont	1
15	Oakpark Community Church of God	616 South Sycamore Avenue	Claremont	1
16	City Blessing Church	735 Mills Avenue	Claremont	1
17	Kingdom Hall of Jehovah's Witnesses	9551 Mills Avenue	Montclair	1
18	Unitarian Universalist Congregation	9185 Monte Vista Avenue	Montclair	1
19	Praise Christian Center	9525 Monte Vista Avenue	Montclair	1
20	Peniel Church	5360 San Jose Street	Montclair	1
21	Arca De Salvacion	8939 Vernon Avenue	Montclair	1
22	Love Sanctuary Church	5655 Palo Verde Street	Montclair	1
23	Sunrise Church	1355 West 5 th Street	Ontario	1
24	Prince of Peace Lutheran Church	1415 West 5 th Street	Ontario	1
25	West Park Baptist Church	1355 West 5 th Street	Ontario	1
26	Covenant Community Church	1355 West 6 th Street	Ontario	1
27	Word of Life Christian Fellowship	1355 West 6 th Street	Ontario	1
28	First Church of Nazarene	1311 West 5 th Street	Ontario	1
29	Temple Sholom of Ontario	717 East 7 th Street	Ontario	1
30	Church of Christ	1550 North Palmetto Avenue	Ontario	1
31	Water of Life Community Church	1020 West 8 th Street	Upland	1

177

Table 4-9. Community Facilities and Services

No.	Name	Address	City	Map Sheet No.
32	Soldiers For Christ Family Center	1522 North Boulder Avenue	Ontario	1
33	First Baptist Church of Upland	531 West 8 th Street	Upland	1
34	Family Christian Center	1305 North Euclid Avenue	Ontario	1
35	Familia De Dios	1305 North Euclid Avenue	Ontario	1
36	First Church of Christ Scientist	1429 North Euclid Avenue	Ontario	1
37	First United Pentecostal Church	89 East 8 th Street	Upland	1
38	Church of Christ	196 South 3 rd Avenue	Upland	1
39	Iglesia Del Nazareno Upland	197 South Sultana Avenue	Upland	1
40	New Life Christian Center	205 South Campus Avenue	Upland	1
41	Iglesia La Cruz de Jesus	717 East 7 th Street	Upland	1
42	Hungarian Reformed Church	1053 East 6 th Street	Ontario	1
43	Ontario Released Time Church	1534 North Amador Avenue	Ontario	1
44	Brethren in Christ Church	1205 North Baker Avenue	Ontario	2
45	Fourth Street Baptist Church	1725 East 4 th Street	Ontario	2
46	San Secondo d'Asti Catholic Church	250 North Turner Avenue	Ontario	2
47	Transport for Christ	4265 East Guasti Road	Ontario	2
48	New Life Baptist Church of South Fontana	10654 Live Oak Avenue	Fontana	2
49	Fontana Spanish Seventh Day	15514 Slover Avenue	Fontana	3
50	Fontana Christian Fellowship	17049 Valley Boulevard	Bloomington	3
51	Pentecostal Church of God	9999 Linden Avenue	Bloomington	3
52	Jehovah's Witness Kingdom Hall	10575 Locust Avenue	Bloomington	3
53	Gereja Kristen Protestan Indonesia – USA	10039 Larch Avenue	Bloomington	3
54	Church of the Nazarene	9904 Bloomington Avenue	Bloomington	3
55	New Testament Baptist Church	9988 Olive Street	Bloomington	3
56	Bethel Church	10140 Vine Street	Bloomington	3
57	Cathedral of Praise	1521 South Riverside Avenue	Rialto	3
58	Echoes of Love Ministry	710 West C Street	Colton	3

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Table 4-9. Community Facilities and Services

No.	Name	Address	City	Map Sheet No.
59	Loma Linda Vietnamese Seventh	711 West C Street	Colton	3
60	Family of God Church	246 North 3 rd Street	Colton	3
61	San Salvador Church	178 West K Street	Colton	3
62	Aenon Christ Fellowship Church	175 West H Street	Colton	3
63	Centerpoint Church	170 West F Street	Colton	3
64	Iglesia Apostolica	147 East L Street	Colton	3
65	Door Christian Fellowship	338 North La Cadena Drive	Colton	3
66	Colton Church of the Nazarene	292 East E Street	Colton	3
67	Living Springs Fellowship Church	Colton Avenue / East E Street	Colton	3
68	God's Servants Ministries	461 East D Street	Colton	3
69	Praise Temple Christian Fellowship	670 Colton Avenue	Colton	3
70	Foursquare Church of Colton	540 East H Street	Colton	3
71	Iglesia Celebracion	1942 South E Street	San Bernardino	4
72	Church of Jesus Christ of LDS	1942 South E Street	San Bernardino	4
73	The Rock Church	2345 South Waterman Avenue	San Bernardino	4
74	International Christian Faith Church	24735 Redlands Boulevard	San Bernardino	4
75	Victoria Baptist Church	1192 East Davidson Street	San Bernardino	4
76	Living Waters Church	1192 East Davidson Street	San Bernardino	4
77	Victoria Seventh-day Adventist Church	1860 Mountain View Avenue	Redlands	4
78	Praise Temple Christian Fellowship	10421 Corporate Drive	Redlands	4
79	Oasis Church	1125 Research Drive	Colton	4
80	Kingdom Life Fellowship	1125 Research Drive	Redlands	4
81	Mission Road SDA Church	721 Nevada Street	Redlands	4
82	Hope in Christ Ministries	1902 Orange Tree Lane	Redlands	4
83	Congregation Etz Hadar	516 Texas Street	Redlands	4
84	True Grace Church	501 West Redlands Boulevard	Redlands	5
85	Saint Mary's Roman Catholic Church	1214 Columbia Street	Colton	5

Table 4-9. Community Facilities and Services

No.	Name	Address	City	Map Sheet No.
86	Redlands Spanish SDA Church	320 West Union Avenue	Redlands	5
87	New Testament Church	961 Clay Street	Redlands	5
88	Community Missionary Baptist Church	961 Clay Street	Redlands	5
89	Cornerstone Bible Baptist Church	831 Clay Street	Redlands	5
90	Living Word Fellowship	200 East High Avenue	Redlands	5
91	Redlands Christian Center	804 Church Street	Redlands	5
92	Inland Empire Filipino SDA Church	604 East State Street	Redlands	5
93	Second Christian Reformed Church	727 11 th Street	Redlands	5
94	The Door Christian Fellowship	304 7 th Street	Redlands	5
95	University United Methodist Church	940 East Colton Avenue	Redlands	5
96	Redlands Church of the Nazarene	1307 East Citrus Avenue	Redlands	5
97	United Pentecostal Church	1307 East Citrus Avenue	Redlands	5
98	Church on the Hill	1445 Ford Street	Redlands	5
99	Christ the King Lutheran Church	1505 Ford Street	Redlands	5
100	Congregation Emanuel	1495 Ford Street	Redlands	5
101	Trinity Church	1551 Reservoir Rd	Redlands	5
102	Church of the Brethren	875 West Orange Grove Avenue	Pomona	1
103	Cornerstone Church of God	1041 Weber Street	Pomona	1
104	The Lighthouse Pentecostal Church	31646 Dunlap Boulevard	Yucaipa	5
105	Prince of Peace Evangelical Church	31785 Yucaipa Boulevard	Yucaipa	5
106	Yucaipa Samoan SDA Church	32360 Avenue E	Yucaipa	5
107	Well Church	12717 14 th Street	Yucaipa	5

180

Table 4-9. Community Facilities and Services

No.	Name	Address	City	Map Sheet No.				
Cemeteries								
1	Oak Park Cemetery	410 South Sycamore Avenue	Claremont	1				
2	Hermosa Gardens Cemetery	900 Meridian Avenue	Colton	3				
Police Stations								
1	Ontario Police Department	South Mountain Avenue / West 6 th Street	Ontario	1				
2	Upland Police Department	North Mountain Avenue / West 8 th Street	Upland	1				
3	Colton Police Department	650 North La Cadena Drive	Colton	3				
4	San Bernardino Police Department	East Hospitality Lane / Diners Court	San Bernardino	4				
5	Redlands Police Department	1270 West Park Avenue	Redlands	4				
6	Redlands Police Department East	East Citrus Avenue / North Grove Street	Redlands	5				
Airports								
1	LA/Ontario International Airport	North Archibald Avenue / East Airport Drive	Ontario	2				
Libraries								
1	Colton Public Library	656 North 9 th Street	Colton	4				
2	Luque Branch Library	294 East O Street	Colton	4				
3	A. K. Smiley Public Library	125 West Vine Street	Redlands	5				
City Halls								
1	Redlands City Hall	35 Cajon Street	Redlands	5				

Source: Google Earth, 2015.

4.3.1.2 Emergency Services

Fire protection and emergency services are jointly provided by the respective jurisdictions and the County, depending on the location of the emergency. In addition, each municipality contracts its emergency service transportation services to private ambulance companies. There are no emergency service providers located in unincorporated Los Angeles County that provide services for the study area.

San Bernardino County

Division 1, Valley Region – 15 stations. The Valley Division encompasses the western half of the San Bernardino Valley. The division has contiguous boundaries with the communities of San Bernardino, Colton, Rialto, Rancho Cucamonga, and Ontario and shares its southern boundary with Riverside County.

Station No. 72, 15380 San Bernardino Avenue, Fontana. This station protects Fontana and unincorporated areas of San Bernardino County. It also serves as the administrative headquarters of the Valley Division.

Station No. 73, 14360 Arrow Boulevard, Fontana. This station protects Fontana and unincorporated areas of San Bernardino County, including the California Speedway.

Station No. 74, 11500 Live Oak Avenue, Fontana. This station is located in the Southridge area of southwest Fontana. This station also serves as a substation for the Fontana Police Department.

Station No. 76, 10174 Magnolia Street, Bloomington. This station serves the communities of Bloomington, Crestmore, and Fontana.

Station No. 77, 17459 Slover Avenue, Fontana. This station serves the south Fontana area, including Kaiser Hospital, I-10, and numerous commercial shopping centers.

4.3.1.3 Utilities

This subsection summarizes major utilities found within the project area. There are approximately 655 utilities within the project area, including overhead and underground electrical, natural gas, oil and gasoline pipelines, liquid oxygen line, hydrogen gas line, nitrogen gas line, telephone and communication, cable television, water, and sewer. Most of the utilities run perpendicular to I-10 or along the local streets, while approximately 17 facilities run parallel to I-10. Utilities in the project area are shown in Table 4-10 or identified below. These service providers have utility lines in areas that would become the ROW for the I-10 Corridor Project.

Table 4-10. Utilities

Jurisdiction	Fire	Police	Waste Collection	Water	Gas	Electricity
Pomona	City	City/California Highway Patrol (CHP)	City	City	Southern California Gas	Southern California Edison
Claremont	City	City/CHP	City	City	Southern California Gas	Southern California Edison
Montclair	City	City/CHP	City	Monte Vista Water District	Southern California Gas	Southern California Edison
Upland	City	City/CHP	City/Burrtec	City	Southern California Gas	Southern California Edison
Ontario	City	City/CHP	City/Municipal Utilities Company	Municipal Utilities Company	Southern California Gas	Southern California Edison
Fontana	City	City/CHP	Burrtec	Fontana Water Company	Southern California Gas	Southern California Edison
Bloomington	San Bernardino County	San Bernardino County Sherriff (Fontana Station)/CHP	EDCO Disposal Services	West Valley Water District	Southern California Gas	Southern California Edison
Rialto	City	City/CHP	City/Burrtec	West Valley Water District	Southern California Gas	Southern California Edison
Colton	City	City/CHP	Republic Services	City	Southern California Gas	Southern California Public Power Authority
San Bernardino	City	City/CHP	City	East Valley Water District	Southern California Gas	Southern California Edison
Loma Linda	City	City/CHP	City	City	Southern California Gas	Southern California Edison
Redlands	City	City/CHP	City	City/ Redlands Municipal Utilities	Southern California Gas	Southern California Edison
Yucaipa	City/ California Department of Forestry and Fire Protection	City/CHP	City/Burrtec	Yucaipa Valley Water District	Southern California Gas	Southern California Edison

Note: Information was collected from each affected jurisdiction's Website in 2014.

Landfills

A landfill is a carefully designed structure built into or on top of the ground in which trash is isolated from the surrounding environment (i.e., groundwater, air, rain). This isolation is accomplished with a bottom liner and daily covering of soil. The following landfills and transfer stations serve the affected project area.

In Los Angeles County, the nearest landfill is almost 20 miles from the project area. The County of San Bernardino Solid Waste Management Department owns and operates two landfills in the Valley Region of San Bernardino County.

San Timoteo Landfill

Owned and operated by County of San Bernardino Solid Waste Management, 31 Refuse Road, Redlands. This landfill is a Class III landfill. This landfill has a permitted capacity of 2,000 tons per day and has a remaining capacity of 13,605,488 cubic yards. The estimated closure year is 2043.

Mid-Valley Landfill

Owned and operated by County of San Bernardino Solid Waste Management, 2390 N. Alder Avenue, Rialto. This landfill is a Class III landfill. This landfill has a permitted capacity of 7,500 tons per day and has a remaining capacity of 67,520,000 cubic yards. The estimated closure year is 2033.

Wastewater Treatment Plants

The following wastewater treatment plants are located within the vicinity of the proposed project.

- Pomona Water Reclamation Plant
 295 Humane Way, Pomona
- Water Facilities Authority
 1775 North Benson Avenue, Upland
- Regional Water Recycling Plant #1
 2450 E. Philadelphia Street, Ontario
- Regional Water Recycling Plant #4
 12811 6th Street, Rancho Cucamonga
- Carbon Canyon Water Recycling Facility 14950 Telephone Avenue, Chino

- Regional Water Recycling Plant #5 6063 Kimball Avenue, Chino
- Regional Water Recycling Plant #2
 16400 El Prado Road, Chino
- City of Rialto Municipal Wastewater Treatment Plant 501 E. Santa Ana Avenue, Bloomington
- Colton/San Bernardino Rapid Infiltration and Extraction Treatment Plant 1990 W. Agua Mansa Road, Colton
- City of Colton Wastewater Treatment Plant
 1201 South Rancho Avenue, Colton
- San Bernardino Water Reclamation Facility
 399 Chandler Place, San Bernardino
- Redlands Wastewater Treatment Facility
 1950 Nevada Street, Redlands
- Yucaipa Valley Water District Sewage Treatment Plant Crow Canyon, west of I-10, Yucaipa

4.3.2 Environmental Consequences

4.3.2.1 Community Facilities

Alternative 1: No Build Alternative

The No Build Alternative would maintain the current configurations of I-10 in the study area. Under the No Build Alternative, the project would not be constructed, and no impacts to community facilities would occur.

Alternative 2: HOV Lane Build Alternative

No permanent impacts to community facilities are anticipated for Alternative 2.

Alternative 3: Express Lanes Build Alternative

As discussed in Chapter 2, Land Use, there would be a partial acquisition of MacArthur Park under Alternative 3. Although the acquisition area would minimally reduce the overall size of the park, it would not inhibit existing recreational activities within the park. In addition, no community facilities impacts would create any indirect impacts as a result of the proposed project.

Alternative 3 would add additional capacity along this freeway segment and beyond, thereby providing enhanced access to and from LA/Ontario International Airport and

the surrounding area, which also includes significant logistics, UPS airlines, and distribution businesses developed around the airport. Coordination, including an interview, was conducted with the General Manager of the airport and is documented in the EIR/EIS for this project.

The proposed project would be built along an existing corridor and would not create any permanent repercussions for the proposed project corridor or surrounding area.

Temporary Impacts

Access to these community facilities may be affected during construction, and additional circulation impacts are addressed in Chapter 5, Traffic and Transportation/Pedestrian and Bicycle Facilities. The Ramp Closure Study (Appendix E of this document) provides further detail regarding ramp closures during construction.

Long-term closure (6 to 12 months) that could affect access to schools may be required during bridge construction. Coordination with affected schools would be ongoing. It is anticipated that San Antonio Avenue and Richardson Street would experience long-term, temporary impacts and would affect access to/from nearby schools. These impacts are subject to change as the design process moves forward.

In addition, under Alternative 3, a 0.07-acre TCE would be required at Edison Elementary School for retaining wall construction and profile change near Sultana Avenue. The proposed TCE is adjacent to mature trees and an existing grass field, which is likely used for recreational activities.

Although the TCE associated with Alternative 3 may temporarily reduce the overall area available for recreation at Edison Elementary School during construction, it would not affect existing recreational activities, features, or attributes at the school because the area consists of landscaping and does not partially or fully contain recreational features.

Cumulative Impacts

Alternative 2: HOV Lane Build Alternative

No cumulative impacts are anticipated as a result of Alternative 2 because there are no permanent impacts.

Alternative 3: Express Lanes Build Alternative

Alternative 3 is not expected to have an adverse cumulative impact on community facilities when considered with any transportation, commercial, industrial, or residential projects because other than MacArthur Park, discussed above and in Chapter 2, Land Use, implementation of the proposed project would not result in any permanent impacts to community facilities.

4.3.2.2 Emergency Services

Alternative 1: No Build Alternative

The No Build Alternative would maintain the current configurations of I-10 in the study area. Under the No Build Alternative, the existing multimodal transportation system would not be improved, and emergency response times would continue to worsen.

Common to Both Build Alternatives

Under both build alternatives, there would be an improvement in travel times for emergency response vehicles. For many neighborhoods, the project would provide improved emergency access in the way of shorter response times due to less roadway congestion on existing local arterials and highways. Under any of the build alternatives, CHP operations would become more efficient. Beneficial indirect impacts to emergency services would also result from the improved response times for the proposed project corridor or surrounding area.

Temporary Impacts

Alternative 2: HOV Lane Build Alternative

Area residents would endure greater impacts resulting from construction activities compared to the surrounding population. Once construction is complete, traffic circulation would soon return to normal. A TMP would be implemented to ensure emergency services run smoothly during construction. Coordination with local jurisdictions and emergency service providers will be made during the final design to identify emergency service routes that serve hospitals, fire/police stations, emergency shelters, emergency command centers, and other facilities that provide essential services in times of emergencies within the study area. These emergency service routes would be maintained during construction or alternate routes provided. Construction for Alternative 2 would last 42 months.

Alternative 3: Express Lanes Build Alternative

Alternative 3 would result in the same general temporary impacts that are identified for Alternative 2; however, the construction period would last 60 months, resulting in increased temporary impacts on emergency services.

Cumulative Impacts

The build alternatives are not expected to have an adverse cumulative impact on emergency services when considered with any transportation, commercial, industrial, or residential projects because implementation of the proposed project would not result in any permanent impacts to emergency services.

4.3.2.3 Utilities

Alternative 1: No Build Alternative

The No Build Alternative would maintain the current configurations of I-10 in the study area. Under the No Build Alternative, the project would not be constructed, and no impacts to utilities would occur.

Common to Both Build Alternatives

The proposed improvements under Alternatives 2 and 3 would result in the relocation of some major electrical and water utilities, but they would not adversely affect the long-term operations of these utilities.

Up to 131 of the 665 utilities within the project area, including 4 cable television, 6 fiber-optic lines, 14 gas lines, 6 gasoline lines, 1 petroleum line, 28 power/electrical lines, 1 power transformer, 20 sewer lines, 1 storm drain line, 6 telephone lines, 2 wastewater lines, 40 water lines, and 2 unknown utility lines, have the potential to be affected by the proposed improvements. Up to 71 of these potentially affected utilities would require minor to moderate work, such as extending the utility, constructing a structure or encasement around the utility, pouring a slurry mixture over the utility, or requiring a hand digging method when performing excavation around the utility. Up to 60 utilities would need to be removed and completely relocated to accommodate the proposed project improvements.

Utility facility relocations, removals, and/or protection in-place would be necessary in areas where project construction would occur. As a result, utility services could be temporarily interrupted or facilities damaged. The decision on relocation, removal,

and/or protection in-place would be made during final design in consultation with the owner of each affected utility.

Alternative 3: Express Lanes Build Alternative

During project construction, the Monte Vista Water District pump house facility would be displaced in Montclair. During final design, Caltrans will work with the Monte Vista Water District to reconfigure the site, relocate the pump house, and maintain temporary and permanent utility service to the District's customers.

Temporary Impacts

Alternative 2: HOV Lane Build Alternative

Impacts to facilities would occur within the State ROW for I-10. Utility facility relocations, removals, and/or protection in-place would be necessary in areas where project construction would occur. As a result, utility services could be temporarily interrupted or facilities damaged. The decision on relocation, removal, and/or protection in-place would be made during final design in consultation with the owner of each affected utility.

The proposed project would have a prolonged period of construction for both build alternatives. Once construction is complete, traffic circulation would return to normal. A TMP would be implemented to ensure any potential temporary effects to utilities are minimized.

Alternative 3: Express Lanes Build Alternative

Alternative 3 would result in the same temporary impacts that are identified for Alternative 2; however, the construction period would be longer, resulting in increased temporary impacts on utilities.

Cumulative Impacts

Utilities and emergency services are actively planned for and developed based on service needs of the area in which they are provided. Related transportation and public infrastructure projects impacts would be beneficial because they normally improve circulation in their respective project areas. Emergency services would benefit from improved access and circulation. The build alternatives are not expected to have an adverse cumulative impact on utilities when considered with any transportation, commercial, industrial, or residential projects.

4.3.3 Avoidance, Minimization, and/or Mitigation Measures

Community Services and Facilities

SANBAG and Caltrans would continue the outreach program discussed in Chapter 6, Public Involvement, to keep residents, businesses, community facilities, and any service providers within the affected area informed, and to inform the surrounding communities about the proposed project construction schedule, traffic-impacted areas and the TMP. Minimization measures, in addition to outreach programs, include the following:

- **COM-12.** Provision of motorist information (i.e., existing CMSs, portable CMSs, stationary ground-mounted signs, traffic radio announcements, and the Caltrans Highway Information Network [CHIN]).
- COM-13. Incorporation of traffic circulation construction strategies (i.e., lane closure restrictions during holidays and special local events, closure of secondary streets during construction to allow quick construction and reopening, lane modifications to maintain the number of lanes needed, allowing night work and extended weekend work, maintaining business access, and maintaining pedestrian and bicycle access).
- COM-14. Implementation of alternate and detour routes strategies; street/ intersection improvements (e.g., widening, pavement rehabilitation, removal of median) to provide added capacity to handle detour traffic; signal improvements; adjustment of signal timing and/or signal coordination to increase vehicle throughput, improve traffic flow and optimize intersection capacity; turn restrictions at intersections and roadways necessary to reduce congestion and improve safety; and parking restrictions on alternate and detour routes during work hours to increase capacity, reduce traffic conflicts, and improve access.
- **COM-15.** Coordination with the relevant parks and recreation departments of affected parks shall occur during construction to ensure the access and safety of users in the parks and trails adjacent to the proposed project.

Utilities

COM-16. Close coordination with utility service providers and the implementation of a public outreach program will be conducted to minimize impacts to surrounding communities.

4.4 Relocations

4.4.1 Affected Environment

This section summarizes information from the RIS. The RIS is part of the initial stage of the identification of project-related displacement impacts. A Final Relocation Impact Statement will be prepared prior to project approval and will provide more precise estimates of the residential and nonresidential displacements by the I-10 Corridor Project.

4.4.2 Environmental Consequences

Alternative 1: No Build Alternative

The No Build Alternative would maintain the current configurations of I-10 in the study area. Under the No Build Alternative, the project would not be constructed, and no impacts to relocations would occur.

Alternative 2: HOV Lane Build Alternative

Partial Acquisitions and Footing Easements: Under Alternative 2, six partial acquisitions would be required, totaling 0.33 acre. In addition, permanent underground footing easements would be needed at four parcels, totaling 0.14 acre.

Residential Displacements: No residential properties would be displaced, and no relocation of residential units would be required with implementation of Alternative 2.

Nonresidential Displacements: No nonresidential displacements would be required with implementation of Alternative 2.

Alternative 3: Express Lanes Build Alternative

Partial Acquisitions and Footing Easements: Under Alternative 3, 150 partial acquisitions would be required, totaling 9.82 acres. In addition, permanent underground footing easements would be needed at 134 parcels, totaling 4.39 acres. None of these partial acquisitions or permanent footing easements would result in the displacement of residences or businesses.

Residential Displacements: A total of 42 residential units would be acquired to construct Alternative 3, including 23 single-family residences and 19 units in multifamily residences. Total resident displacements are estimated at 109, based on an average of 2.58 residents per unit calculated by the 2010 U.S. Census. Under

Alternative 3, residential displacements would occur in the cities of Montclair, Ontario, and Fontana.

Nonresidential Displacements: Based on preliminary engineering, permanent displacement on 12 parcels that are currently used for nonresidential purposes would be required to construct Alternative 3. The utility-related structure identified in Table 4-11 would be displaced to a different location on its existing parcel, which would not result in full acquisition of the parcel. These nonresidential displacements would occur in the cities of Montclair, Fontana, Rialto, and Colton. To the extent feasible, during the project approval and final design phase of the project, ROW impacts to these parcels would be minimized and some may be avoided. The property owners of impacted parcels would be entitled to compensation to the extent provided by law in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act, as amended.

Table 4-11. Potential Displacements

Туре	Alternative 2	Alternative 3	
Single-Family Residence	0	23	
Multi-Family Residence	0	19	
Retail	0	1	
General Office	0	1	
Light Industrial	0	2	
Utility-Related Structure	0	1	
Automotive Repair	0	7	
Total Displaced Residents	0	109	
Total Displaced Employees	0	66	

Source: I-10 Corridor DRIS, 2015.

The following nonresidential properties may be acquired or displaced as a result of the proposed project: general office, 7 automotive repair shops, and light industrial (Fontana and Colton); a light industrial property (Rialto); and a retail property (Colton). The Monte Vista Water District Plant No. 17 (Montclair) would result in a partial parcel acquisition; the pump house would be demolished during construction, but it would be rebuilt on the same parcel.

Monte Vista Water District Pump House (Montclair): During project construction, the Monte Vista Water District pump house facility would be displaced in Montclair. During final design, Caltrans will work with the Monte Vista Water District to

reconfigure the site, relocate the pump house, and maintain temporary and permanent utility service to the District's customers. Closure and relocation of the pump house is not anticipated to result in temporary or permanent job loss for Monte Vista Water District employees, or loss of income or tax revenue.

Titan Industrial Metal Corporation (Fontana): Titan Industrial Metal Corporation, also known as TIMCORP, is a wholesale scrap metal recycling merchant that was established in 2004. TIMCORP buys and sells aluminum, brass, copper, stainless steel, and other scrap metals, and it provides services such as cleanups and removal of junk vehicles, machinery, and truck bodies. According to records obtained on January 29, 2015, from manta.com, this company has annual revenues of \$2.1 million and 12 employees. Under Alternative 3, the entire parcel (APN 023-420-101) would be acquired, which would require the permanent location of this business. As discussed previously, based on analysis conducted for the RIS, ample relocation properties are available for this business. All efforts would be made to relocate displaced businesses affected by Alternative 3 within the same city or area vicinity, thereby minimizing income or tax revenue loss.

Automotive Repair Businesses (Fontana and Colton): Of the 12 total nonresidential displacements, 7 are informal automotive repair businesses, which are operated on parcels zoned as single-family residential, in Fontana and Colton. During windshield surveys (2014) at each of these parcels, no signage with business names was observed, nor was any online presence confirmed for these informal businesses. Therefore, given the informal nature and lack of identifying information available for these businesses, no further information on years of operation, number of employees, or estimated income and tax revenue is available. For the purposes of impact analysis, each automotive repair facility is assumed to have 5 employees, which is typical of similarly sized automotive repair businesses within the study corridor. Under Alternative 3, the entire parcel for each of the 7 businesses would be acquired, which would require the permanent relocation of this business within the same city or area vicinity; employees could experience income loss if the business owners decide not to relocate or dismiss existing employees when relocated.

Peterson Equipment Systems Incorporated (Fontana): This business provides construction equipment and supplies, and it is also a transportation company licensed to haul general freight within California. During windshield surveys at the site, no employees were observed. At the time of the site visit in 2014, the parcel was being used for staging of concrete k-rails, traffic control devices, and other construction

materials. According to the information listed on the City of Fontana's Chamber of Commerce website, this company has 15 employees and annual sales between \$1 million and \$1,999,999. Under Alternative 3, the entire parcel (APN 023-518-204) would be acquired, which would require the permanent location of this business. As discussed previously, based on analysis conducted for the RIS, ample relocation properties are available for this business.

Myers Select Material Handling (Rialto): The Myers Select Material Handling business in Rialto sells new and used forklifts, and it provides forklift rentals, repairs, and training. The business operates out of four adjacent parcels (APN 013-221-105, 013-221-106, 013-221-108, and 013-221-111). The affected parcel (APN 013-221-108) contains one traditional single-family residential building, which has been converted for use as a business office. Although a full parcel acquisition would occur, no closure, displacement, or other significant impact to the business is anticipated. Currently, less than half (0.61 acre of 1.41 acres) of APN 013-221-111 is actively used. The remnant 0.80 acre within the parcel is undeveloped. Therefore, it is anticipated that the remnant acreage within the site could be reconfigured to accommodate relocation of the business office, resulting in no impacts to the business, its employees, or tax revenues resulting from its operations.

Gold Brothers – So Cal Gold Club (Colton): This business is a consignment/pawn shop that specializes in buying gold, silver, and platinum. No published information is available on the annual revenues or number of employees for this establishment. A review of records was conducted on January 29, 2015, on www.manta.com for five similar establishments in the study corridor area. Based on this review,, it is anticipated that this business has annual revenues between \$500,000 and \$1 million, and has between two and four employees. Under Alternative 3, the entire parcel (APN 016-304-129) would be acquired, which would require the permanent relocation of this business within the same city or area vicinity; employees could experience income loss if the business owner decides not to relocate or dismisses existing employees when relocated.

There are ample single-family residential and commercial replacement properties on the market similar to the displacement properties, according to the RIS; therefore, there is a high probability that comparable decent, safe, and sanitary relocation sites can be found for all affected parties. Indirect impacts may include changes to the business clientele. In addition, relocation of the business may require additional time to re-establish loyal long-term customers.

Temporary Impacts

As discussed in previous chapters, TCEs would be required to construct the proposed project. Alternative 2 would require 122 TCEs and Alternative 3 would require 433 TCEs.

Cumulative Impacts

The build alternatives are not expected to have an adverse cumulative impact on relocations when considered with any transportation, commercial, industrial, or residential projects because adequate replacement properties are available within close proximity.

4.4.3 Avoidance, Minimization, and/or Mitigation Measures

Where acquisition and relocation are unavoidable, the provisions of the Uniform Act and the 1987 Amendments, as implemented by the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by the United States Department of Transportation (March 2, 1989) and where applicable, the California Public Park Preservation Act of 1971, will be followed. An appraisal of the affected property will be obtained, and an offer for the full appraisal will be made.

4.5 Environmental Justice

4.5.1 Affected Environment

The environmental justice analysis was conducted using census tract information from the 2010 Census for the referenced populations of Los Angeles County, San Bernardino County, and the census tracts located within 0.25 mile of the proposed project. The following analysis provides a comparison of four measures with which to evaluate environmental justice:

- Percentage of Non-White residents in the study area census tracts, as shown in Figure 4-6 (Alternative 2) and Figure 4-7 (Alternative 3)
- Percentage of Hispanic or Latino residents in the study area census tracts, as shown in Figure 4-8 (Alternative 2) and Figure 4-9 (Alternative 3)

- Percentage of population below poverty level in the study area census tracts, as shown in Figure 4-10 (Alternative 2) and Figure 4-11 (Alternative 3)
- Median household income in the study area census tracts, as shown in Figure 4-12 (Alternative 2) and Figure 4-13 (Alternative 3)

4.5.2 Environmental Consequences

Alternative 1: No Build Alternative

The No Build Alternative would maintain the current configuration of I-10 in the study area. Under the No Build Alternative, the project would not be constructed, and congestion would continue to worsen for environmental justice populations and non-environmental justice populations without the proposed project improvements.

Common to Both Build Alternatives

Title VI requires that no person, because of race, color, religion, national origin, sex, age, or handicap, be excluded from participation in, be denied benefits of, or be subjected to discrimination by any federal aid activity. EO 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, issued in February 1994, requires that disproportionately high and adverse health or environmental impacts to minority and low-income populations be avoided or minimized to the extent feasible.

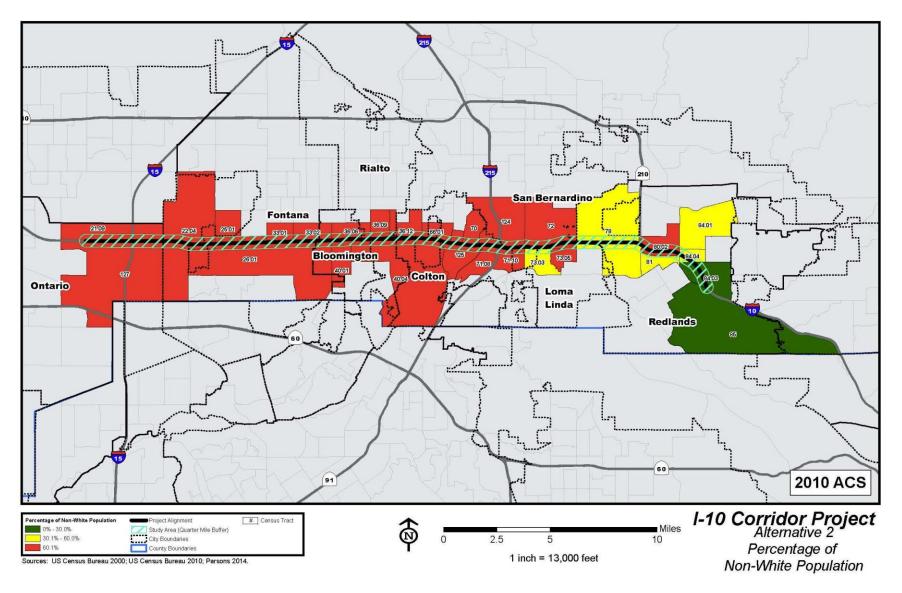


Figure 4-6. Percentage of Non-White Population (Alternative 2)

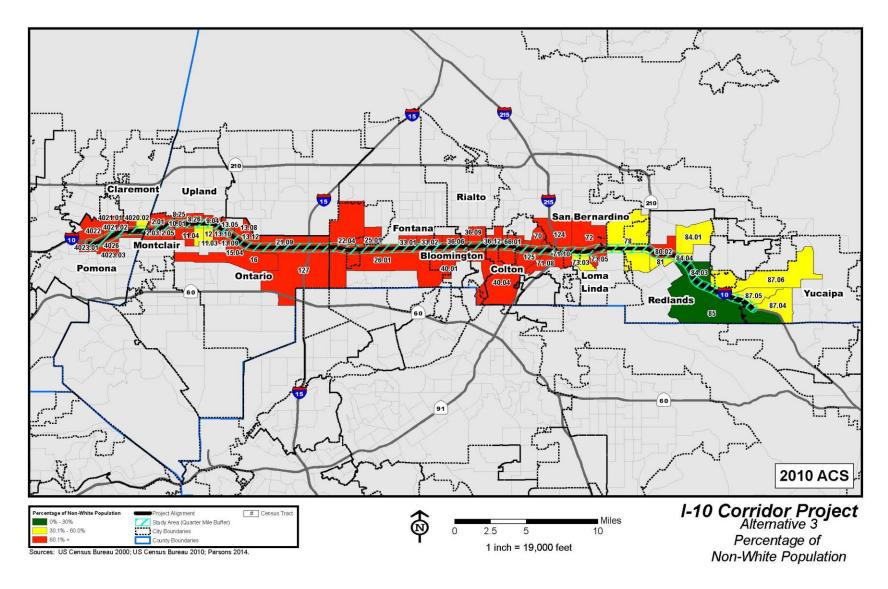


Figure 4-7. Percentage of Non-White Population (Alternative 3)

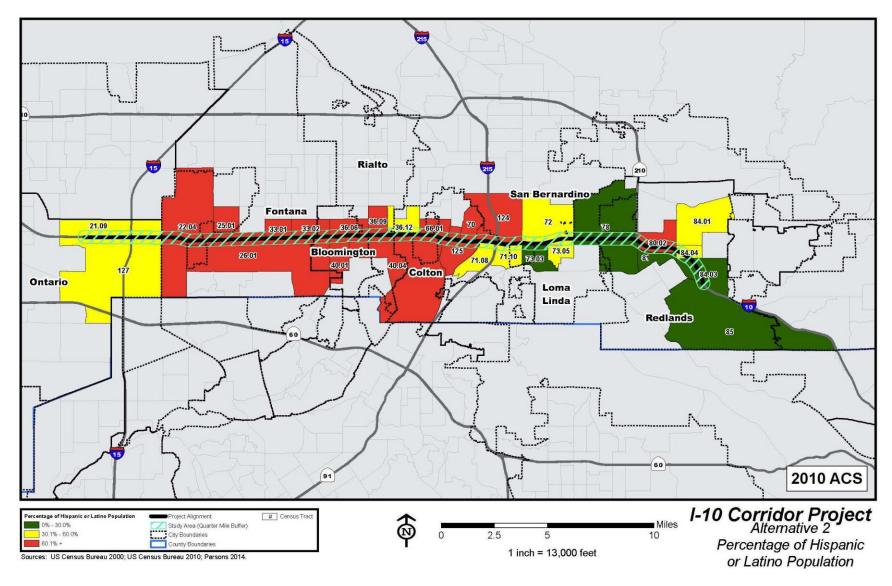


Figure 4-8. Percentage of Hispanic or Latino Population (Alternative 2)

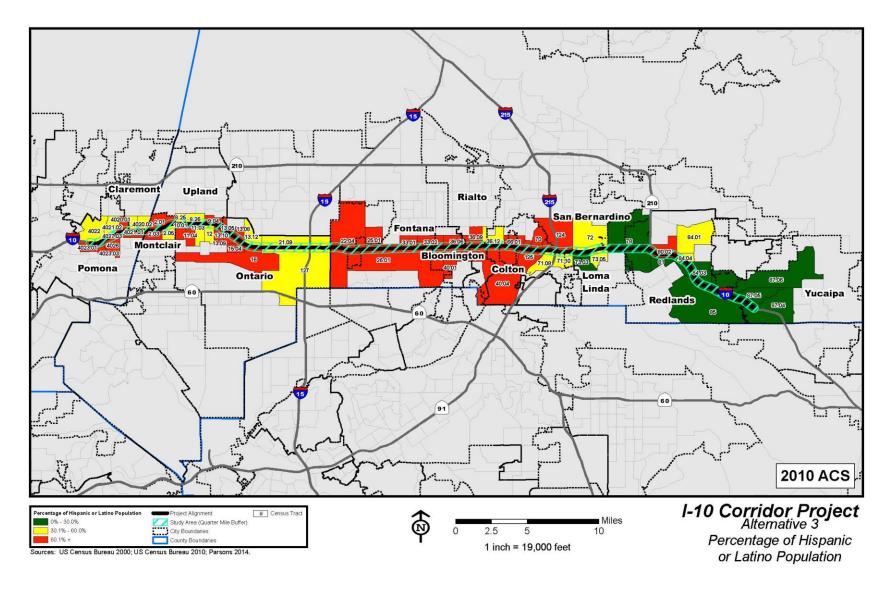


Figure 4-9. Percentage of Hispanic or Latino Population (Alternative 3)

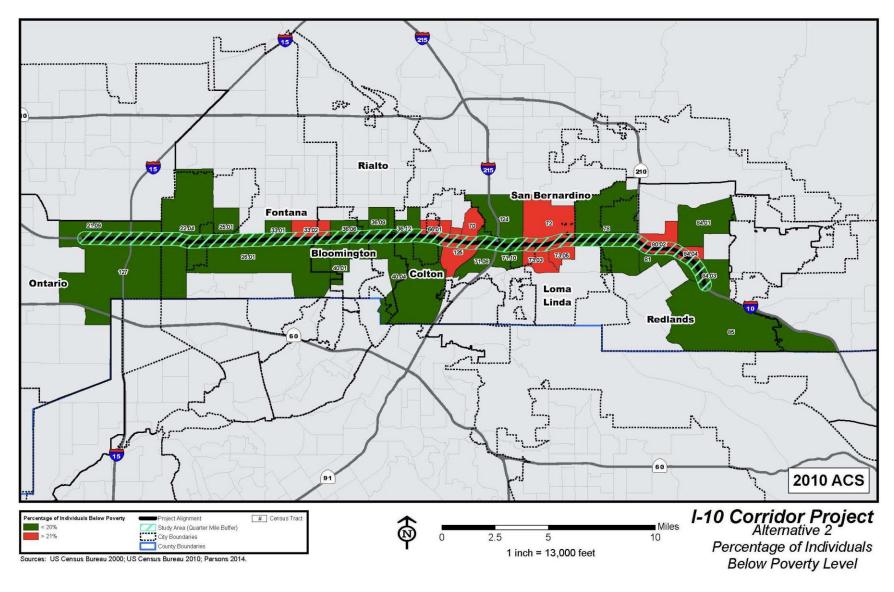


Figure 4-10. Percentage of Individuals below Poverty Level (Alternative 2)

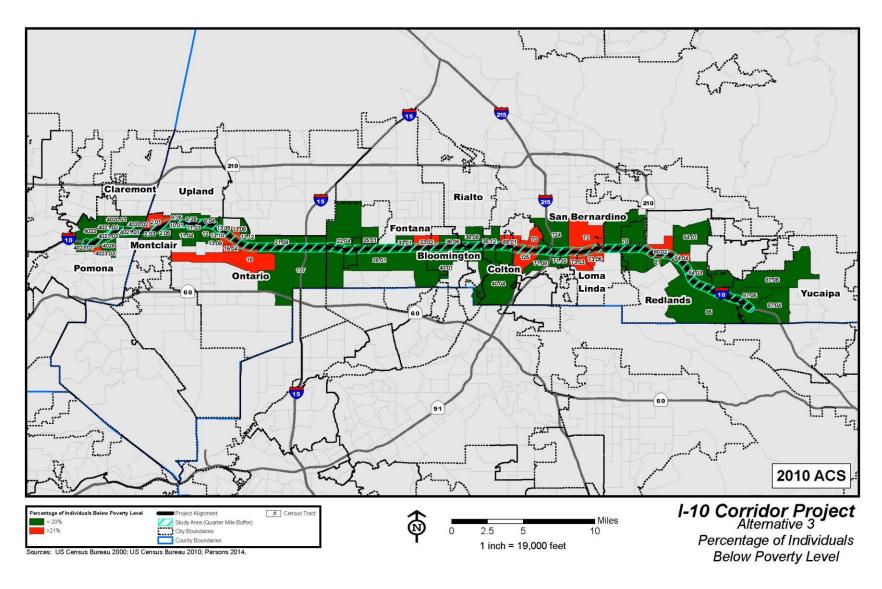


Figure 4-11. Percentage of Individuals below Poverty Level (Alternative 3)

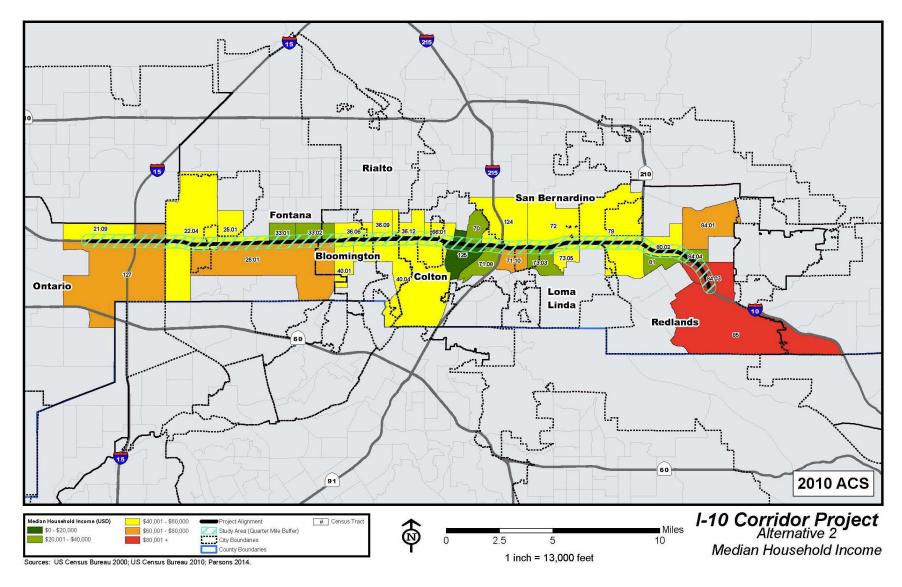


Figure 4-12. Median Household Income (Alternative 2)

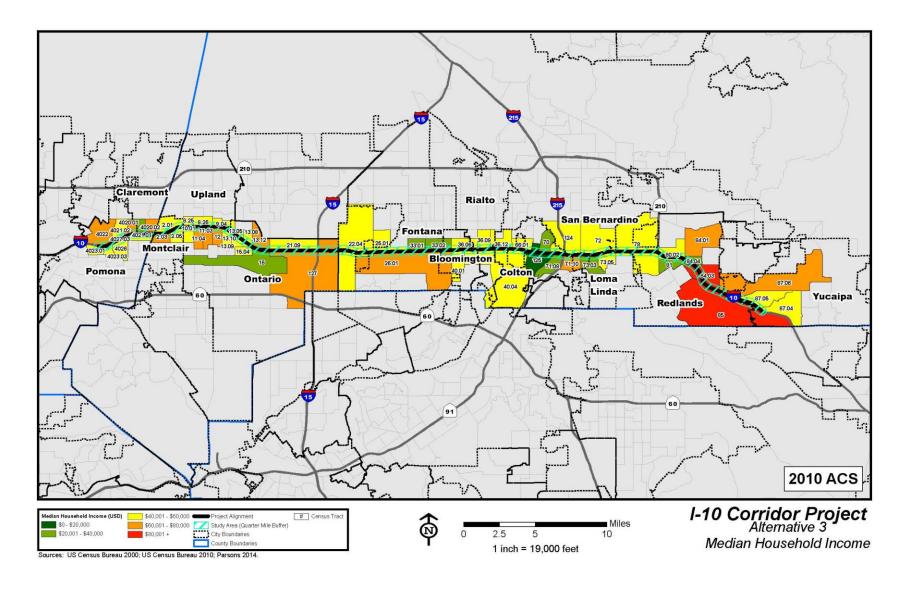


Figure 4-13. Median Household Income (Alternative 3)

Minority and low-income populations could potentially be affected in several ways. The most obvious potential effect of the proposed project is that residents' homes and businesses could be directly displaced or portions of property affected that would require relocation. Other potential effects include dividing an ethnic or low-income neighborhood with a new transportation project. However, the project also could provide benefits to minority and low-income populations if transportation efficiency improves or if transit services are made more accessible or convenient. In general, the Express Lanes would be free for vehicles carrying three or more passengers. The Express Lanes would be discounted or free for motorcycles, vehicles with disabled license plates, and disabled veterans. The Express Lanes would also be free to public transit vehicles (this includes individuals without licenses or access to automobiles and the elderly), CHP vehicles, Caltrans vehicles, and emergency vehicles responding to an emergency.

In the Caltrans Desk Guide, *Environmental Justice in Transportation Planning and Investments* (January 2003), no definitive guidelines are given for determining what impacts should be considered disproportionately high or adverse; however, two general issues are weighed for environmental justice analysis for transportation projects:

- Whether the adverse impact(s) of the proposed project will be predominantly borne by a minority or low-income population group; or
- Whether the adverse impact(s) of the proposed project will be appreciably
 more severe or greater in magnitude than the adverse impacts to nonminority
 and/or non-low-income population groups even after mitigation measures and
 offsetting project benefits are considered.

"Low-income" and "minority populations" are defined as any readily identifiable group of low-income or minority persons who live in geographically adjacent areas, or groups of geographically dispersed or transient persons who would be similarly affected by a proposed FHWA program, policy, or activity. Transportation agencies such as Caltrans and SANBAG must collect and evaluate data on minority and income characteristics, increase public participation in decision making, and provide mitigation measures to avoid or minimize the adverse effects of the federal action.

The following four measures are used as the basis to evaluate environmental justice:

- Percentage of Non-White residents
- Percentage of Hispanic or Latino residents
- Percentage of population below poverty level
- Median household income

As shown in Table 4-12, Tract 125 in Colton has the highest percentage of Non-White residents (95.4 percent), while Tract 85 in Redlands has the lowest (27.8 percent). Tract 16 in Ontario has the highest percentage of Hispanic or Latino residents (almost 95 percent). The tracts with the least amount of Non-White and Hispanic or Latino residents are all located at the east end of the project corridor, with the lowest concentration of Hispanic or Latino residents in Tract 85 in Redlands (12.1 percent). The lowest percentage of residents living below poverty is Tract 11.03 in Ontario (3.4 percent), and the highest percentage is in Pomona at 37.3 percent (Tract 4023.03). Tract 125 in Colton has the lowest median household income (\$32,618), and Tract 85 in Redlands has the highest (\$113,413). Overall, environmental justice populations exist within the study area, particularly dominating the western portion of the proposed project area, while the eastern portion consists of fewer minorities.

Both build alternatives would benefit most study area residents, including minority and low-income populations, by improving mobility and circulation throughout the study area; however, the build alternatives would affect communities that have a higher number of Non-White persons, a larger Hispanic or Latino population, a higher number of persons below the poverty line, and lower median incomes than the counties and cities within the study area.

Table 4-12. Environmental Justice

Census Tract	Non-White	Hispanic or Latino	Persons below Poverty Level	Median Household Income
2.01 (Montclair)	74.3%	60.3%	21.4%	\$52,279
2.03 (Montclair)	84.0%	64.5%	9.4%	\$60,625
2.05 (Montclair)	78.4%	51.8%	12.9%	\$55,824
8.25 (Upland)	82.3%	54.7%	18.7%	\$41,576
8.26 (Upland)	63.2%	43.1%	7.8%	\$57,127
9.04 (Upland)	72.2%	61.9%	12.9%	\$46,218
10.01 (Ontario)	78.9%	65.1%	13.7%	\$41,848
11.03 (Ontario)	43.4%	31.7%	3.4%	\$67,674

Table 4-12. Environmental Justice

Census Tract	Non-White	Hispanic or Latino	Persons below Poverty Level	Median Household Income
11.04 (Ontario)	66.7%	60.5%	11.6%	\$60,016
12 (Ontario)	59.1%	44.6%	10.7%	\$62,270
13.05 (Ontario)	91.2%	85.4%	14.7%	\$46,357
13.08 (Ontario)	86.4%	75.2%	25.6%	\$49,406
13.09 (Ontario)	85.1%	63.8%	23.7%	\$55,087
13.10 (Ontario)	78.8%	70.4%	9.0%	\$58,882
13.12 (Ontario)	74.1%	55.1%	5.1%	\$65,139
15.04 (Ontario)	88.9%	66.2%	28.9%	\$46,343
16 (Ontario)	95.2%	94.7%	30.0%	\$35,974
21.09 (Ontario)	77.1%	42.0%	5.4%	\$51,259
22.04 (Unincorporated San Bernardino County/Fontana)	87.5%	80.4%	19.2%	\$50,716
25.01 (Unincorporated San Bernardino County/Fontana)	91.4% 85.8% 9.2%		85.8% 9.2%	\$50,086
26.01 (Unincorporated San Bernardino County/Fontana)	83.9%	64.3%	11.2%	\$75,230
33.01 (Fontana)	84.9%	79.2%	16.9%	\$37,500
33.02 (Fontana/ Bloomington)	81.6%	70.4%	22.7%	\$39,094
36.06 (Bloomington/ Rialto)	91.7%	85.0%	15.4%	\$43,478
36.09 (Rialto)	91.3%	84.6%	13.1%	\$45,890
36.12 (Rialto/Colton)	85.2%	59.6%	9.2%	\$50,340

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Table 4-12. Environmental Justice

Census Tract	Non-White	Hispanic or Latino	Persons below Poverty Level	Median Household Income			
40.01 (Fontana/ Bloomington)	79.6%	74.4%	15.8%	\$49,926			
40.04 (Rialto/Colton)	77.8%	62.9%	12.9%	\$50,755			
66.01 (Unincorporated San Bernardino County/Colton)	91.1%	88.7%	23.5%	\$45,987			
70 (Colton)	91.7%	85.7%	22.1%	\$37,857			
71.08 (Colton)	75.4%	46.7%	13.3%	\$32,949			
71.10 (Colton/San Bernardino)	77.8%	40.4%	6.1%	\$79,158			
72 (San Bernardino/ Loma Linda)	81.3%	49.7%	24.8%	\$41,012			
73.03 (San Bernardino/ Loma Linda)	54.2%	26.8%	24.5%	\$38,052			
73.05 (Loma Linda)	72.0%	49.0%	22.5%	\$43,833			
78 (Redlands/ Unincorporated San Bernardino County)	52.8%	25.6%	10.1%	\$51,380			
80.02 (Redlands)	82.2%	65.6%	27.0%	\$41,351			
81 (Redlands)	45.2%	27.8%	15.2%	\$39,018			
84.01 (Redlands)	47.0%	33.9%	5.0%	\$70,104			
84.03 (Redlands)	28.0%	13.6%	4.0%	\$88,085			
84.04 (Redlands)	51.7%	40.3%	17.4%	\$36,723			
85 (Redlands)	27.8%	12.1%	4.8%	\$113,413			
87.04 (Yucaipa)	35.7%	27.6%	8.3%	\$47,572			

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Table 4-12. Environmental Justice

Census Tract	Non-White	Hispanic or Latino	Persons below Poverty Level	Median Household Income
87.05 (Yucaipa)	38.6%	29.9%	9.0%	\$50,492
87.06 (Redlands/ Unincorporated San Bernardino County/Yucaipa)	32.9%	19.7%	9.1%	\$75,919
124 (Colton/San Bernardino)	94.3%	75.5%	13.0%	\$43,328
125 (Colton)	95.4%	91.5%	33.8%	\$32,618
127 (Ontario)	66.3%	57.3%	8.4%	\$78,295
4020.01 (Claremont)	65.1%	38.1%	18.6%	\$35,927
4020.02 (Claremont)	55.3%	33.7%	7.7%	\$70,938
4021.01 (Pomona)	92.0%	67.9%	15.1%	\$61,509
4021.02 (Pomona)	86.9%	56.1%	14.7%	\$47,944
4022 (Pomona)	74.3%	47.0%	6.3%	\$61,649
4023.01 (Pomona)	90.8%	80.3%	17.8%	\$51,781
4023.03 (Pomona)	86.6%	76.6%	37.3%	\$46,058
4026 (Pomona)	83.4%	73.8%	18.4%	\$45,941
4027.03 (Pomona)	88.8%	74.0%	13.2%	\$56,014
Alternative 2 Study Area	75.2%	58.9%	15.6%	\$52,051
Alternative 3 Study Area	73.7%	57.8%	15.1%	\$52,839
Los Angeles County	71.6%	44.6%	15.7%	\$55,476
San Bernardino County	65.3%	39.2%	14.8%	\$55,845

^{*}Alternative 2 study area includes all shaded census tracts. Alternative 3 study area includes all census tracts included in the table.

Source: U.S. Census, American Community Survey, 5-year estimates, 2010.

Because the proposed project serves both intraregional and interregional traffic, the transportation benefits would be available to all residents of the county. For example, all users (including transit users, pedestrians, and bicyclists) would benefit from less congested streets. Private vehicles and public transportation would benefit from the continuous east-west route. In general, the Express Lanes would be free for vehicles carrying three or more passengers. The Express Lanes would be discounted or free for motorcycles, vehicles with disabled license plates, and disabled veterans. The Express Lanes would also be free to public transit vehicles (this includes individuals without licenses or access to automobiles and the elderly), CHP vehicles, Caltrans vehicles, and emergency vehicles responding to an emergency.

Community outreach and participation have been integrated into the project development process from the outset, including public scoping, alternatives development, and extensive public and agency stakeholder involvement. Special outreach efforts have included ongoing Community Advisory Group (CAG) meetings, public briefings, town hall meetings, educational forums, workshops, mailers, and flier distribution, as well as through electronic and social media. Future public involvement includes the circulation of the draft and final environmental document and a public hearing.

Based on the above analysis, both build alternatives would affect minority and low-income populations, as well as non-minority and higher-income populations, resulting primarily from residential acquisitions and temporary impacts.

The build alternatives would not have disproportionately high or adverse impacts per EO 12898 to Non-White, Hispanic or Latino, or low-income populations within the referenced populations because they would not result in adverse impacts being predominantly borne by a minority or low-income population, nor would adverse impacts be appreciably more severe to these populations.

Based on the above discussion and analysis, Alternative 2 would not cause disproportionately high and adverse effects on any minority or low-income populations as per EO 12898 regarding environmental justice.

Alternative 3: Express Lanes Alternative

The proposed project would result in a large number of residential acquisitions in Fontana, and although there are a higher percentage of environmental justice residents, the highest percentage within the study area does not reside in Fontana.

Equity Assessment

In addition to the standard environmental justice analysis that is performed for Caltrans' projects, SANBAG prepared an Equity Assessment for I-10 and I-15 in San Bernardino County (Network Public Affairs, 2013). The Equity Assessment was produced to address concerns that Express Lanes would create an access barrier and be unfair for individuals with lower incomes. The proposed project would allow for Express Lanes that would be price-managed lanes such that vehicles not meeting the minimum occupancy requirement would pay a toll. West of Haven Avenue, a single new lane would be constructed and combined with the existing HOV lane to provide two Express Lanes in each direction; east of Haven Avenue, all Express Lanes would be constructed by the project. Literature reviews, as well as poverty and income data analysis were used to evaluate these effects in the Equity Assessment.

The assessment found that the Express Lanes are projected to have several benefits for low-income drivers. Notably, the traffic study models indicated that travel times in the GP lanes would improve on both I-10 and I-15 if Express Lanes are implemented compared with other project alternatives, which would also benefit those not utilizing the Express Lanes by improving the overall traffic flow. Like the HOV option, the Express Lanes provide a new travel option for drivers, which they do not enjoy today. Analysis of potential toll prices indicated that there could be times when a low-income driver would find the Express Lanes time-savings attractive. For example, a low-income drive may find time-savings beneficial when running late for work, or for other reasons, such as a toll might be less expensive than per-minute late fees at a day care center.

At the same time, low-income drivers might find toll account requirements burdensome, particularly account maintenance fees. In addition, the Express Lanes may not improve mobility for low-income drivers, who may have limitations on mobility, because there are limited transit alternatives to the Express Lane corridors. However, transit benefits would include improved community connectivity to the Metrolink stations along the corridor, providing trip reliability and improved access to and from stations. For Omnitrans, the Express Lanes would increase capacity for bus service and would improve trip reliability and allow potential for new express bus lines to be added for greater service connecting primary transit hubs. Alternative 3 would also benefit vanpools by providing additional capacity and sustainable trip reliability in the Express Lanes for the long term. The Express Lanes would be free for transit vehicles. These public transit enhancements would provide direct benefits to lower income individuals.

Equity concerns also relate to who pays for the facility compared with who benefits, and how toll revenues would be used. The Express Lanes would be equitable because the user would pay for the benefit to use those lanes. Research identified in the Equity Study found that tolls, which are paid by users for the direct benefit of an uncongested trip, are even more equitable than sales taxes, which have found broad support in San Bernardino County. The I-10 and I-15 projects would be funded by a combination of toll revenues, sales tax revenues, and gas tax revenues.

Based on the above discussion and analysis, Alternative 3 would not cause disproportionately high and adverse effects on any minority or low-income populations as per EO 12898 regarding environmental justice.

Temporary Impacts

The proposed project would have a prolonged period of construction for all of the build alternatives. Area residents would endure greater impacts resulting from construction activities compared to the surrounding population. Once construction is complete, traffic circulation would soon return to normal.

Cumulative Impacts

Construction cumulative impacts on community disruption could occur if multiple projects in the same locality are scheduled to undergo construction at the same time. SANBAG and Caltrans, through the community outreach described earlier, would continue to work closely with the cities and communities within the project area to identify such potential consequences and adjust construction schedules to avoid construction, to the extent applicable, of multiple projects to occur within the same locality simultaneously.

Because the build alternatives would not cause disproportionately high and adverse effects on minority or low-income populations from the implementation of the build alternatives, no permanent cumulative impacts are anticipated.

4.5.3 Avoidance, Minimization, and/or Mitigation Measures

Based on the environmental justice analysis, the build alternatives would not cause disproportionately high and adverse effects on minority or low-income populations as per EO 12898. Implementation of minimization measures outlined elsewhere in this report would help minimize impacts on all of the local communities, including low-income and minority neighborhoods. Avoidance, minimization, and/or mitigation measures identified throughout this document, particularly in Chapter 2, Land Use

would help minimize any environmental justice effects. In addition, measures identified for other resources in the EIR/EIS, including Section 3.1.7, Visual/Aesthetics; Section 3.2.5, Hazardous Waste/Materials; Section 3.2.6, Air Quality; and Section 3.2.7, Noise, would help minimize impacts on all community members, including those identified in this section as low income or minority.

In addition, based on the Equity Assessment findings discussed in Section 4.5.2, Environmental Consequences, the following minimization measures would make Express Lanes for Alternative 3 more equitable:

COM-18. Create a Low-Income Equity Program, which will include policies to enable low-income households to utilize the proposed project improvements, such as waiving account maintenance fees or allowing the use of cash to open and replenish toll accounts.

Account maintenance fees are often applied to toll road or Express Lane transponders that do not incur a minimum amount in tolls in a stated period of time. Waiving these fees would allow low-income and minority communities to utilize the Express Lanes without being required to spend a minimum amount per month. This, in addition to allowing the use of cash to open and replenish toll accounts, would make the Express Lanes more accessible and equitable for these communities.

- **COM-19.** Implement video license plate recognition as an alternative toll-collection technology.
- COM-20. To minimize impacts to surrounding low-income or minority communities, continue to conduct outreach activities targeted to low-income residents during the planning, design, and implementation process for these corridors, regardless of which alternative is chosen. Community outreach will include providing timely information about anticipated construction activities to affected citizens and adjacent property owners. Notification methods could include, but are not limited to, Web site, fliers, mailers, e-mail blasts, and electronic messaging on the freeway.



Chapter 5 Traffic and Transportation / Pedestrian and Bicycle Facilities

Changes in transportation systems may affect the safety of persons as they go through their daily lives in their neighborhoods or places of work. This section describes the existing and planned transportation systems within the project study area, including the roadway network, transit services, and bicycle and pedestrian facilities.

5.1 Affected Environment

5.1.1 Access, Circulation, and Parking

I-10 is the main east-west transportation and traffic corridor along the southern United States. As a major regional east-west freeway corridor, I-10 is heavily used by travelers between San Bernardino County and Los Angeles County, and it is also a major truck route between southern California and the rest of the nation. As shown in the Traffic Study (2014), I-10 is currently at capacity within the proposed project corridor for many hours of the day, and that condition is expected to worsen significantly during the coming years if more capacity is not added.

Much of the study area is characterized by typical highway-adjacent urban residential neighborhoods, commercial, and light industrial properties with on-street and off-street parking in residential areas and usually plentiful off-street surface parking at commercial lots. Relevant General Plan policies are identified and analyzed in Section 2.2, Consistency with State, Regional, and Local Plans.

Park-and-ride lots are used to encourage carpooling. There are two existing park-and-ride lots located within the project area. There is one in Pomona at 110 East McKinley, which is just east of Garey Avenue, with 112 parking spaces. The second lot is located in Bloomington at 10175 Cedar Avenue and has 20 parking spaces.

The primary components of the pedestrian circulation system are sidewalks and crosswalks. Most of the developed properties adjacent to the study area are improved with sidewalks.

Existing and Proposed Bikeways

The Los Angeles County Bicycle Master Plan (2012) and the SANBAG Non-Motorized Transportation Plan (2014) identify bikeways that run above, below, or adjacent to the proposed project area, as shown in Figures 5-1 through 5-3.

5.1.2 Public Transportation

Table 5-1 identifies public transportation options located within the project area by jurisdiction.

Metrolink

Metrolink is a southern California commuter rail system consisting of 7 service lines and 55 rail stations in Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura counties. The San Bernardino Line, which is the heaviest utilized of the 7 lines, runs parallel to the I-10 corridor, extending from downtown Los Angeles to downtown San Bernardino. Stops at stations near the I-10 Corridor Project include Pomona (North), Claremont, Montclair, Upland, Rancho Cucamonga, Fontana, Rialto, and San Bernardino.

Table 5-1. Public Transportation Options in Project Area by Jurisdiction

Jurisdiction	Metrolink	Foothill Transit	Omnitrans
Pomona	-	699, 291, 292, Silver Streak	-
Claremont	-	855, 480, 699, Silver Streak	-
Montclair	-	699, Silver Streak	68, 65, 80
Upland	-	-	83, 63
Ontario	-	-	83, 63, 80, 61, 81, 82
Fontana	-	-	82
Bloomington	-	-	29
Rialto	-	-	-
Colton	San Bernardino Line	-	19, 215
San Bernardino	-	-	5, sbX, 2, 8
Loma Linda	-	-	sbX, 2, 8
Redlands	-	-	15, 8, 19
Yucaipa	-	-	-

Source: Metrolink, Foothill Transit, Omnitrans, 2015.

Foothill Transit

Foothill Transit provides fixed-route bus service to the San Gabriel and Pomona valleys and is governed by a joint powers authority of 22 member cities and the County of Los Angeles. Lines 292, 855, and 480 run through the proposed project area, while 699 and the Silver Streak run parallel and adjacent to the project area.

Omnitrans

Omnitrans is the public transit agency serving the San Bernardino Valley region. This operator carries approximately 16 million passengers each year throughout its service area. In addition to regular bus operations, Omnitrans offers its Access service for individuals with disabilities.

Omnitrans also provides express bus passenger services. Omnitrans is currently planning express bus lines along the I-10 corridor that are scheduled to begin in September 2015. This freeway express bus route that is proposed along I-10 would connect the downtown San Bernardino Transit Center with Arrowhead Regional Medical Center, Ontario Mills, and the Montclair Transit Center. Once either of the build alternatives is constructed, the proposed Omnitrans route would be able to use approximately 24 miles of the HOV or Express Lanes on I-10, resulting in a reduced travel time of approximately 50 percent compared to local bus services. The route is designed to maximize transfer potential to Foothill Transit's SilverStreak in Montclair, Metrolink trains, and other Omnitrans routes for better regional connectivity. Omnitrans also offers a freeway express bus route along Route 215, which connects downtown San Bernardino with downtown Riverside.

Another express bus line, the sbX Green line, San Bernardino County's first-ever bus rapid transit (BRT) line, travels a 15.7-mile route along the E Street Corridor, from Cal State University San Bernardino in the north to Loma Linda University & Medical Center in the south. BRT is a premium transit service that includes the development of coordinated improvements to a bus transit system's infrastructure, equipment, operations, and technology to provide a faster, more attractive, high-quality, high-capacity bus service.

Omnitrans has also proposed additional BRT services, including two routes paralleling and serving the I-10 corridor: the Holt Boulevard/4th Street corridor and the San Bernardino Avenue corridor. The proposed lines would link the Pomona Transcenter in Los Angeles County with Metrolink stations and downtown San Bernardino.

As the largest transit agency in San Bernardino County, the Omnitrans fixed-route service consists of 27 bus routes covering 15 cities and unincorporated areas of the county. The following Omnitrans bus routes run through the proposed project area: 68, 65, 80, 83, 63, 61, 81, 82, 29, 19, 215, 5, sbX, 2, 8, 15, and 19.

Vanpool Programs

Vanpool programs are designed to transport groups of people to work in shared vans. It is an example of "shared mobility," an emerging transportation strategy to provide the public with alternatives to driving alone. FTA considers vanpools a public transportation mode when a vanpool is subsidized on an ongoing basis and meets certain FTA public transit requirements. Employees that live and work near one another and share similar schedules can form a group that commutes together between home and work. In most vanpool programs, such as those operated by the San Diego Association of Governments (SANDAG), Orange County Transportation Authority (OCTA), and Los Angeles County Metropolitan Transportation Authority (Metro), which has the largest public vanpooling program in North America, riders pay a low monthly fare based on distance and number of participants. This monthly fare covers all costs of the vanpool, including fuel, maintenance, insurance, tolls, roadside assistance, and other assorted costs.

In San Bernardino County, SANBAG and the Victor Valley Transit Authority partnered to develop and administer the San Bernardino Regional Vanpool Program (Victor Valley Phase), which began in September 2012. By March 2014, the program had 139 active vanpools. Of these vanpools, the average occupancy was 80 percent, and the participants traveled roughly 300,000 miles annually. Based on the success of this pilot program, SANBAG is currently working to expand the program countywide and possibly extend it into Riverside County in partnership with the Riverside County Transportation Commission (RCTC).

Carpool Programs

The purpose of carpool lanes, also known as HOV lanes, is to decrease the number of vehicles on freeways by providing incentives for commuters to carpool or use buses or vanpools, instead of commuting alone.

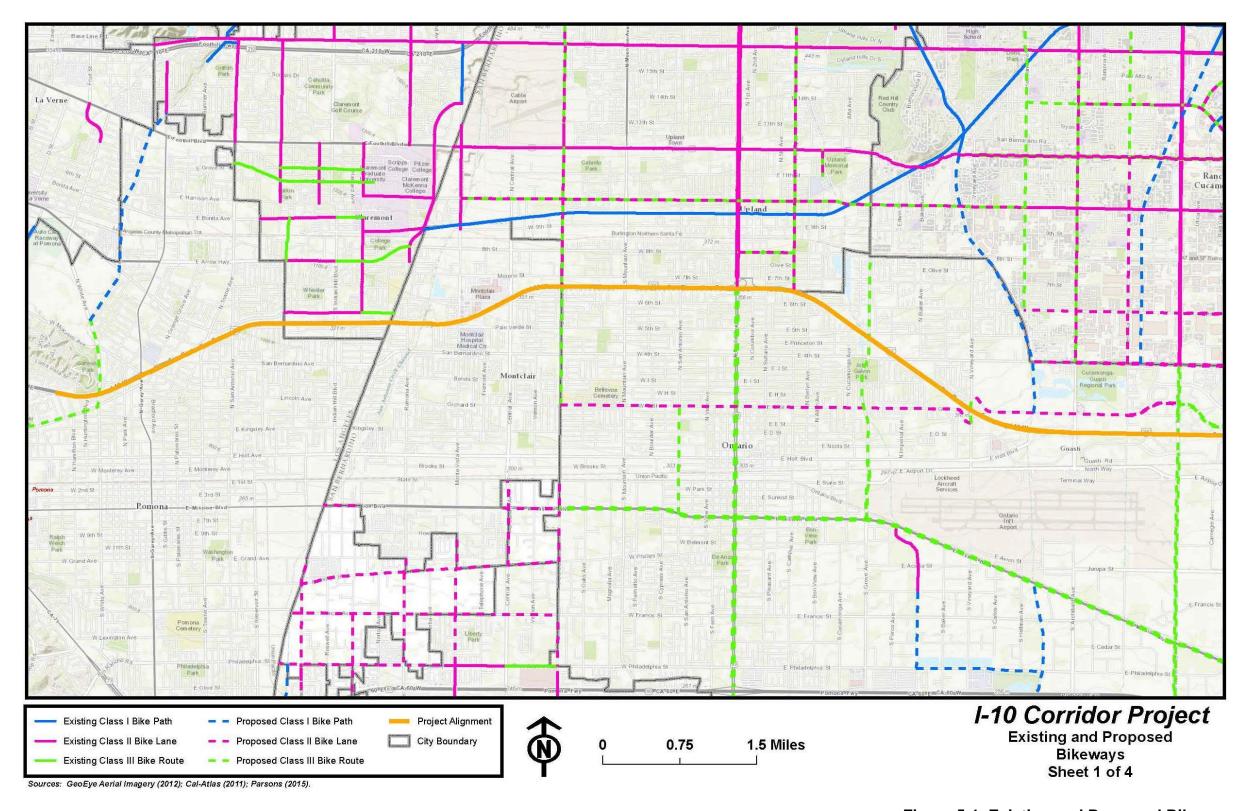


Figure 5-1. Existing and Proposed Bikeways (Sheet 1 of 4)

Interstate 10 Corridor Project Community Impact Assessment			

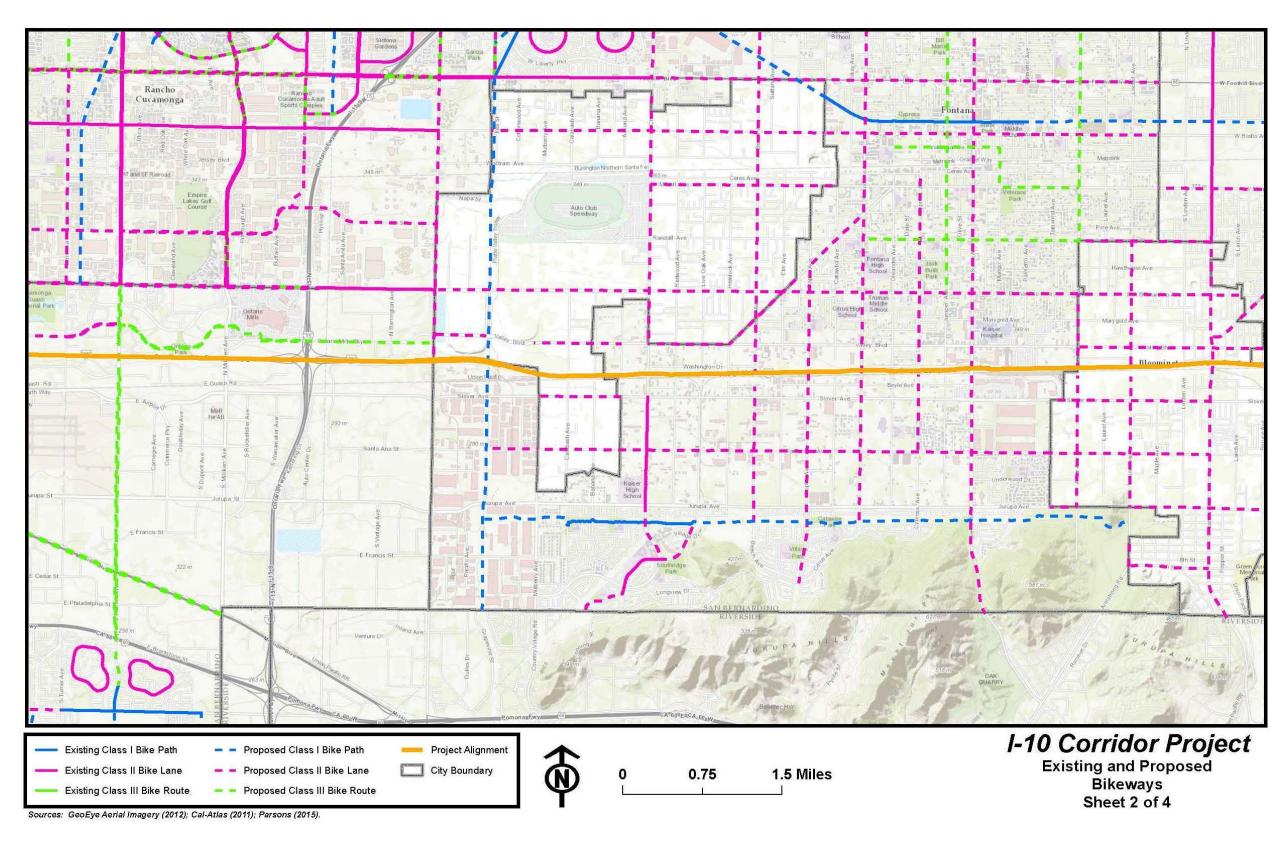


Figure 5-1. Existing and Proposed Bikeways (Sheet 2 of 4)

Interstate 10 Corridor Project Community Impact Assessment			

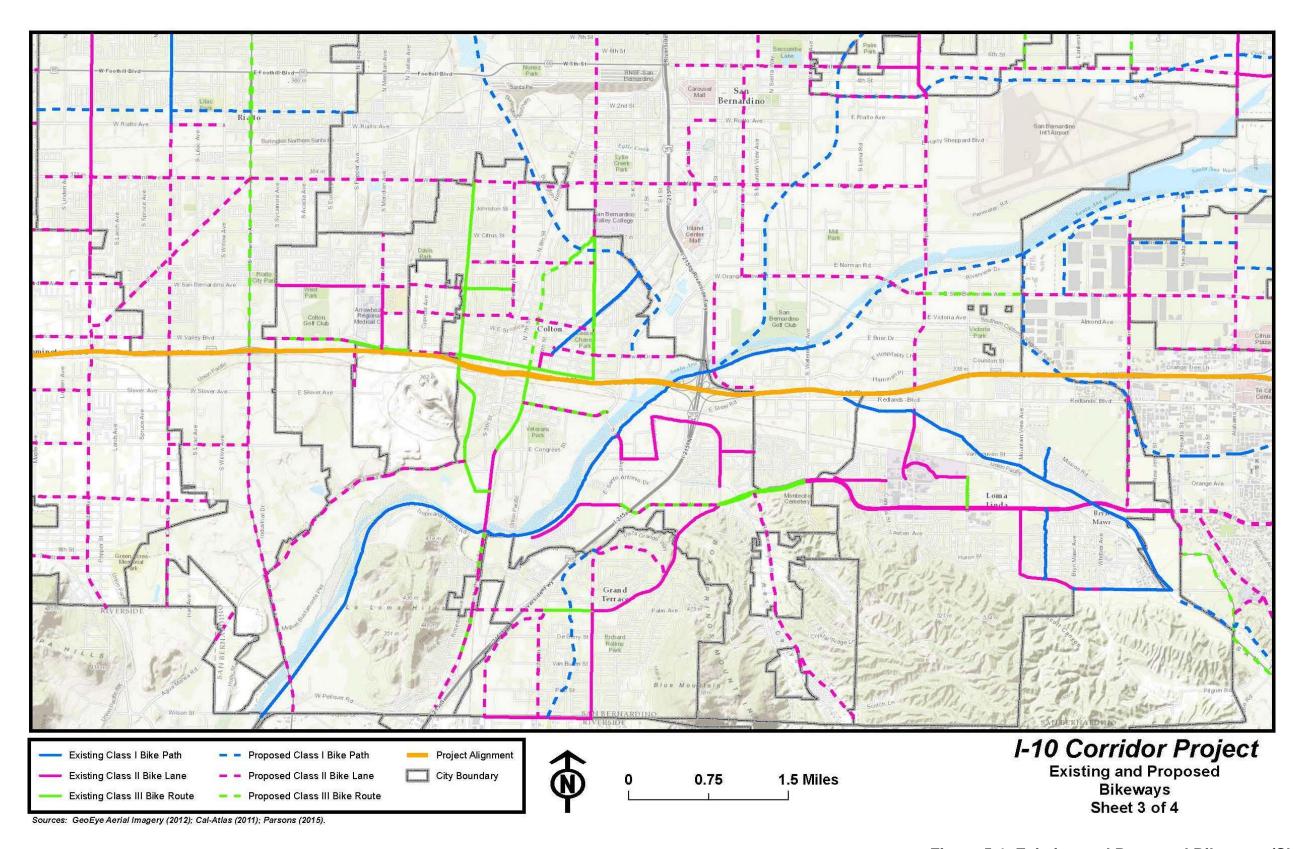


Figure 5-1. Existing and Proposed Bikeways (Sheet 3 of 4)

Interstate 10 Corridor Project Community Impact Assessment			

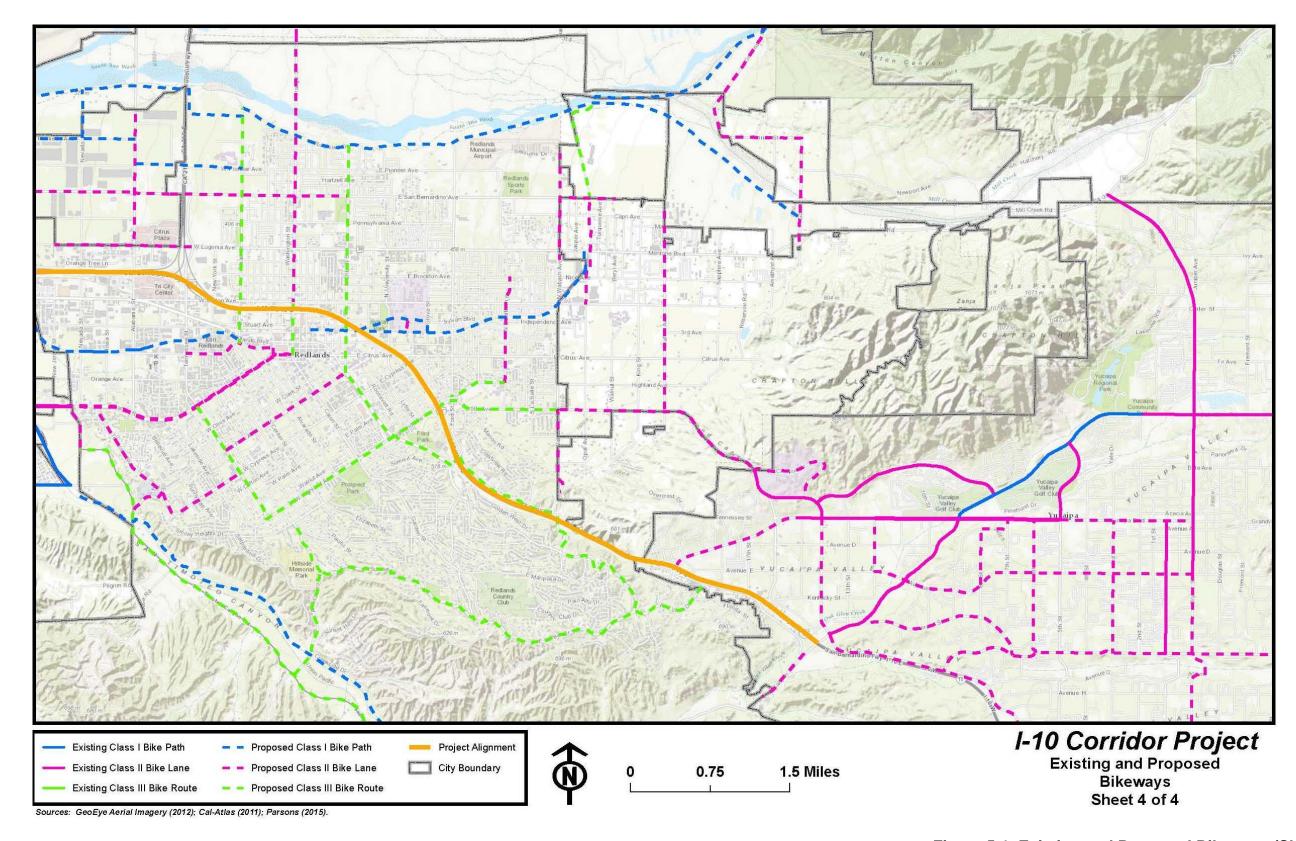


Figure 5-1. Existing and Proposed Bikeways (Sheet 4 of 4)

Interstate 10 Corridor Project Community Impact Assessment			

5.2 Environmental Consequences

5.2.1 Access, Circulation, and Parking

Alternative 1: No Build Alternative

The No Build Alternative would maintain the current configurations of I-10 in the study area. Under the No Build Alternative, the project would not be constructed, and the existing multimodal transportation system would not be enhanced by new choices for commuting, as well as improved traffic conditions on I-10, without the proposed project improvements. The No Build Alternative would not create a more efficient transportation system.

Common to Both Build Alternatives

The project would be designed to retain existing pedestrian and bicycle circulation routes. Several roadways, identified in Table 5-2, would be designed to include new bikeways or sidewalks. Because no arterial roadways would be permanently closed and there are no permanent impacts to access or circulation, no indirect impacts are anticipated.

Based on preliminary design information, an assessment of parking impacts is made by determining the number of available parking spaces, the types of businesses being affected, and the total number of parking spaces that would remain after project implementation. No park-and-ride lots would be affected by the proposed project.

Table 5-2. Roadway Impacts

City	Roadway	Bikeway Proposed	Sidewalk Proposed
Montclair	Monte Vista Avenue	Class II	NB/SB
Upland (NB), Ontario (SB)	San Antonio Avenue	none	NB/SB
Upland (NB), Ontario (SB)	Euclid Avenue	Class II	NB/SB
Upland (NB), Ontario (SB)	Sultana Avenue	none	NB/SB
Upland (NB), Ontario (SB)	Campus Avenue	Class III	NB/SB
Ontario	6 th Street	none	NB/SB
Ontario	Grove Avenue	Class II	NB/SB
Ontario	Vineyard Avenue	Class III	NB/SB
San Bernardino (NB), Loma Linda (SB)	Richardson Street	none	SB (NB/SB on bridge)
Redlands	Tennessee Street	Class II	NB/SB

Notes: NB – northbound; SB – southbound

Source: Parsons, 2014.

Both build alternatives would result in the loss of parking. Tables 5-3 and 5-4 identify the locations and number of parking spaces that would be affected as a result of implementation of Alternatives 2 and 3. In some cases, parking would be affected by construction of the proposed project but would be partially replaced, or in some cases, completely replaced.

Alternative 2. A total of 11 parking spaces would be permanently removed after implementation of Alternative 2. The parking loss would result entirely in Fontana, at commercial locations, for public parking and employee parking.

Alternative 3. A total of 210 parking spaces would be permanently removed after implementation of Alternative 3. Most of the parking losses would occur in Fontana and Montclair. As shown in Table 5-4, in Fontana, commercial, light industrial, and parking at one multi-family residential property would be affected by Alternative 3. After replacement parking is implemented, movie theater and strip mall parking at the Baralat Property would experience the greatest impact. Montclair would lose an estimated 64 street parking spaces, as well as church parking and mall parking. In Colton, 30 street parking spaces would be removed as a result of Alternative 3.

These impacts are subject to change as the design process moves forward.

Temporary Impacts

Temporary impacts to circulation and access would result from construction activities, including mainline lane closures and ramp connector closures. The freeway and street closures and detours could temporarily delay goods shipment, affect business parking, and impede business access. Mainline lane closures would be needed at night or on weekends for installation of temporary railings, falsework, construction of overcrossings, pavement rehabilitation, and construction staging. This work would occur during non-peak commute hours, at night, or on weekends.

Full freeway lane, ramp and arterial street closures would also be required during night times and on weekends. No two consecutive off-ramps or two consecutive on-ramps in the same direction would be closed concurrently. Access to some businesses in the immediate vicinity of the project corridor could be restricted; however, access would be maintained at all times during construction. As noted in the Ramp Closure Study (Appendix E), several on- or off-ramps would require closure during construction of between 10 to 30 days, with other ramp closures less than 10 days. Preliminary detour routes for all long-term closures have been identified to accommodate access changes lost due to the temporary long-term closures. The following ramps were identified to potentially result in long-term closure and detours:

Table 5-3. Parking Impacts (Alternative 2)

No.	APN	City	General Location	Address	Owner	Parcel Use	Uses of Parking	Number of Affected Parking Spaces	Number of Parking Spaces to be Replaced	Permanent Parking Loss
1	25120104	Fontana	16741 Valley Boulevard, Fontana, CA 92335-6693	Mall	Mall Parking	35	13	22		
2	25120105	FUIIIalia	Sierra WB On-Ramp	16795 Valley Rear Boulevard, Fontana, CA 92335	The Baralat Company	IVIAII	Iviali Farking	33	13	22
	TOTAL						35	13	22	

Source: Parsons, 2015.

Table 5-4. Parking Impacts (Alternative 3)

No.	APN	City	General Location	Address	Owner	Parcel Use	Uses of Parking	Number of Affected Parking Spaces	Number of Parking Spaces to be Replaced	Permanent Parking Loss
1	city property	Montclair	Palo Verde	East of Mills	City of Montclair	Street	On-Street Parking, 1,078 Feet Parallel Parking	49	32	17
2	100833116	Montclair	Monte Vista WB Off-Ramp	9405 Monte Vista Avenue, Montclair, CA 91763-1630	Pacific Montclair LLC	Mall	Mall Parking	11	0	17
3	100820122	Montclair	Central WB Off-Ramp	5391 Moreno Street, Montclair, CA 91763-1630	GSMS 2005-GG4 Moreno Dr Ltd Pt	Mall	Employee Parking behind The Mall	26	9	17
4	100831116	Montclair	Central EB On-Ramp	5360 San Jose Street, Montclair, CA 91763-2035	Peniel Church	Church	Church Parking	22	9	13
5	100827208	Ontario	Mountain EB On-Ramp	1025 West 6 th Street, Ontario, CA 91762	Mountain Sixth Associates LLC	Mall	Mall Parking	6	2	4
6	100826145	Ontario	Mountain EB On-Ramp	1550 North Palmetto Avenue, Ontario, CA 91761	Church of Christ Inland Valley Inc	Church	Church Parking	20	8	12
7	021021150	Ontario	Haven WB Off-Ramp	3700 Inland Empire Boulevard, Ontario, CA 91764	Sarkis Investments Company LLC	Mall	Mall Parking	17	17	0
8	023416111	Fontana	Between Etiwanda and Cherry (Impact by relocation of channel)	10288 Calabash Avenue, Fontana, CA 92335-572	Trader Joes Company	Semi Truck Distribution Center	Employee Parking + Semi Parking	40	37	3
9	023418112	Fontana	Between Etiwanda and Cherry (Impact by relocation of channel)	10317 Calabash Avenue, Fontana, CA 92335	Werner Enterprises Inc	Semi Truck Yard	Employee Parking + Semi Parking	105	75	30
10	023420101	Fontana	Between Etiwanda and Cherry (Impact by relocation of channel)	10331 Almond Avenue, Fontana, CA 92335	Titan Recycling Service	Commercial	Employee Parking	25	0	25
11	023517214	Fontana	Between Cherry and Citrus	14997 Washington Drive, Fontana, CA 92335	Fradkin Howard Living Tr	Apartment Complex	Posidont Parking	12	0	12
12	023517220	Гопіана	(Impact by relocation of channel)	14997 Washington Drive, Fontana, CA 92333	(2-1-96) & John A	Apartment Complex	Resident Parking	12	U	12
13	025120104	Fontana	Sierra WB On-Ramp	16741 Valley Boulevard, Fontana, CA 92335-6693	The Baralat Company	Mall	Mall Parking	78	48	30
14	025120105	i Unitana	Siena wb On-Namp	16795 Valley Rear Boulevard, Fontana, CA 92335	The Baraiat Company	iviaii	IVIAII FAIKIIIY	76	40	30
15	city property	Colton	J Street	Between 3 rd and Pennsylvania	City of Colton	Street	On-Street Parking, 850 Feet Parallel Parking	38	8	30
				TOTAL				455	245	210

Source: Parsons, 2015.



- Monte Vista Avenue WB off-ramp
- Monte Vista Avenue WB on-ramp
- Monte Vista Avenue EB off-ramp
- Monte Vista Avenue EB on-ramp
- Central Avenue EB on-ramp
- Central Avenue WB off-ramp
- 4th Street EB off-ramp
- Etiwanda Avenue EB loop on-ramp
- Etiwanda Avenue EB on-ramp
- 9th Street EB off-ramp
- Sunwest Lane WB on-ramp
- Waterman Avenue EB on-ramp
- Alabama Street EB off-ramp
- Tennessee Street EB off-ramp

Ramps that provide access to major shopping centers would not be closed from November 1 to January 31. In addition, ramp closures would be coordinated with the Auto Club Speedway so that they do not occur on major race days.

As shown in Table 5-2, the arterial roadways within the project area that would require bridge replacement, therefore resulting in temporary impacts to the existing nonmotorized transportation circulation patterns, as well as the permanent proposed sidewalks. As discussed in previous sections, a TMP would be implemented to minimize temporary construction impacts to circulation. At this time, it is anticipated that the project would be constructed in multiple stages due to the scale of the project. For each of these closures, there are multiple alternate routes that can be used during street closures. Closure of streets that are located in close proximity to one another would not coincide so that there would be convenient nearby alternate routes available for school pedestrians.

Coordination with local jurisdictions and public transportation providers will continue through the final design to identify emergency service routes that serve hospitals, fire/police stations, emergency shelters, emergency command centers, and other facilities that provide essential services in times of emergencies within the study area. These emergency service routes would be maintained during construction or alternate routes provided. Additional coordination with public transportation providers would provide detour information, as well as information regarding temporary bus stop alternatives when complete roadway closure is required for construction.

Cumulative Impacts

Implementation of the proposed project, together with the other transportation projects located within the cumulative projects study area, would accommodate future traffic demand during peak periods resulting in the reduction of traffic congestion conditions at various segments and interchanges. Other cumulative transportation projects would also provide alternative transportation modes, therefore resulting in additional beneficial congestion impacts. The impacts to circulation and access systems are beneficial on a cumulative basis. The No Build Alternative is inconsistent with the current regional Express Lanes Program goals, as included in the recently adopted 2012 RTP, which include increasing efficiency of the existing roadway, providing motorists with fast and reliable travel options, and reinvesting revenue from collecting the tolls into infrastructure maintenance and transit enhancements along the proposed project corridor.

5.2.2 Public Transportation

Alternative 1: No Build Alternative

The No Build Alternative would maintain the current configurations of I-10 in the study area. Under the No Build Alternative, the project would not be constructed, and no impacts to public transportation would occur.

Common to Both Build Alternatives

Improvements along the I-10 corridor proposed by both build alternatives would provide benefits to commuter traffic, transit services, and goods movement by reducing congestion, increasing throughput, and enhancing trip reliability.

Both build alternatives complement other transit plans for San Bernardino and Los Angeles counties. For example, the proposed extension of Metro's Gold Line light rail system from Azusa to Montclair could further reduce traffic and congestion on I-10 and provide a direct connection to downtown Los Angeles and other destinations along Metro's rail system.

It is anticipated that either of the build alternatives would enhance Metrolink services by providing improvements to the I-10 corridor that would increase travel speeds, reduce congestion, and thereby improve access to and from Metrolink stations along the corridor. Additionally, this is anticipated to encourage a greater growth and regional expansion of efficient transit options at the same time.

By improving the I-10 corridor, it is anticipated that the project will enhance Omnitrans' current service and access to and from transit centers and encourage increased ridership, thereby increasing transit usage along the I-10 corridor and surrounding communities. Several Omnitrans routes utilize facilities that would be improved by either build alternative, though the Alternative 2 improvements would provide less capacity than Alternative 3 and would not be sustainable for the long term because the GP lanes are projected to become congested less than 10 years after opening the HOV lane. Conversely, Alternative 3 would provide the greatest capacity for the existing express bus services and trip reliability along I-10, adding potential for expanded express bus services connecting primary transit stops at the San Bernardino, Pepper, Sierra, and Monte Vista hubs. Omnitrans is also considering several locations along I-10 that may be suitable for implementing key bus stop locations, allowing greater transit connectivity and opportunities to accommodate trip transfers for existing and future customers.

Vanpools traveling along the I-10 corridor would benefit to some extent under both of the build alternatives because both build alternatives would result in reduced congestion, increased throughput, and enhanced trip reliability. Implementation of either of the build alternatives is anticipated to potentially increase vanpool usage within the I-10 corridor.

Carpools traveling along the I-10 corridor would benefit from either of the build alternatives by reducing the travel time for carpools that utilize the I-10 corridor and potentially increasing carpool usage.

To more successfully plan for and benefit from the proposed project improvements, coordination is ongoing with public transportation agencies.

Alternative 2: HOV Lane Build Alternative

Alternative 2 does not provide the same benefits as Alternative 3. Alternative 2 would provide some benefits east of Haven Avenue; however, it would not provide the same level of benefits as Alternative 3 because the trip reliability of Alternative 2 is not sustainable, with the GP lanes projected to become congested less than 10 years after opening the HOV lane.

Several of Omnitrans' routes utilize facilities that would be improved by either build alternative. By improving these facilities, it is anticipated that the project will enhance Omnitrans services and potentially increase transit usage within the I-10 corridor.

Although Alternative 2 would provide limited capacity for vanpools for the near term, it would not provide the same level of benefits as Alternative 3, because trip reliability is not sustainable because all traffic lanes are projected to be congested less than 10 years after opening the HOV improvements in Alternative 2.

The extended HOV lanes would result in reduced congestion, increased throughput, and enhanced trip reliability for carpoolers; however, the HOV lanes proposed for Alternative 2 would only provide congestion relief for less than 10 years after opening before they become congested.

Alternative 3: Express Lanes Alternative

Alternative 3 would have additional benefit and greater capacity compared to Alternative 2 by providing improved community connectivity to the Metrolink stations along the corridor, providing trip reliability and improved access to and from stations.

For Omnitrans, Alternative 3 would increase capacity for bus service and should improve trip reliability and allow potential for new express bus lines to be added for greater service connecting primary transit hubs at San Bernardino, Pepper, Sierra, and Monte Vista. Alternative 3 would also require local street improvements, including the construction of eight arterial street crossings over I-10 to improve access to and from stations and facilities.

For Alternative 3, the current intention is to open the Express Lanes for carpools with three or more occupants (HOV3+) for free, with the exception of heavy peak-period traffic. During heavy peak-period traffic (e.g., weekends and some holidays), HOV3+ may pay a discounted toll. Though both build alternatives would benefit commuter connectivity for carpoolers along the corridor by reducing congestion, providing increased trip reliability, and improving access to and from carpool facilities along the corridor, Alternative 3 provides a greater overall improvement in every regard.

Alternative 3 would provide the greatest benefit for vanpools by providing additional capacity and sustainable trip reliability in the Express Lanes for the long term.

Temporary Impacts

As discussed above, temporary impacts to public transportation would result from construction activities, including mainline lane closures and ramp connector closures. Coordination with local jurisdictions and public transportation providers will continue through the final design to identify public transit routes and emergency service routes

that serve hospitals, fire/police stations, emergency shelters, emergency command centers, and other facilities that provide essential services in times of emergencies within the study area. Emergency service routes would be maintained during construction, or alternate routes would be provided. Additional coordination with public transportation providers would provide detour information, as well as information regarding temporary bus stop alternatives when complete roadway closure is required for construction. The temporary impacts to access, circulation, and parking would be the same for public transportation impacts.

Indirect Impacts

Because no arterial roadways would be permanently closed and there are no permanent impacts to public transportation, no indirect impacts are anticipated.

Cumulative Impacts

The build alternatives are not expected to have an adverse cumulative impact on public transportation when considered with any transportation, commercial, industrial, or residential projects because implementation of the proposed project would not result in any permanent impacts to public transportation.

5.3 Avoidance, Minimization, and/or Mitigation Measures Circulation and Access

- COM-21. Caltrans shall implement a TMP throughout the duration of the construction activities. The TMP would minimize project-related construction disruptions by including traffic strategies designed in coordination with local jurisdictions. Close coordination with railroad owners and operators will be conducted during final design and construction phases to minimize impacts to railroad operations.
- COM-22. During design and construction, SANBAG and Caltrans shall work closely with affected property owners to identify means to avoid and minimize parking impacts, including space management such as restriping of parking areas and identifying parking replacement options. For those anticipated impacts, the property owners shall receive compensation for the partial loss of property through the ROW acquisition process.
- COM-23. Maintain a robust public outreach program to minimize objections to the unavoidable construction impacts. SANBAG will implement a

community information plan to maintain good relations with the public by providing timely information about anticipated construction activities to affected citizens and adjacent property owners. Notification methods could include, but are not limited to, website, fliers, mailers, e-mail blasts, and electronic messaging on the freeway.

- COM-24. Design all pedestrian facilities to meet or exceed requirements of the ADA and current safety standards. Access to the pedestrian and bicycle facilities shall be maintained to the extent practicable during the construction period.
- COM-25. Coordinate with Metrolink, Foothill Transit, Omnitrans, and other affected transit providers to request and comply with applicable procedures for any required temporary bus stop relocations or other disruptions to transit service during construction.

Chapter 6 Public Involvement

Early and frequent coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods.

Since the initiation of project studies for the I-10 Corridor Project in 2012, SANBAG and Caltrans have solicited public input through public meetings, stakeholder interviews, Community Advisory Groups (CAGS), briefings, grassroots canvassing, a project Website (http://www.i10corridorproject.org/i-10-corridor-project), social media, and a toll-free project hotline (877-726-2241). Public outreach for the I-10 Corridor Project was conducted in two phases.

Beginning in 2012, Phase I, the Listening Phase, documented attitudes, opinions, and levels of understanding from a variety of constituents regarding the mobility potential HOV Lanes and Express Lanes may hold for the I-10 corridor. This effort included identifying key stakeholders, conducting targeted interviews from stakeholder groups, identification and formation of the CAGs, initiating CAG meetings, and establishing a toll-free project hotline. Findings developed through the Listening Phase (Phase I) have continued to serve as the compass for actions to be undertaken in Phase II, the Outreach and Education Phase.

Beginning in early 2013 and continuing with ongoing efforts, Phase II, the Outreach and Education Phase activities focused on providing education about the similarities and differences between HOV lanes and Express Lanes through the use of conventional "grassroots" techniques, including ongoing CAG meetings, public briefings, town hall meetings, educational forums, workshops, and mailers and flier distribution, as well as electronic and social media techniques. Grassroots outreach actions are designed to educate people who may otherwise not be reached through other forms of communication and are especially successful for reaching ethnic neighborhoods. This grassroots outreach was augmented by a robust social media/ electronic technology element that, at its center, will highlight the project Website implemented in Phase I, which included a variety of two-way communication and feedback elements.

This chapter summarizes the outreach efforts made, as well as the stakeholder's and the affected community's attitudes toward the project that have been identified to date through the outreach effort.

6.1 Community-Based Organizations

Several attempts were made to reach out to community-based organizations. In total, 60 different community members and/or community-based organization members attended the 2 scoping meetings. The first was held November 13, 2012, in San Bernardino, and the second was held November 15, 2012, in Ontario. Comments and feedback were received by comment cards at the meetings, as well as comment cards that were mailed during the scoping period of October 26 to November 26, 2012. The summary of these comments, along with the other stakeholders identified, can be found in Section 6.2. In addition to the scoping meetings, many members of community-based organizations were chosen as CAG members. More information about this can be found in Section 6.4.

6.2 Stakeholders

According to the Draft *I-10 & I-15 Corridor Projects Outreach White Paper* (2013), four main stakeholder groups were identified for the I-10 Corridor Project. These are:

- SANBAG Board Members
- Elected Officials (Non-SANBAG Board Members)
- Community Groups and Special Interest Groups
- Business Community and Regional Attractors

From these groups, 74 persons were identified as stakeholders and were sent letters asking them to participate in the interview process. Fifty-two (52) invitees accepted the invitation and were interviewed between May and August 2012. Most interviews were 1 hour and were conducted face-to-face, with just 3 interviews conducted over the phone. All interviews covered the following topics:

- Perception of traffic on I-10
- Understanding of HOV and Express Lanes
- Equity issues associated with the proposed transportation improvements
- Transportation funding
- Suggestions for other potential interview candidates
- Other transportation issues and challenges as mentioned by interview participants

The stakeholders raised some concerns, which are summarized below.

Economic Challenges in San Bernardino County

There are many economic challenges currently facing San Bernardino County. The unemployment rate is approximately 12 percent, and 40 percent of the working community in San Bernardino County commutes out of the county for work. The concern is that these commutes are longer than average and that the distance and time involved impacts the disposable income of residents (SANBAG, 2013).

Truck Lanes

Many of the interviewees mentioned a high concentration of large trucks on I-10 and expressed apprehension that they should not be allowed onto the Express Lane. Some interviewees suggested that explicit truck-dedicated lanes be made available.

Double Taxation

Approximately half of the interviewees expressed concern that the proposed Express Lanes would result in double taxation for the citizens of the counties involved because the roads were initially built on tax dollars. The concern is that lower socioeconomic portions of the population would not be able to pay the toll; thus, the Express Lanes would be exclusionary to those individuals and families.

In contrast, many interviewees mentioned that although the Express Lanes would be enjoyed by those that could afford the toll, the extra revenues earned from these lanes could be used to help pay for the new infrastructure, potentially minimizing equity concerns.

Funding Source

More than half of the interviewed participants articulated the general assumption that there are funding shortages across all levels of the government; however, once the concept of funding for the HOV and Express Lane concept was explained, some of the city officials requested additional information regarding the process so they could attempt to acquire this type of funding to make necessary and desired improvements within their own cities.

Designated Use for Revenues

Many of the persons interviewed requested the revenues that will be generated from the Express Lanes be used solely for maintenance, construction, and law enforcement for the HOV and Express Lanes. Many expressed distrust that the government would hold to this stipulation of limited designated revenue expenditure; they cited numerous examples in which funds promised for a particular use were diverted elsewhere.

Express Lanes Access Points

One-third of the interviewed participants also stated concern over convenience of access and exit points for the lane. If either of these is inconvenient, then it could affect commerce, cause unsafe driving, or encourage drivers to illegally cross lanes to make their exit.

Need for Further Study and Education

More than half of the interviewed persons had more questions after the interview and expressed a general desire for more information about the project. The participants also stated that more information and education be given to all of the participants, including the general public, city officials, residents, businesses, communities, organizations, and other participants. This effort would include outreach and educational programs to answer many questions while going forward with the project.

Caltrans and SANBAG have addressed these issues by conducting outreach to community-based organizations and to minority and low-income communities and by implementing a community participation program, details of which are covered in Section 6.4.

6.3 Outreach to Minority and Low-Income Communities

SANBAG and Caltrans have recognized the need to provide multicultural, multilingual, fully accessible, economically diverse participation from stakeholders along the I-10 corridor in San Bernardino County. Many diverse attempts were made to ensure that both English and Spanish speaking community members had access to information about the I-10 Corridor Project because English and Spanish are the most common spoken languages within the project area.

Sources made available in both languages are discussed below.

Distributed Fact Sheets

The fact sheet describes the proposed project and the environmental process using printed text and maps. The purpose of the project is also explained. Each alternative is described and shown graphically.

Published Newspaper Notices

Ten newspaper notices were published for the project. Seven notices were published in English language in the following newspapers:

- *Inland Valley Daily Bulletin* (November 1-4, 2012)
- The Hesperia Resorter (November 1 and 8, 2012)
- Press-Enterprise (November 1-4, 2012)
- *Redlands Daily Facts* (November 1-4, 2012)
- *The Los Angeles Times* (November 4, 2012)
- Yucaipa News Mirror (November 2, 2012)
- *The Sun* (November 2, 4-5, 2012)

Three notices were published in the following Spanish language papers:

- La Opinión (November 1-4, 2012)
- El Clasificado (October 31, 2012)

La Prensa (November 2, 2012) Public Notices

A total of 25,332 mailings of public notices for scoping meetings were sent to residential and commercial occupants within 0.25 mile of the project corridor. The public notice was designed to include summarized information about the proposed project and the scoping meetings, as well as contact information for submitting comments. As part of the public outreach effort, the public notice was printed and circulated in English and Spanish languages.

Project Documents available on the Website

The project documents available on the Website include the Equity Assessment Report; the Corridor Project Fact Sheet, available in English and in Spanish; the scoping public notices, also available in English and Spanish; and CAG meeting notes and presentations. There were five CAG meetings:

- February 19-21, 2013
- May 14-16, 2013
- September 9-11, 2013
- October 15-17, 2013

⁴ La Prensa is a Spanish newspaper that is affiliated with Press Enterprise and is published weekly.

• November 19-21, 2013

Toll-Free Hotline

The toll-free hotline for the I-10 Corridor Project is (877) SANBAG1 or (877) 726-2241. The hotline has regularly updated bilingual (English/Spanish) messages and provides basic study information to callers, as well as allowing callers to leave voice messages.

In addition to the information for the project being available in both Spanish and English, briefings were conducted with a variety of potential stakeholders that may be associated with minority or low-income community members. CAG members, as well, were chosen based on their ability to be representatives of different aspects of the community, including minorities and low-income members of the community. This is discussed in more detail in Section 6.4.

6.4 Community Participation Program

Numerous efforts were made to encourage community participation, including:

- Public scoping meetings
- Agency scoping meeting
- CAGs
- Grassroots canvassing
- Social media
- Website
- Briefings
- Ongoing media relations

Public Scoping Meetings

The public scoping period for the I-10 Corridor Project started on October 26 and ended November 26, 2012. Two public scoping meetings were held for the I-10 Corridor Project. The first was on November 13, 2012, in San Bernardino, and the second was on November 15, 2012, in Ontario. The public scoping meetings were conducted in an open-house format, with aerial maps and display boards present to show the proposed project alternatives. The meeting rooms also contained environmental process display boards and tables used for scoping meeting participants to write and submit comment cards. The aerial maps and display boards

were used as visual aids for the project and were supported by SANBAG, Caltrans, and consultant staff.

The combined meetings had 60 community members and/or community-based organization members, 25 public agencies, 17 private firms, 3 representatives of the media, and 2 elected officials present. Public comments and feedback were received in many forms and were compiled and recorded at the end of the scoping period, which was November 26, 2012. In total, 67 comments were received.

General observations and concerns expressed for the I-10 Corridor Project included the following:

- Request for more information once available
- ROW takes, specifically over concern over how many homes, if any, would be acquired, and where those homes are located
- Questions about the noise impacts and soundwalls
- Opposition to the project in general
- Explicitly expressed support for the Express Lanes Alternative
- Support for the project
- Opposition to the tolling concept on the freeways, general feedback about tolling, or questions about how tolling would be monitored
- Suggestions or questions about alternatives and possible design modifications
- Suggestions about mass transit options
- Miscellaneous suggestions

Agency Scoping Meeting

In addition to the public scoping meetings, an agency scoping meeting was held November 15, 2012, in Ontario. Thirty-seven (37) community-based organization members, as well as 10 public agencies, 6 private firms, 3 project development/Caltrans employees, and 1 representative of the media were present at the agency scoping meeting.

Community Advisory Groups

The CAG is made up of volunteers who provide project staff with input and observations on interim technical findings throughout development of the environmental document. CAGs are comprised of grassroot interests from a variety of perspectives (e.g., business, community, civic, environmental). CAG members are identified in Table 6-1.

Table 6-1. List of CAG Members

CAG Members	Affiliation				
East Valley CAG					
John Abma	Loma Linda Chamber of Commerce				
Hamid H. Azhand	California State University, San Bernardino (CSUSB)				
Robert Baker	Hill International Contracts				
Carole Beswick	Inland Action, Inc.				
Randall Ceniceros	Colton Joint Unified School District (CJUSD), Board of Education				
Carl Dameron	Dameron Communications				
Nick DePasquale	Fairview Ford Sales, Inc.				
Pamela Emenger	Yucaipa Valley Chamber of Commerce				
Gary Grossich	Nickelodeon Pizza				
Richard Haller	Santa Ana Watershed Project Authority				
Dr. Dan Harris	American Association of Retired Persons (AARP)				
Valeria Henry	Devore Rural Protection Association (DRPA)				
Gloria Macias Harrison	San Bernardino Community College District (SBCCD)				
John Longville	League of Women Voters; San Bernardino Valley Conservation District; SBCCD (Trustee)				
John MacMillan	Fontana Police Department				
Edward Martinez	Martinez Marketing & Management				
Gail M. McCarthy	Arts Council of Big Bear Valley				
Jeffrey McConnell	Lions Club, Grand Terrace				
Judi Penman	San Bernardino Area Chamber of Commerce				
Richard Prieto	City of Colton - Planning Commission				
Concepcion M. Powell	US-Hispanic Women Grocers Association				
Cynthia L. Ramirez	City of Colton - Planning Commission				
Eloise Gomez Reyes	Law Offices of Eloise Gomez Reyes				
Frank Reyes	Arrowhead Regional Medical Center (ARMC) Foundation				
Christine Roque	Redlands Good Neighbor Coalition				
Larry R. Sharp	Retired - CSUSB				
William Siegl	СНР				
Maureen A. Snelgrove	San Bernardino County, Parks Department				
Espartigo (Randy) Sosa	Inland Empire Scholarship Fund				
Mark Stanson	Redlands Public Works Commission				
Colin Strange	San Bernardino Area Chamber of Commerce - Economic Development and Business Resources				
Jeffrey Veik	CAL FIRE, Mountain Division				

244

Table 6-1. List of CAG Members

CAG Members	Affiliation			
West Valley CAG				
Dr. Kenneth S. Alpern	The Transit Coalition			
Michael P. Biagi	California Polytechnic, Pomona			
David Buxbaum	Buxbaum & Chakmak			
Jeff Caldwell	ATU Local 1704			
Lina Chu	Asian Real Estate Association of America (AREAA)			
Phillip Cothran	Cothran Insurance Agency Inc.			
Lynda Gonzalez	M.A.S. Auto & Truck Electric Corp.			
Dennis Gutierrez	Inland Empire Hispanic Leadership Council			
John Heimann	Building Industry Association			
Michael (Mike) James	Ceramic Tile Contractor			
Beth Kranda	Valley Transportation Services (VTrans)			
Michael Krouse	Ontario Convention Center and Visitors Bureau			
Toni Levyssohn	Community Senior Services			
Jonnie Long	Retired, Inland Empire resident for 65 years			
Roy Mabry	Association of Black Correctional Workers (ABCW)			
Danny Marquez	San Bernardino County Veterans Advisory Board / Veterans Partnering with Communities			
Penny Newman	Center for Community Action and Environmental Justice (CCAEJ)			
Christine C. Pham	Victoria Gardens			
Linda Sargent	ThorneSarge Consulting			
Faiz Shah	Islamic Center			
Marie E. Shahani	Fontana Community Senior Center			
Matthew Slowik	Retired - Land Use Services Department, San Bernardino County			
Dr. D.C. Nosakhere Thomas	Rainbow Community Praise Center			
Luis Vaquera	Fontana Unified School District			
William Waddingham	Rotolo Chevrolet			

Two CAG groups were formed by SANBAG to optimize community involvement in the affected region. The two CAGs are the West Valley CAG and the East Valley CAG, respectively. The 57 members that form these 2 groups were chosen because they make up a reflection of the communities that they represent. Potential members for the CAGs were initially identified through the stakeholder database and from recommendations from the stakeholders. The interested persons then applied to be part of a CAG. The selected individuals were chosen based on their access to

different stakeholder groups. The chosen members ended up consisting of residents, homeowner association members, neighborhood councils, faith-based organizations, and representatives of the business community, labor community, environmental community, and economic development groups.

CAG member responsibilities include:

- Maintain active participation at the meetings; members cannot miss consecutive meetings
- Provide status updates at each CAG meeting to cover the individual outreach efforts conducted, as well as the feedback acquired from stakeholders
- Represent or have established relationships to pertinent stakeholder groups
 - Commit to reaching out to representative groups
 - Provide objective updates based on information received at CAG meetings

The CAG members have been instrumental in compiling feedback and high-quality interaction from different segments of the community. All of the feedback provided by the CAG members can be found on the project Website, along with CAG meeting minutes.

Additional CAG meetings are anticipated to occur three to four times per year. The meetings are aligned with the deliverables generated by the project team and key milestones of the project. This will keep CAG members informed of the latest project developments and provide opportunities for real-time feedback, which are pertinent to the groups they represent. These CAG meetings are open to the general public, and their scheduled meetings dates can be found on the Events Calendar on the project Website.

Grassroots Canvassing

The objective of grassroots canvassing was to reach members of the community that may not be able to have been reached via mail or electronic methods. Personnel physically went to several hundred locations that were identified as sites that attract many visitors in the cities and communities along the I-10 corridor. They visited small business strips, and public attractions such as city halls, libraries, senior centers, community centers. The establishments were encouraged to post information about the I-10 Corridor Project, which also included the Web address for more information. Grassroots campaigns are especially effective for reaching many ethnic neighborhoods (e.g., stakeholders may be reached through faith-based entities). This

is particularly true in many African-American, Hispanic or Latino, and Asian communities in which the church is often the nucleus of community interaction and communication. The aim of these efforts was to collect more information and feedback from the communities along the corridor and to distribute general information about the project.

Social Media

A Facebook page was created to support the outreach goals for the I-10 Corridor Project (I-10 and I-15 Corridor Projects). Additionally, SANBAG has an existing twitter account (@SANBAGnews) that has been used to publicize project updates. There are also brief 2-minute videos that are posted to YouTube on a biannual basis to enable communication in a multitude of mediums. SANBAG's existing social media accounts will be used to enhance the distribution of information to project stakeholders and to offer an additional platform for two-way communication.

An electronic newsletter is also prepared and disseminated to the project stakeholders multiple times per year. The newsletters are intended to provide general project status updates and an overview of past and upcoming public involvement opportunities. Additionally, there are ongoing E-blasts being sent out. E-blasts enable the distribution of electronic information via e-mail to a large number of target stakeholders. This is an effective option that allows the immediate dissemination of general project updates, as well as information on upcoming public involvement opportunities. E-blasts will also be utilized for the distribution of newsletters, project materials, and other general project announcements.

Website

An official project Website was created in April 2013, for the I-10 Corridor Project (www.i10CorridorProject.org). The Website gives general project information, including a project overview, project alternatives, potential costs and funding sources, and a question and answer segment. The Website offers many opportunities to create a dialogue between project stakeholders and members of the community. The Website features the following:

- General project information
- Environmental review
- Public outreach section
- Project documents
- Helpful links and videos

- Events calendar
- Contact information
- CAG meeting minutes and updates
- Social media links and updates
- Surveys to generate feedback

Briefings

Briefings are an opportunity-based approach to grassroots outreach with target stakeholder groups. SANBAG held 63 briefings with key stakeholders, which included local governments, boards, committees, and community-based groups. The average number of attendees was 30 people per meeting, although the meetings had as many as 100 or as few as 10 attendees. The purpose of the briefings was to disseminate information about the project, create awareness, and generate public involvement by motivating stakeholders to engage with and educate their constituents on the project.

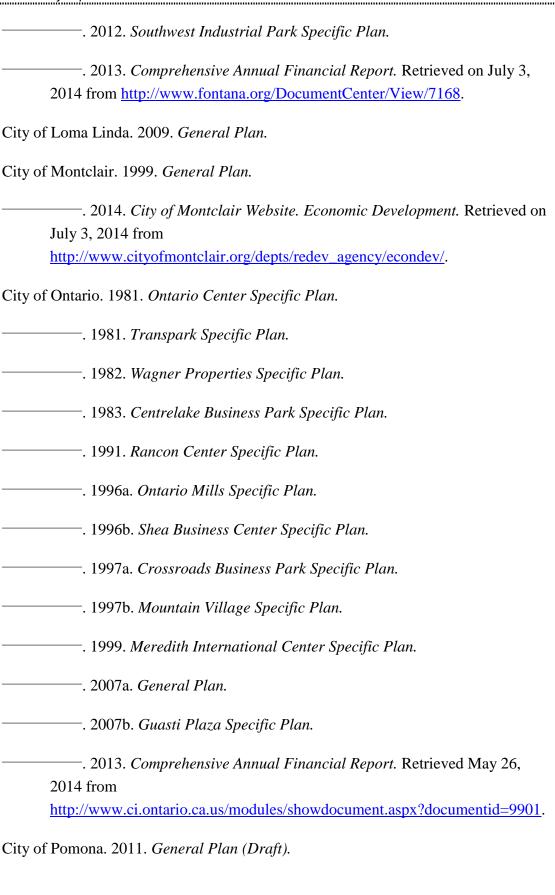
6.5 Results

The quantity and quality of public outreach methods used to communicate with the affected community of the I-10 Corridor Project successfully made information about the project available to members of the community. Additionally, the efforts undertaken by SANBAG and Caltrans have provided an opportunity for members of the community, as well as other agencies, to communicate with Caltrans and SANBAG in regards to the project.

There are many ongoing Phase II activities of the Public Outreach Plan, including grassroots canvassing/distribution of informational flyers, toll-free project hotline, media outreach, newsletters, E-blasts, social media updates, available forums, and news postings on the project Website. In addition, CAG meetings, which are open to the public, will continue three to four times per year, as well as additional public outreach meetings, workshops, and public hearings as part of the continuing efforts of Phase II.

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Appendix B List of Preparers

This document was prepared by the following Parsons staff:

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- Julio Rodriguez, Associate Planner. M.U.R.P., Urban and Regional Planning, California Polytechnic State University, Pomona; 2 years of environmental planning experience. Contribution: GIS Mapping Support.
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Jason Walsh, Project Planner. M.S., Environmental Management, University of San Francisco; 15 years of environmental planning experience. Contribution: Growth Analysis and Ramp Closure Study.

Appendix C Summary of Relocation Benefits

California Department of Transportation Relocation Assistance Program

Relocation Assistance Advisory Services

The California Department of Transportation (Caltrans) would provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of Caltrans' acquisition of real property for public use. Caltrans would assist residential displacees in obtaining comparable decent, safe, and sanitary replacement housing by providing current and continuing information on sales prices and rental rates of available housing. Nonresidential displacees would receive information on comparable properties for lease or purchase.

Residential replacement dwellings would be in equal or better neighborhoods, at prices within the financial means of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, displacees would be offered comparable replacement dwellings that are open to all persons regardless of race, color, religion, sex, or national origin, and are consistent with the requirements of Title VI of the Civil Rights Act of 1964, as amended. This assistance would also include supplying information concerning federal- and State-assisted housing programs, and any other known services being offered by public and private agencies in the area.

Residential Relocation Payments Program

A brochure on the residential relocation program is available in English at http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/residential_spanish.pdf.

If you own or rent a mobile home that may be moved or acquired by Caltrans, a relocation brochure is available in English at http://www.dot.ca.gov/hq/row/pubs/mobile_eng.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/mobile_sp.pdf.

The Business and Farm Relocation Assistance Program

A brochure on the business relocation program is also available in English at http://www.dot.ca.gov/hq/row/pubs/business_farm.pdf and in Spanish at http://www.dot.ca.gov/hq/row/pubs/business_sp.pdf.

Additional Information

No relocation payment received would be considered as income for the purpose of the Internal Revenue Code of 1954, or for the purposes of determining eligibility, or the extent of eligibility of any person for assistance under the Social Security Act or any other federal law (except for any federal law providing low-income housing assistance).

Persons who are eligible for relocation payments and who are legally occupying the property required for the project would not be asked to move without being given at least 90 days' advance notice, in writing. Occupants of any type of dwelling eligible for relocation payments would not be required to move unless at least one comparable "decent, safe, and sanitary" replacement residence, open to all persons regardless of race, color, religion, sex, or national origin, is available or has been made available to them by the State.

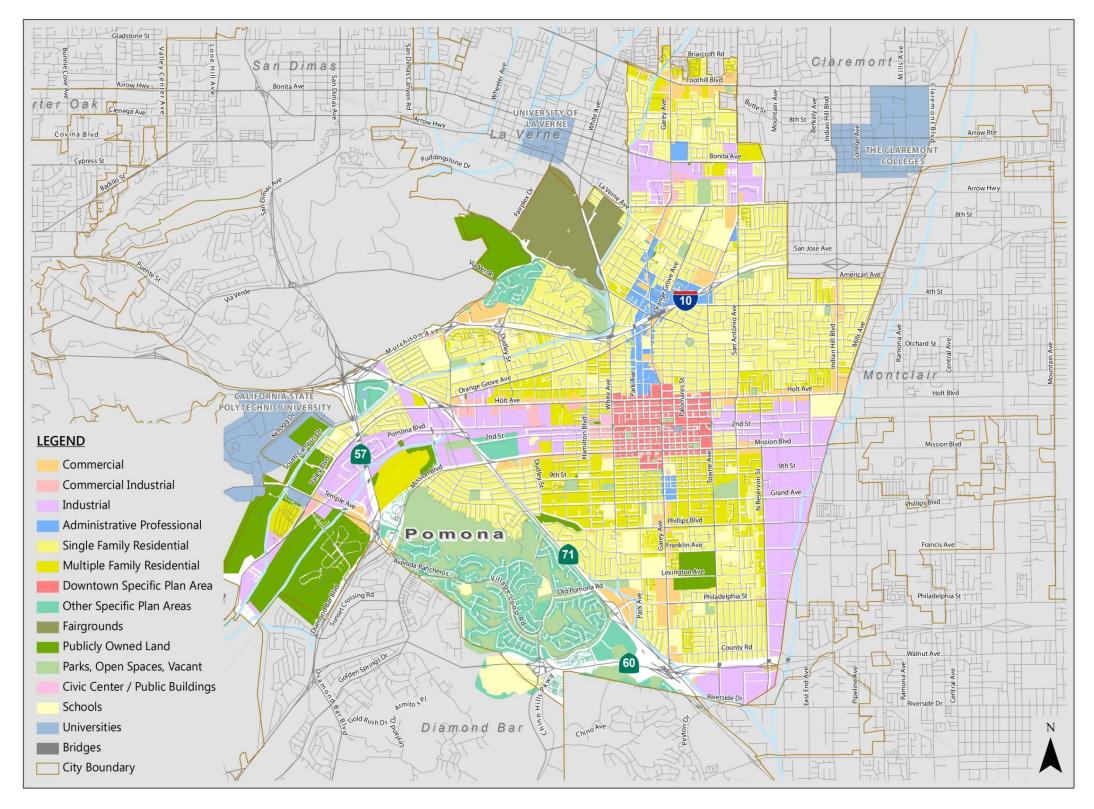
Any person, business, farm, or nonprofit organization, which has been refused a relocation payment by Caltrans, or believes that the payments are inadequate, may appeal for a hearing before a hearing officer or the Caltrans' Relocation Assistance Appeals Board. No legal assistance is required; however, the displacee may choose to obtain legal counsel at his/her expense. Information about the appeal procedure is available from Caltrans' Relocation Advisors.

The information above is not intended to be a complete statement of all of Caltrans' laws and regulations. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the State's relocation services. Tenant occupants of properties to be acquired are contacted immediately after the first written offer to purchase and are also given a more detailed explanation of Caltrans' relocation programs.

Important Notice

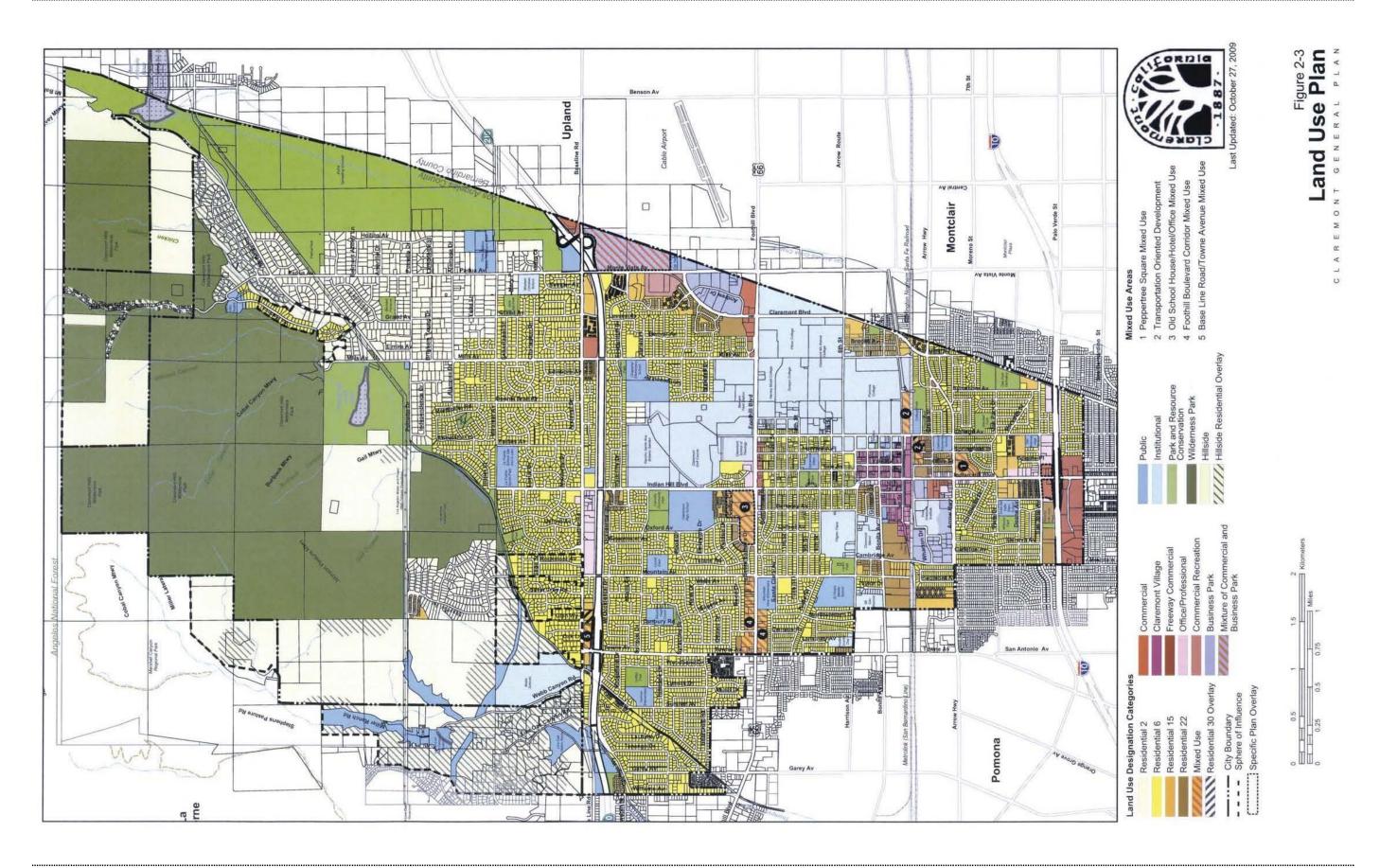
To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Caltrans relocation advisor.

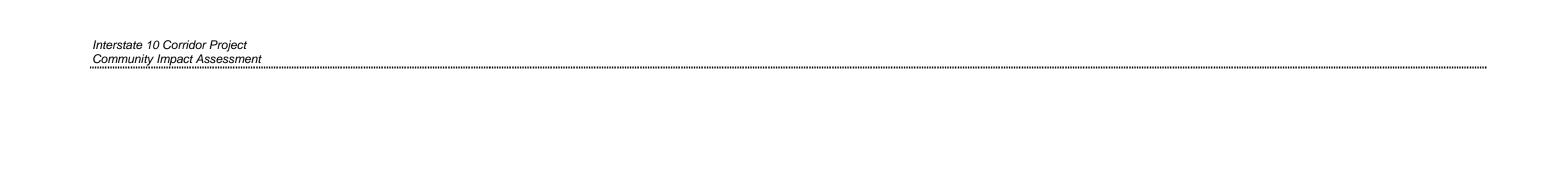
Appendix D General Plan Land Uses

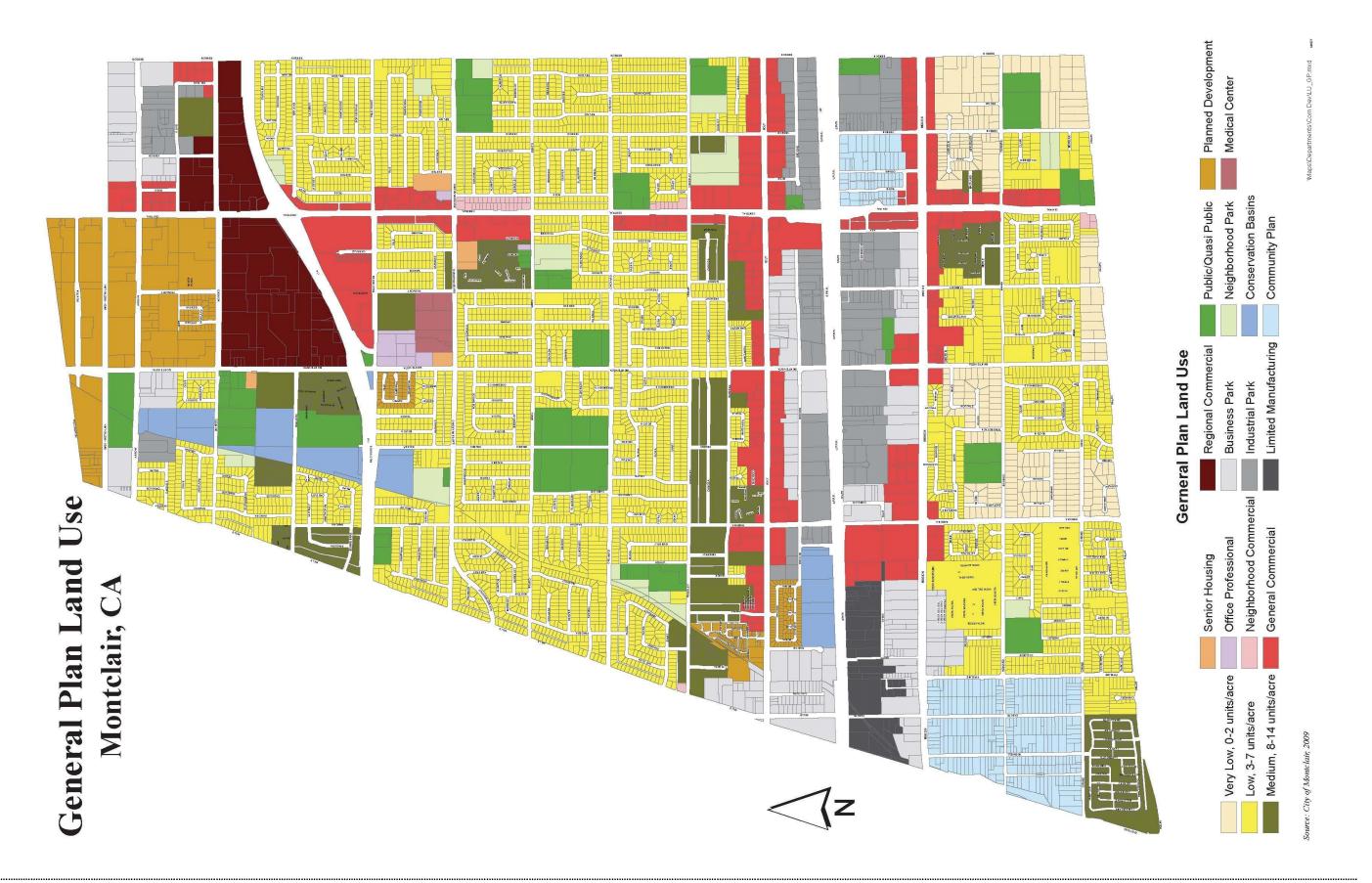


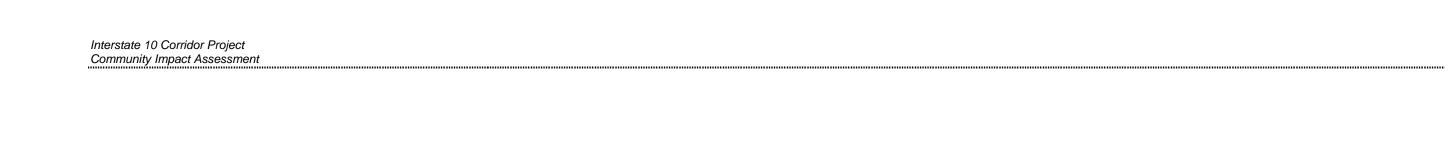
ZONING AND LAND USE CITY OF POMONA

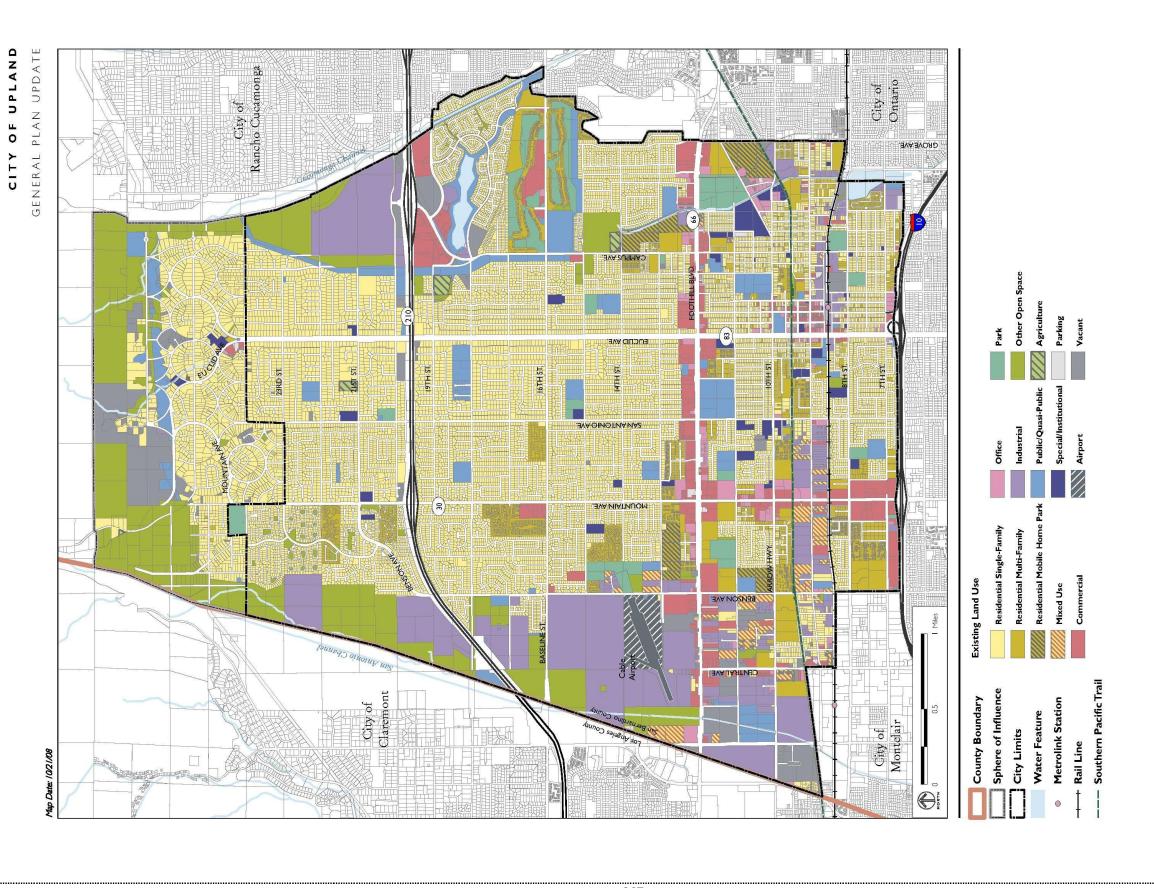




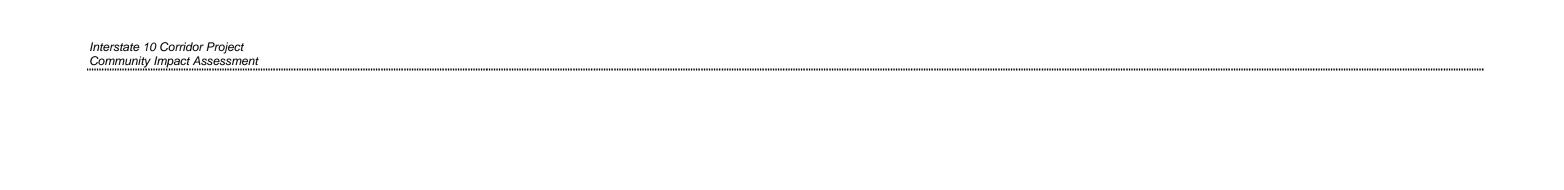


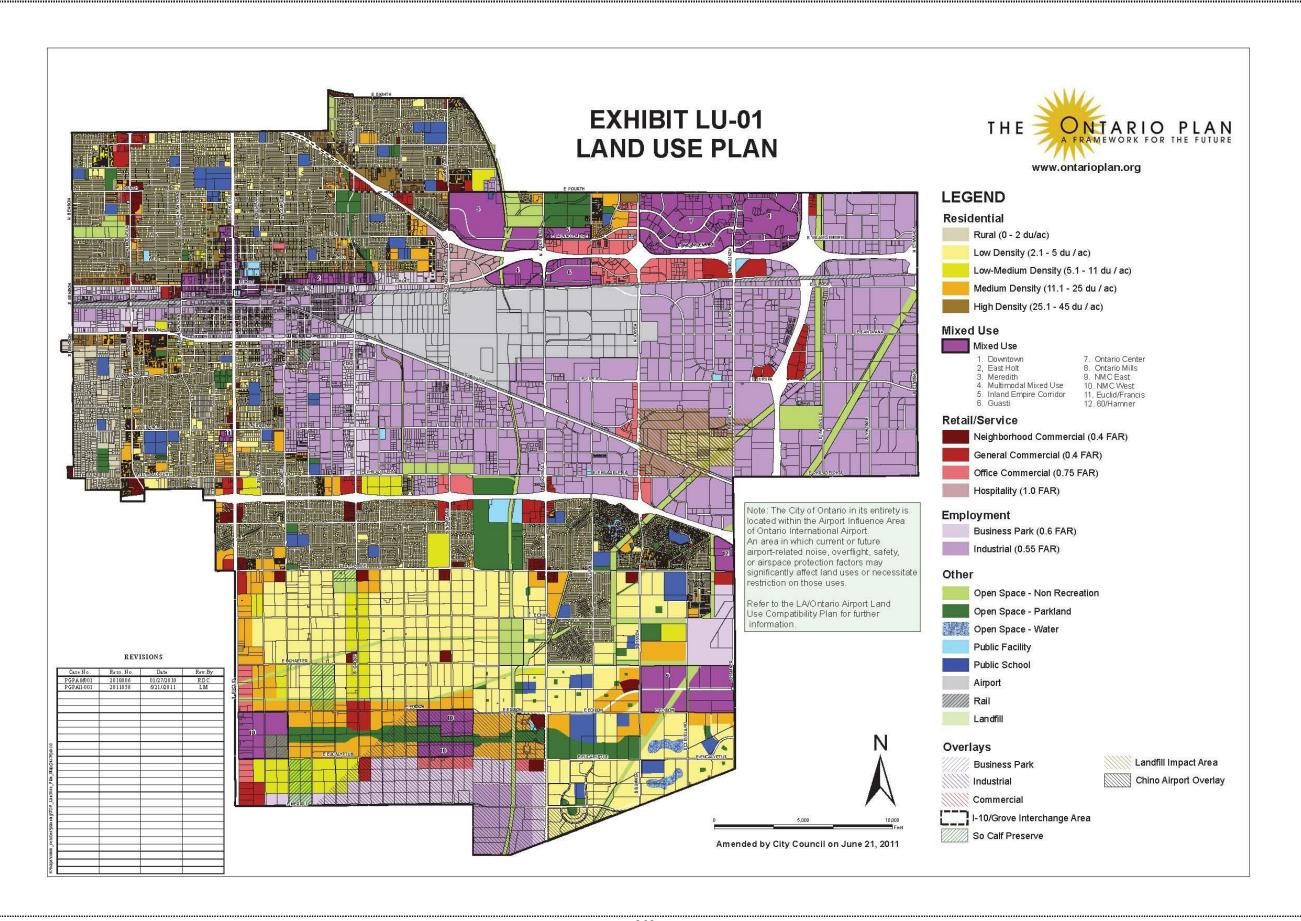




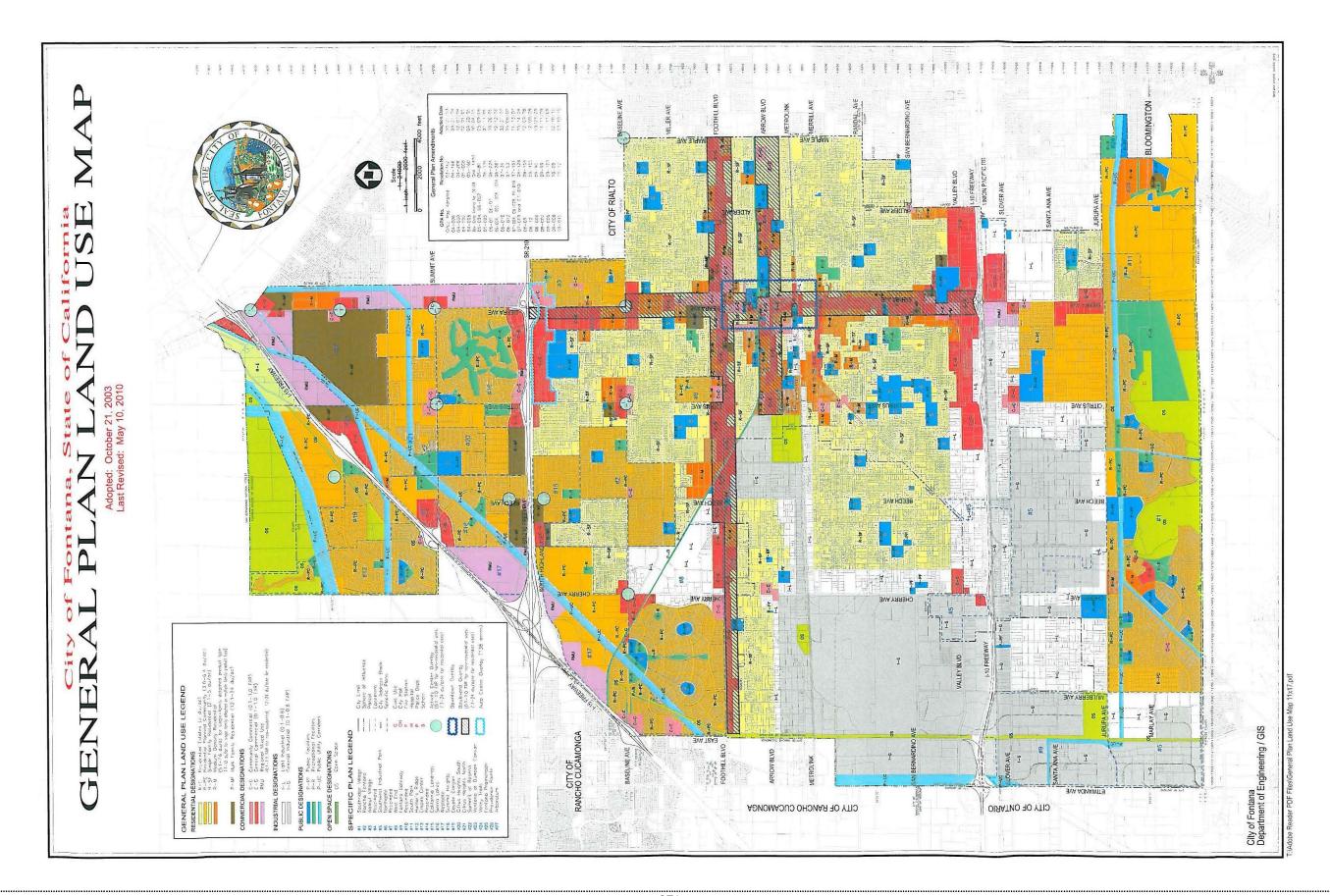


CITY OF UPLAND PRELIMINARY EXISTING LAND USE













Sources: County of San Bernardino, 2001 National Geographic TOPOL

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BLOOMINGTON - COMMUNITY PLAN BLOOMINGTON Legend Community Planning Area Bloomington County Land Use Designations RL, Ryral Living (Rt-20) RL Rural Living (RL-5) RS, Single Residential (RS-1) RS, Single Residential (RS-20M) RS, Single Residential (RS-14M) RS, Single Residential (RS-10M) RS, Single Residential RM_Multiple Residential CN, Neighborhood Commercial CG, General Commercial IC, Community Industrial IR, Regional Industrial tN, institutional SP: Specific Plan. RIVERSIDE CO

Highway/Freeway

Major Road

Local Street

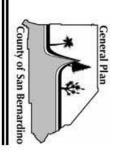


FIGURE 2-1:

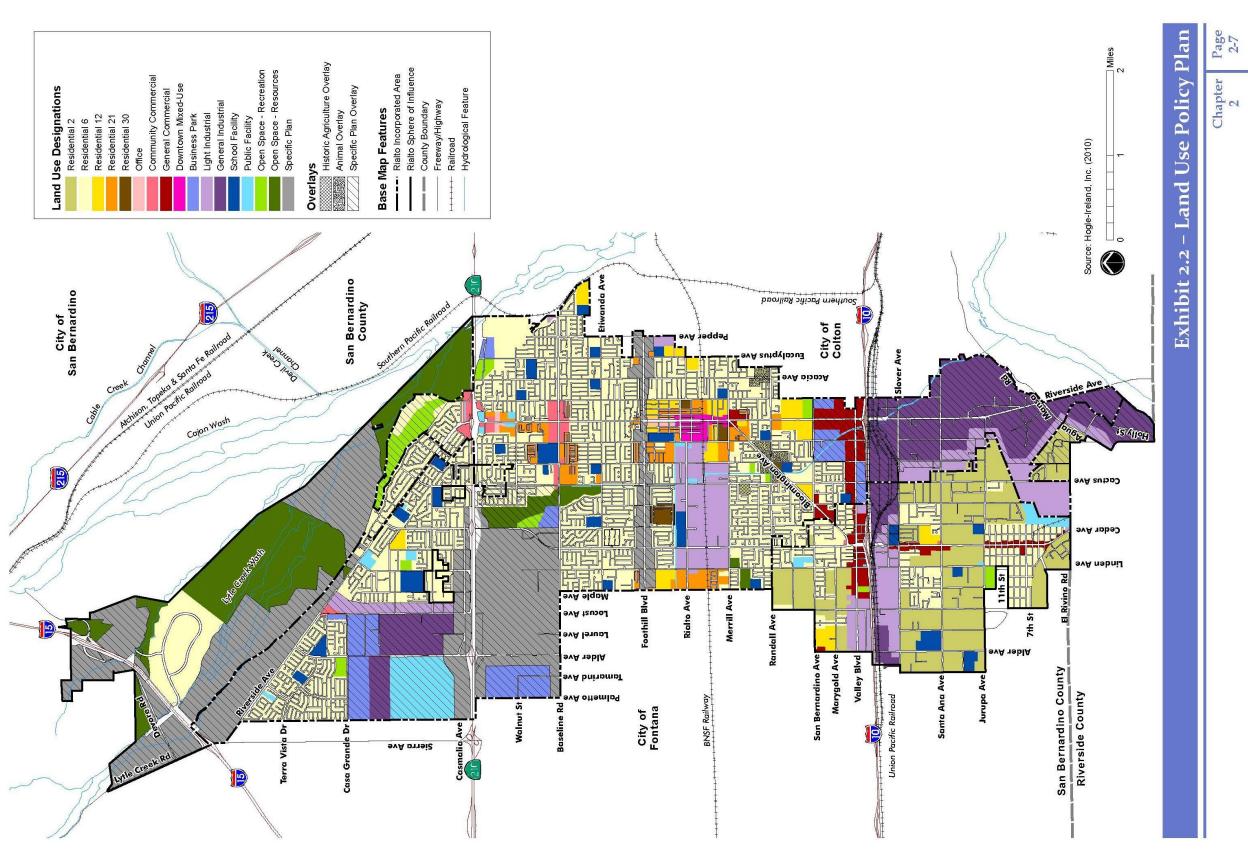
LAND USE POLICY

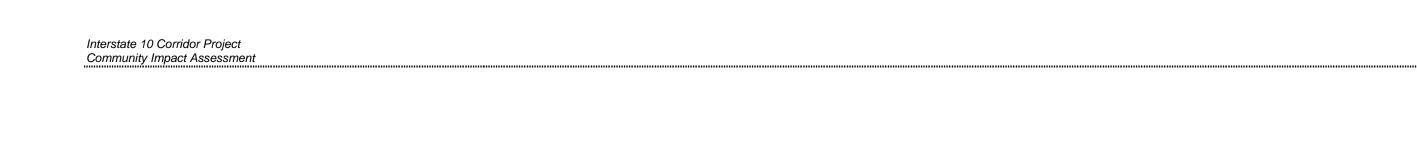
County Line

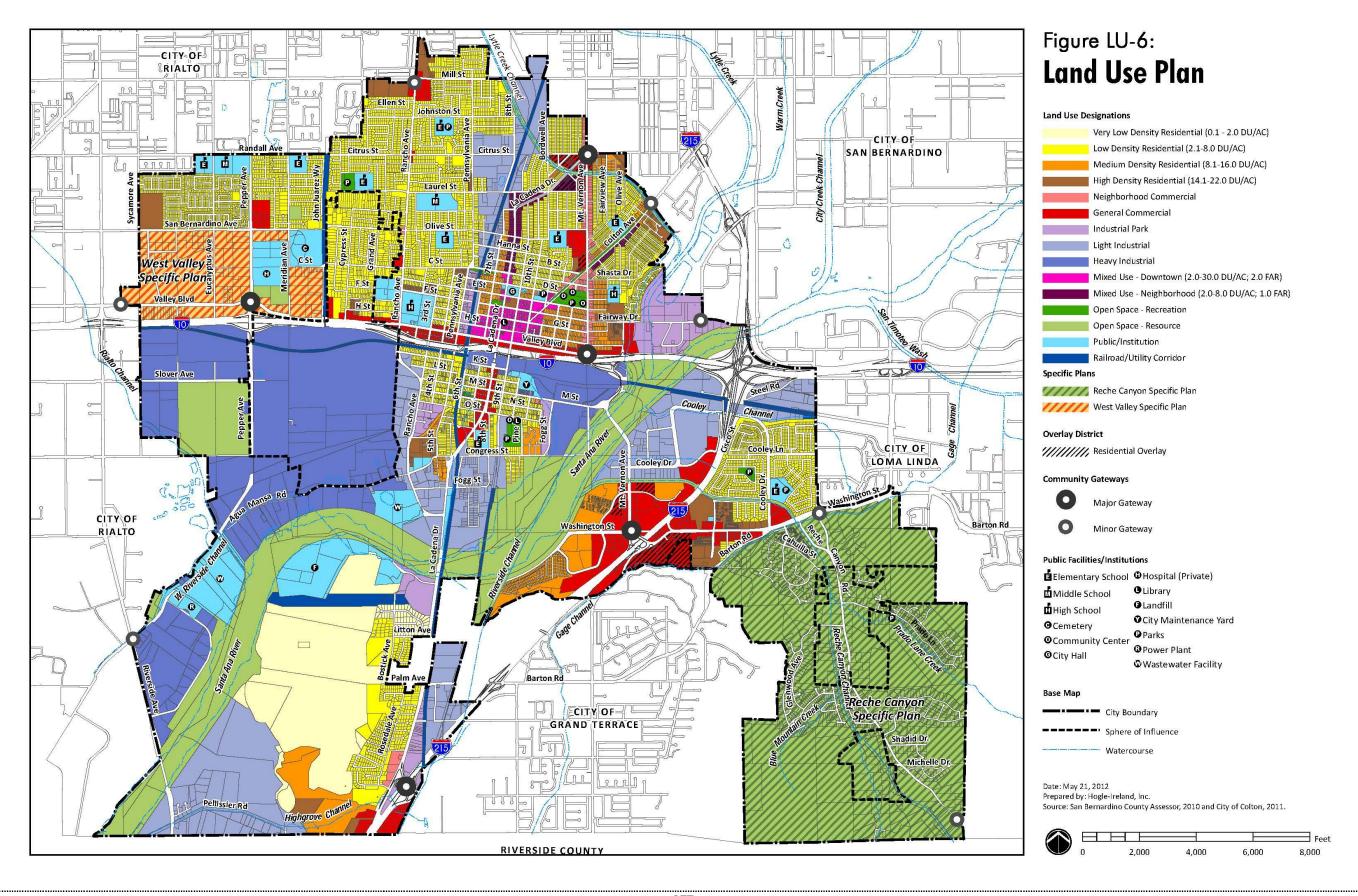


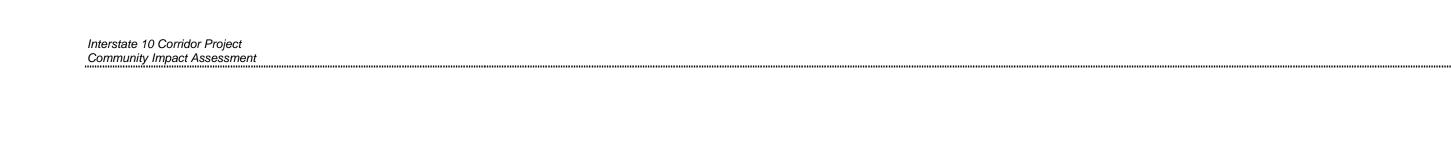
MANAGING OUR LAND SUPPLY: LAND USE, COMMUNITY DESIGN, OPEN SPACE AND CONSERVATION











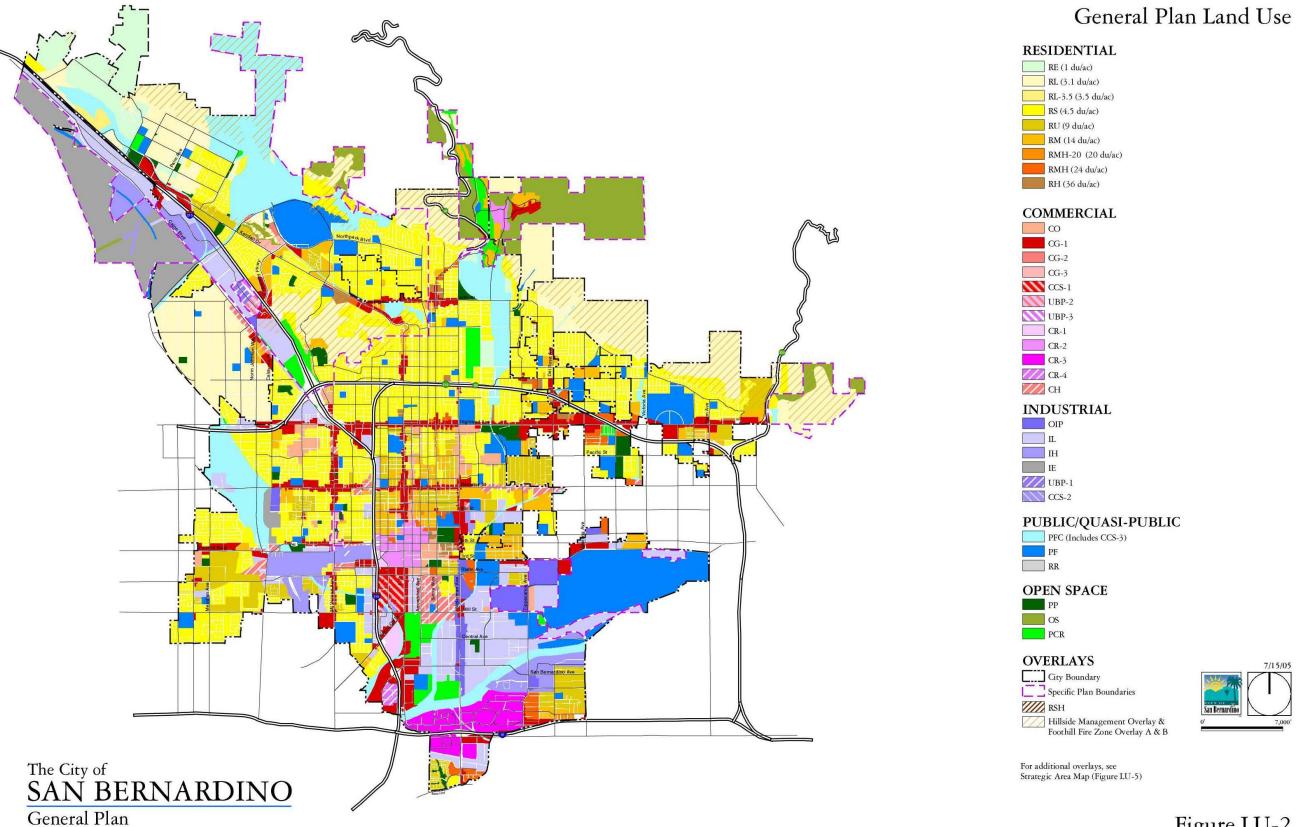
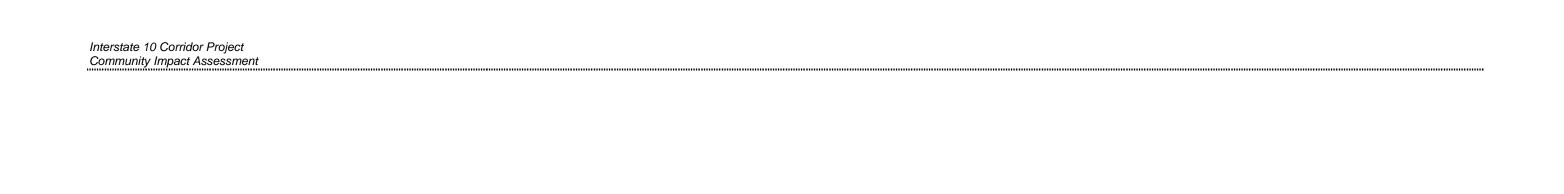
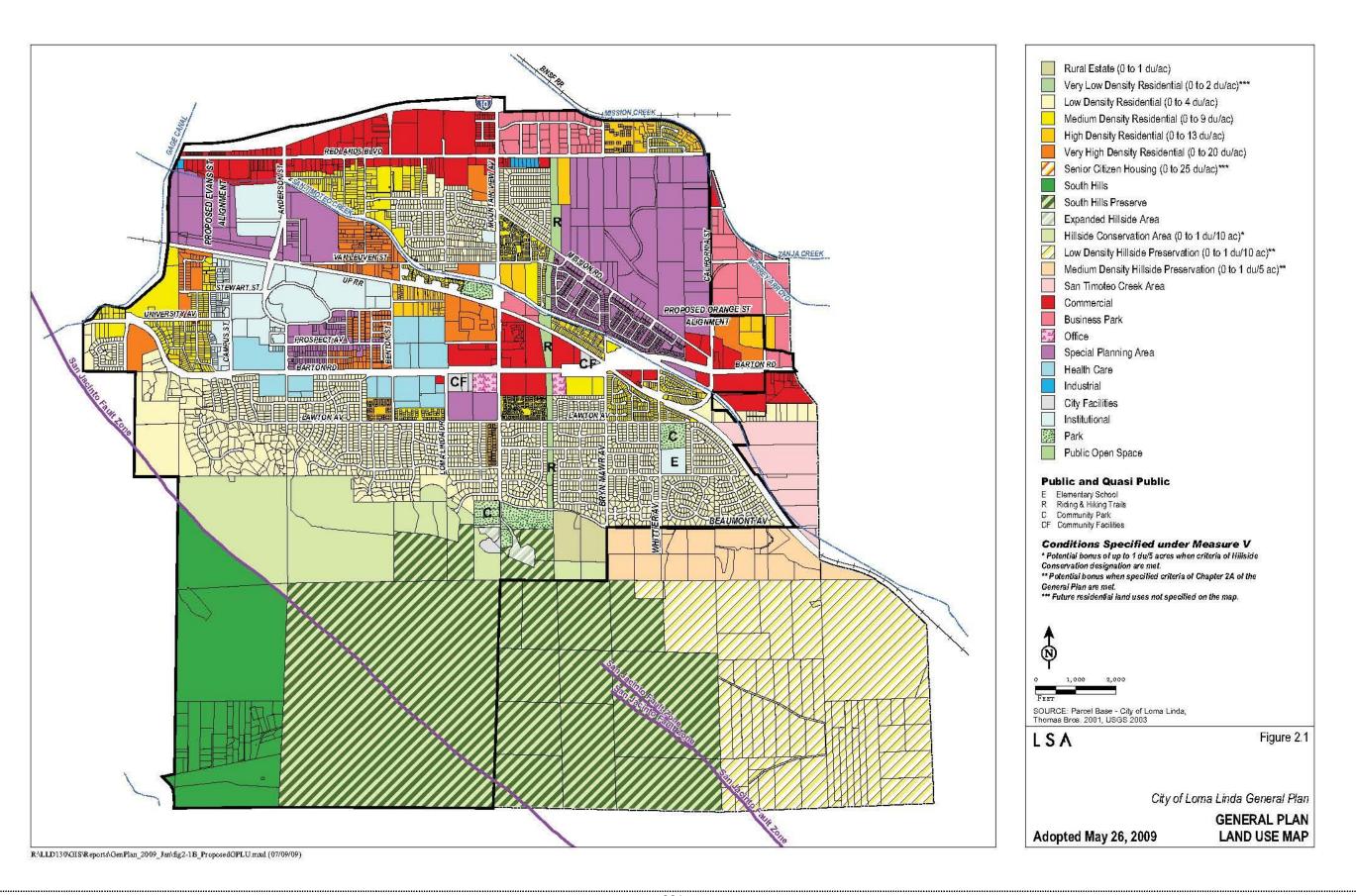
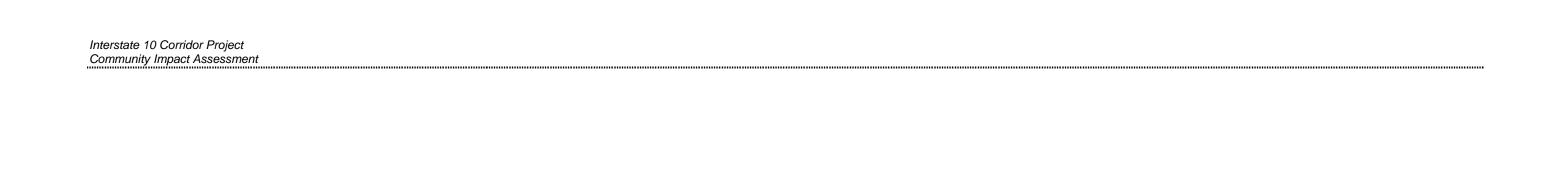
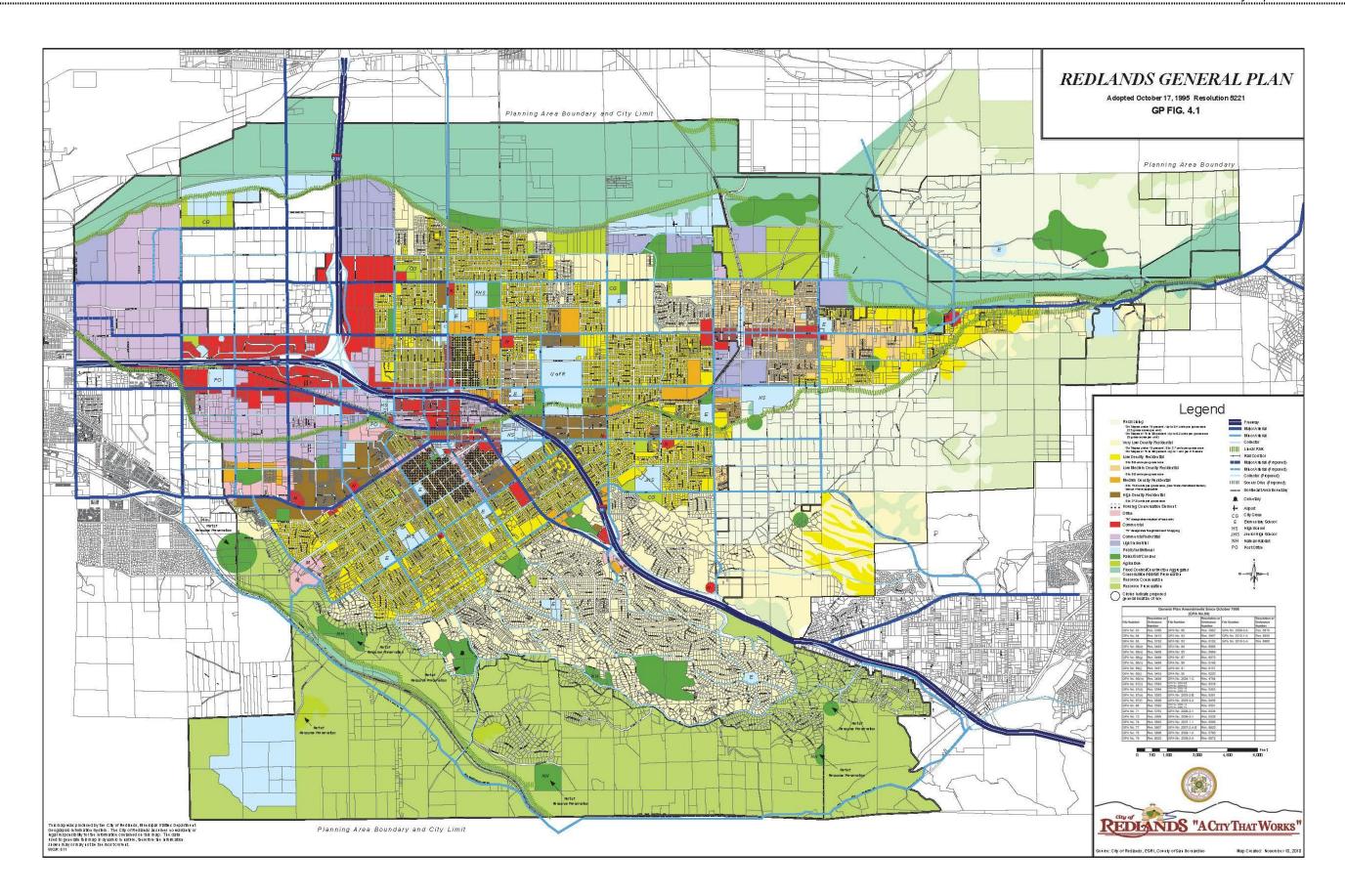


Figure LU-2

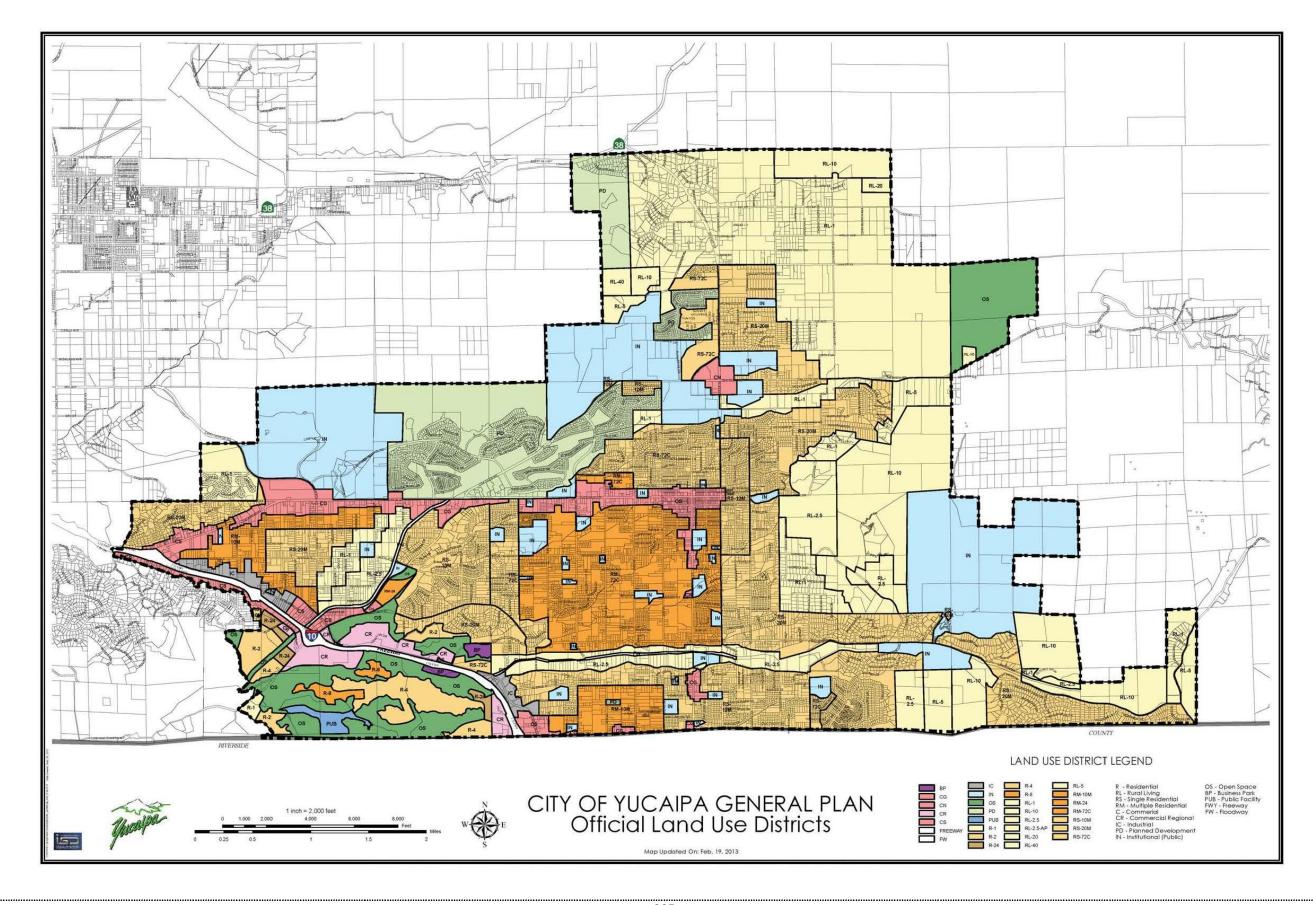


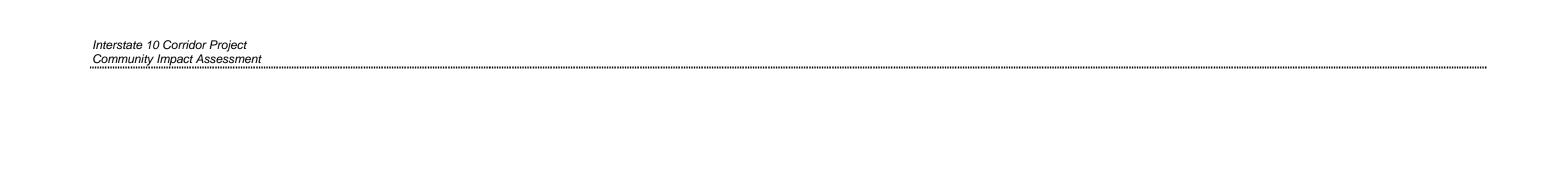


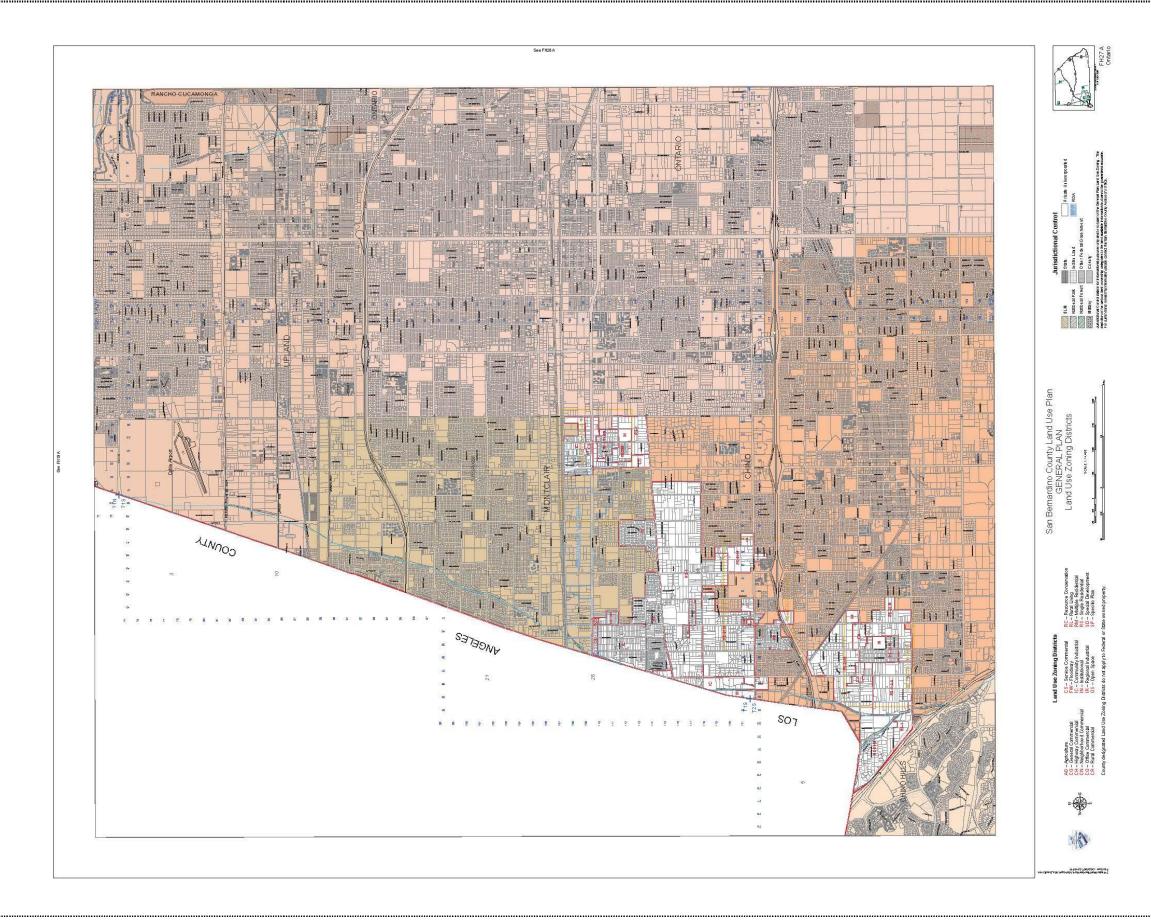


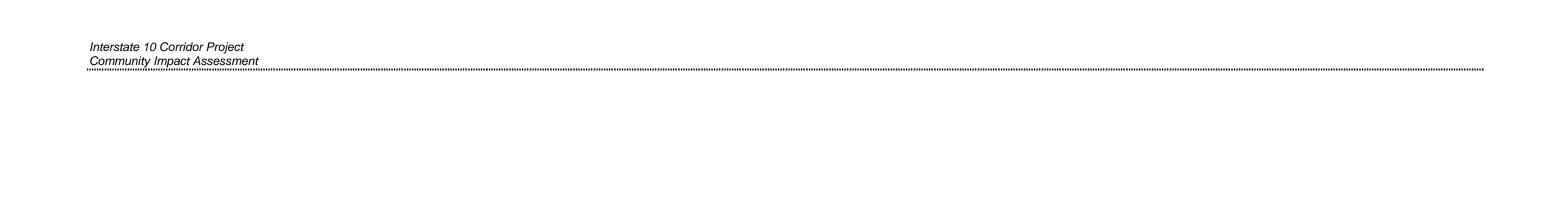


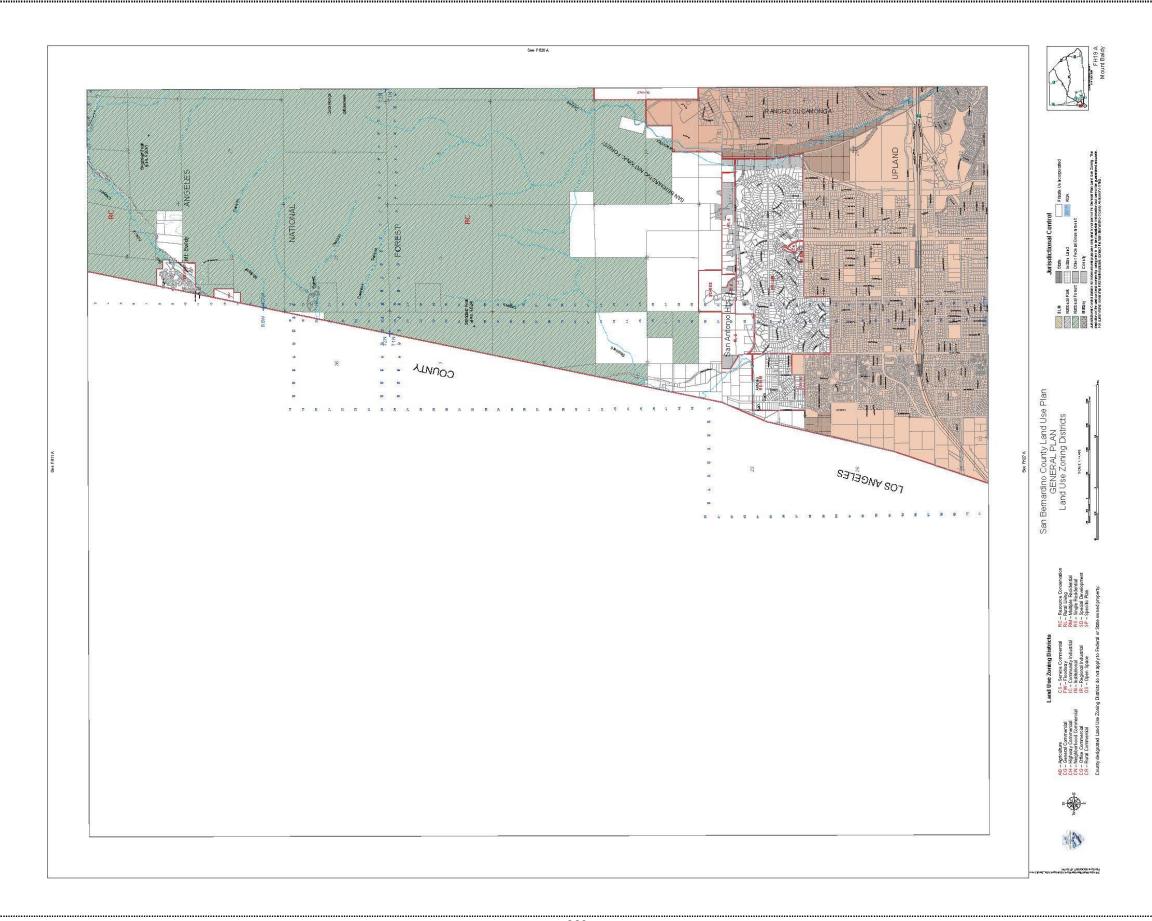


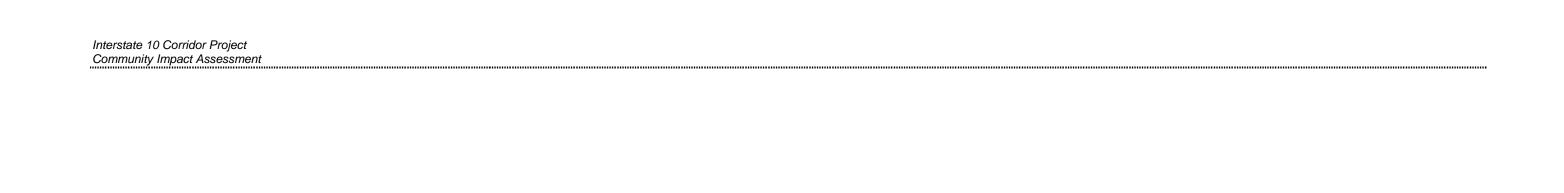


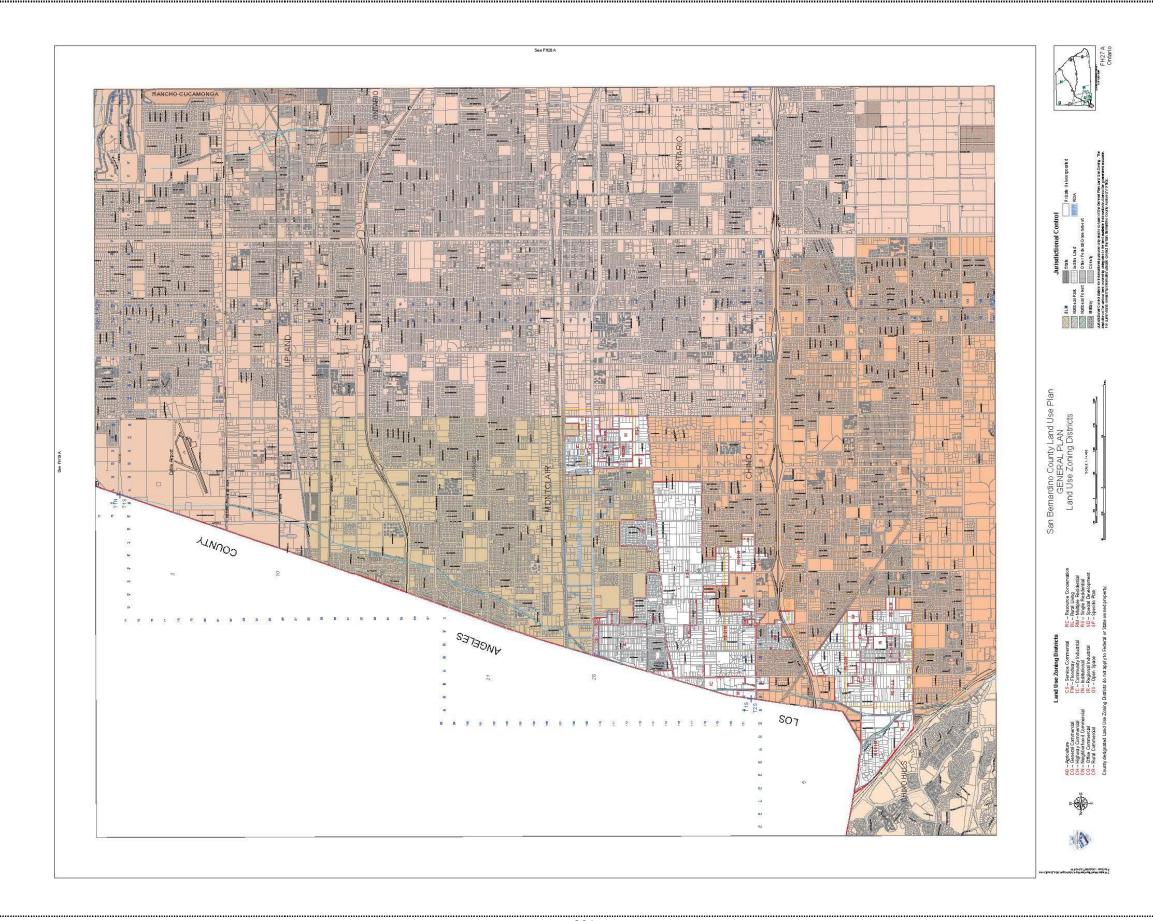


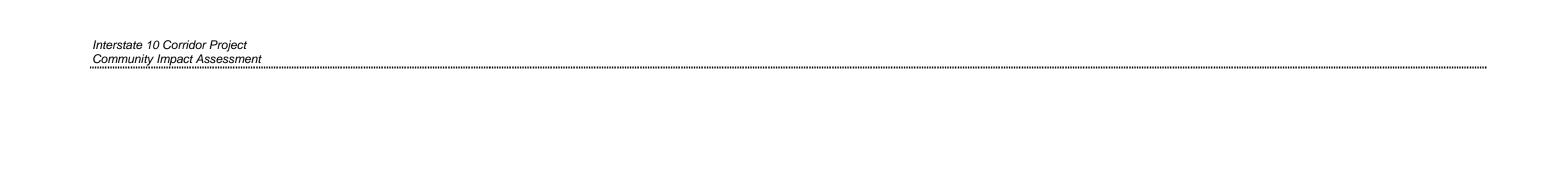


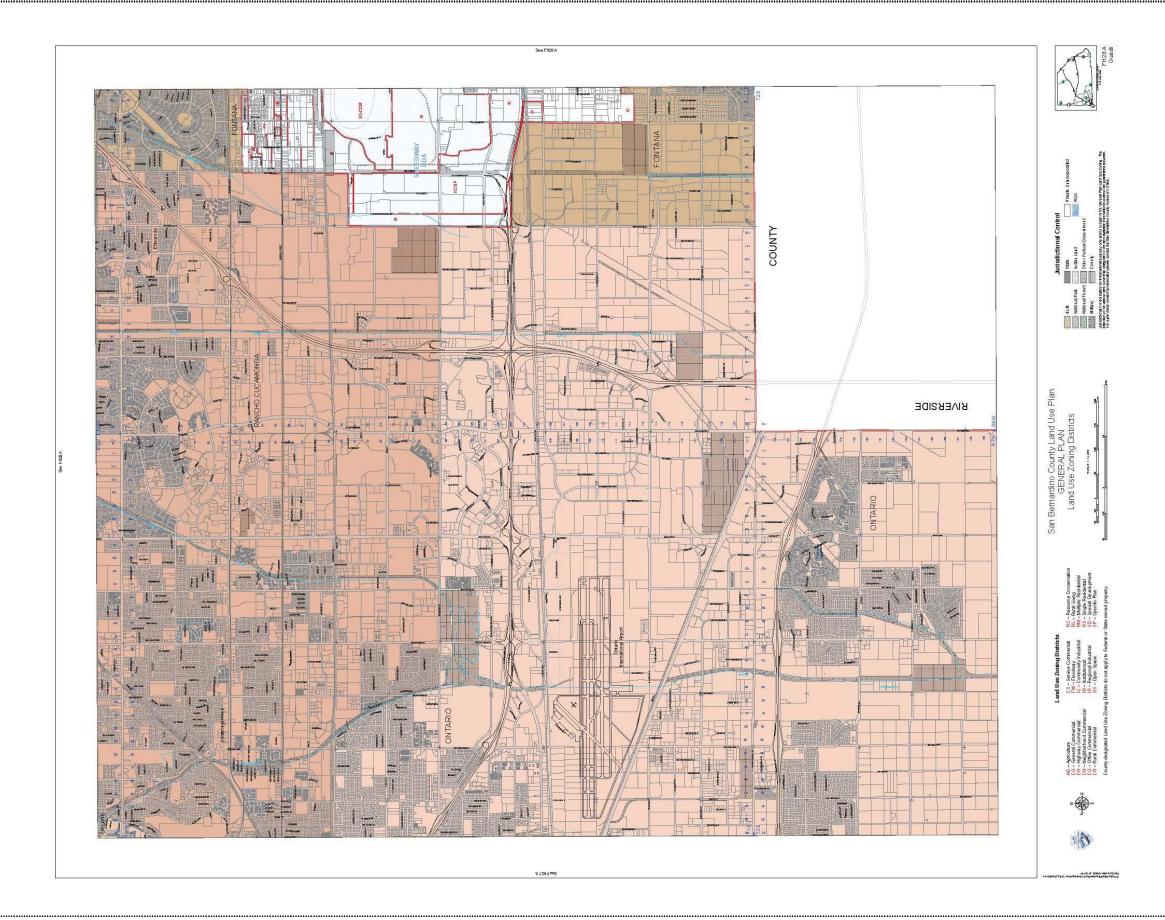




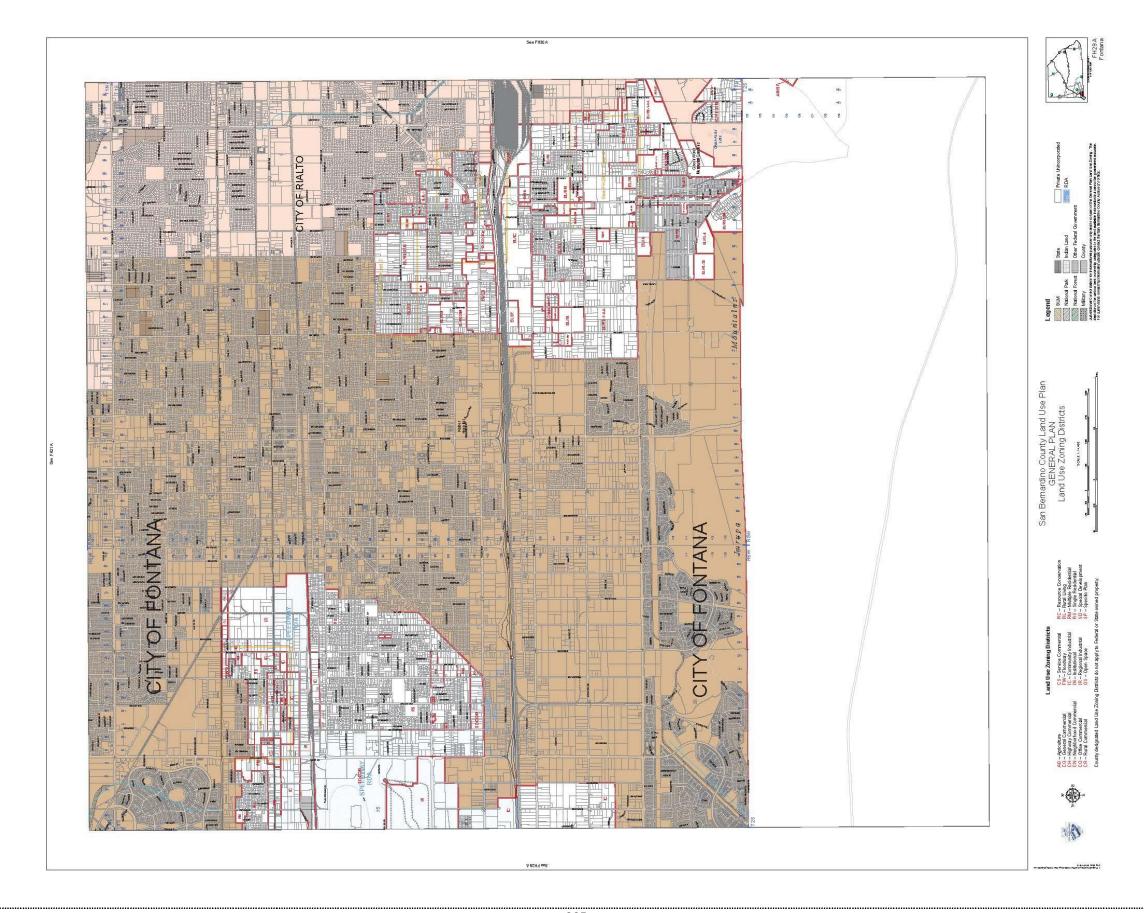


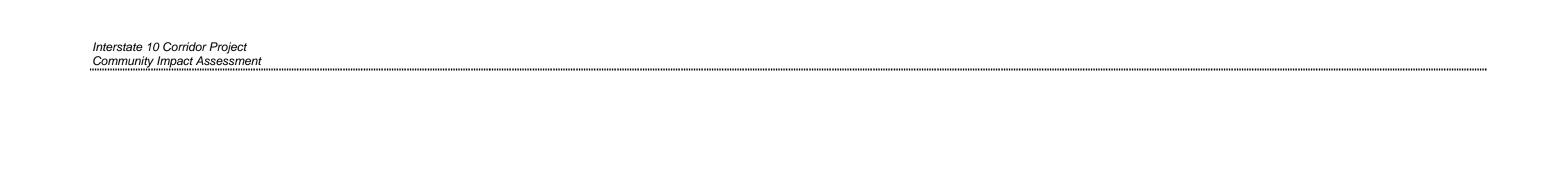


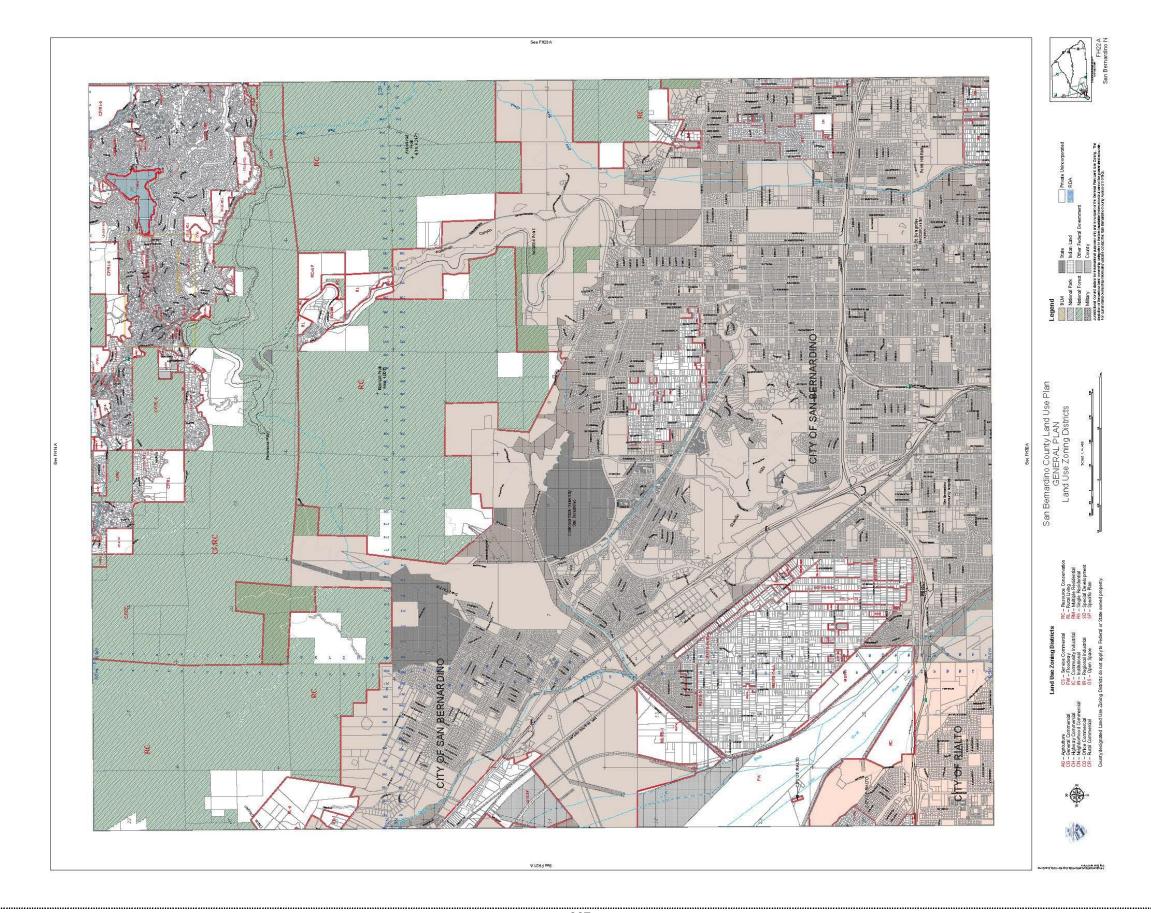




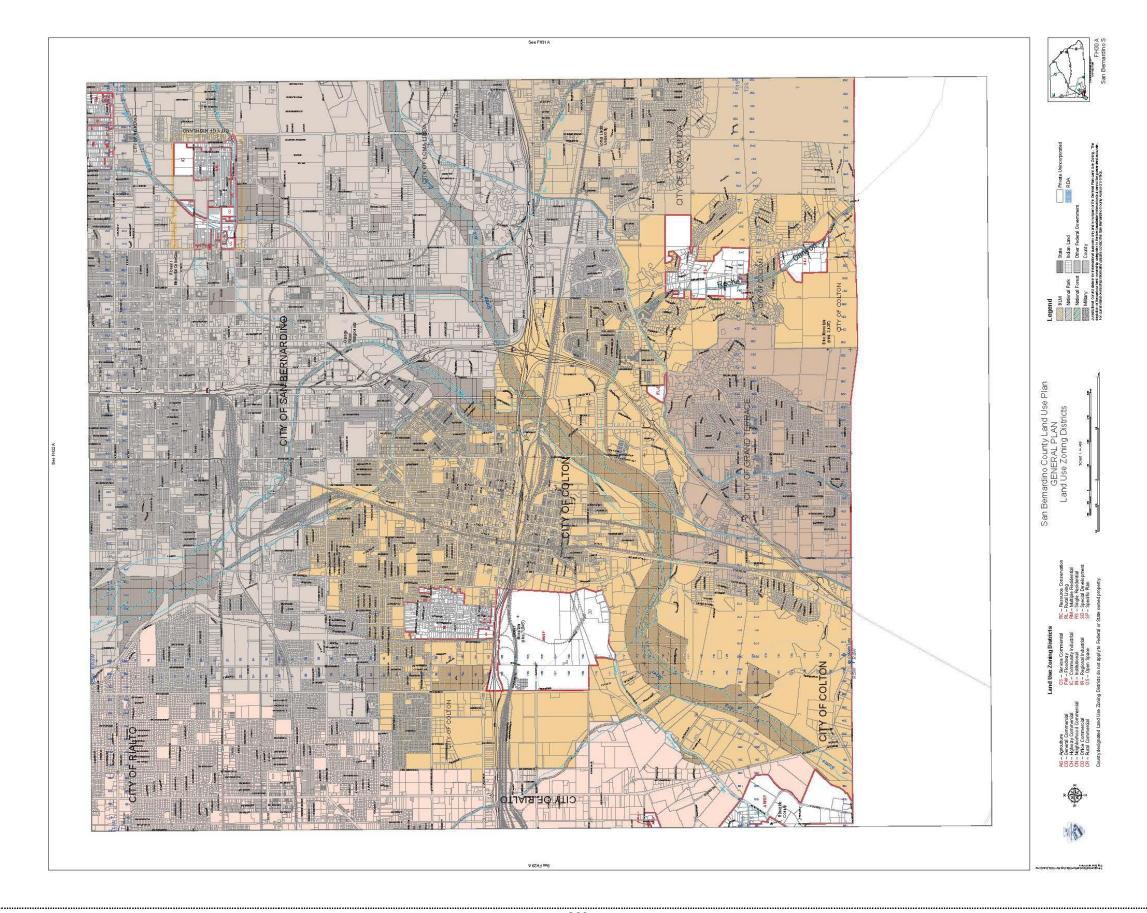




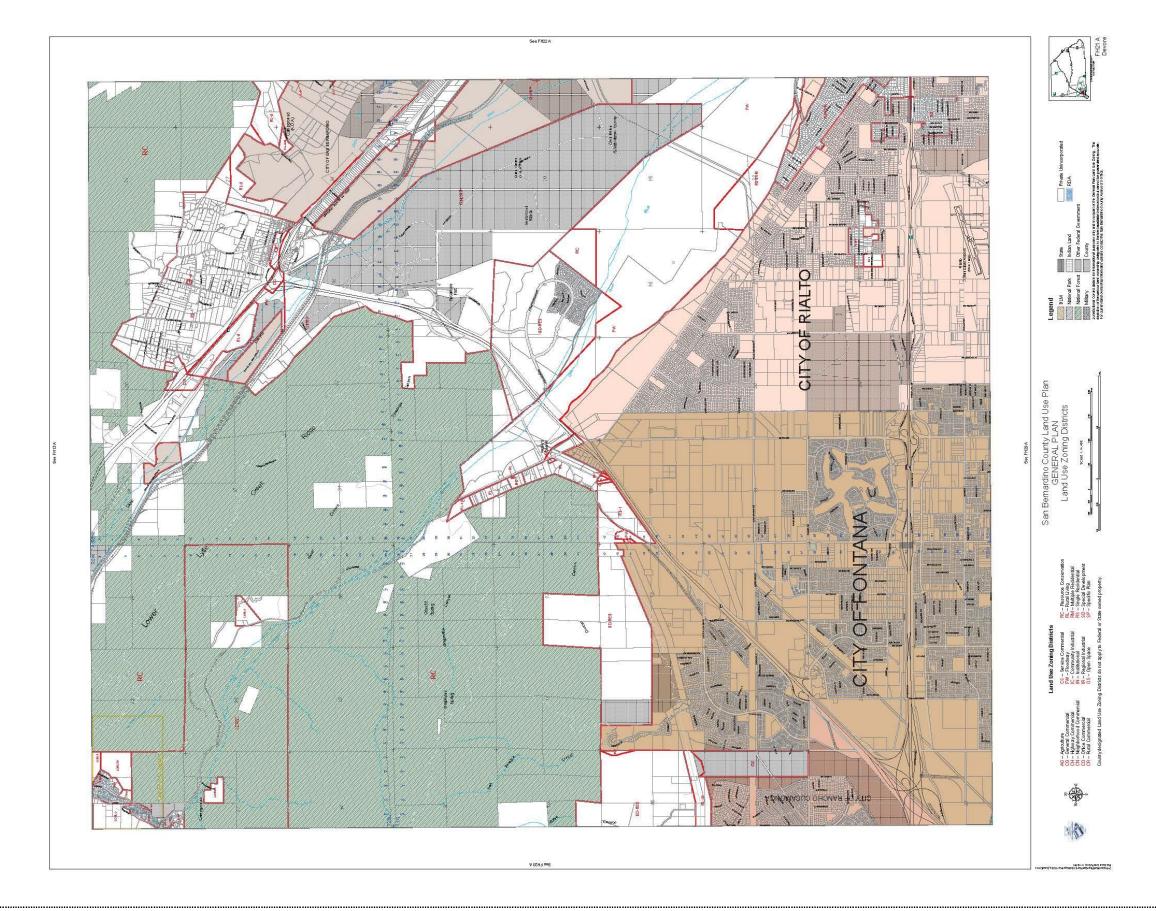




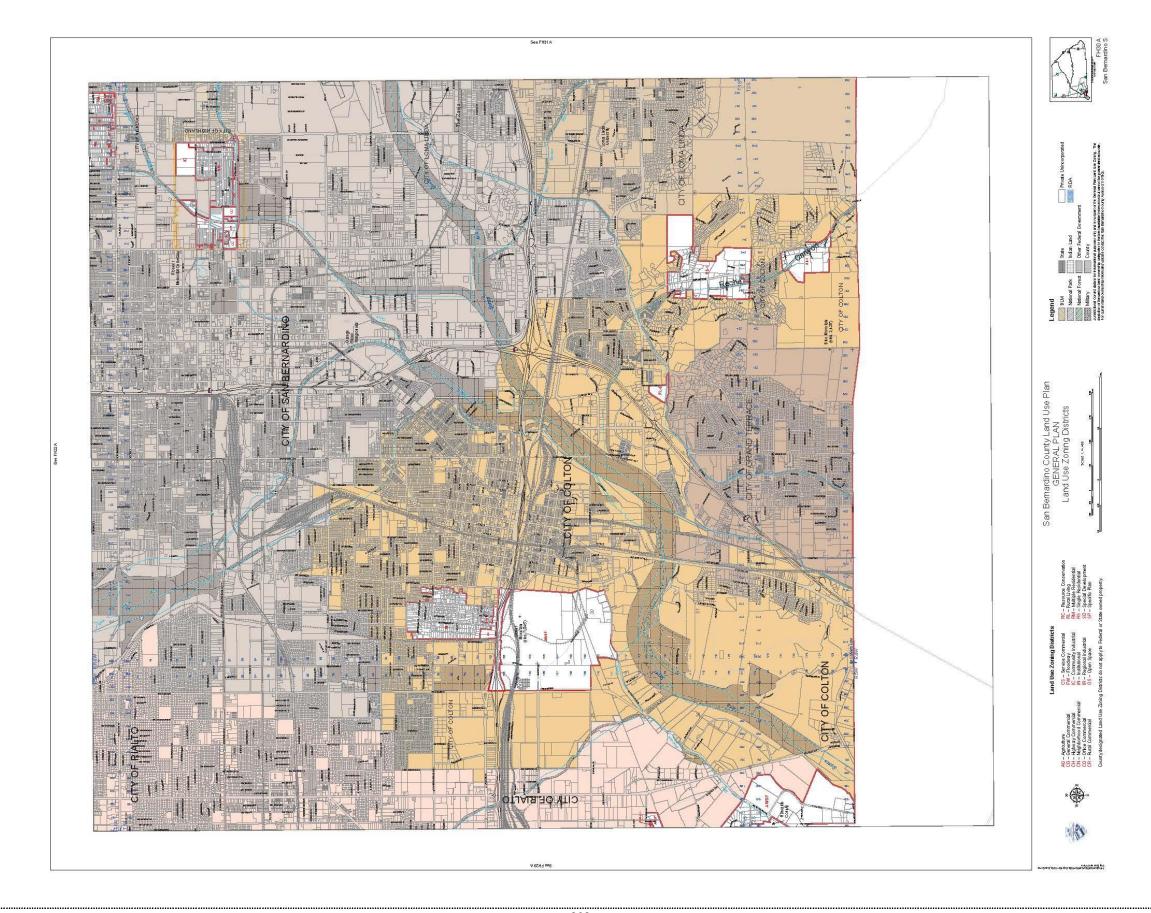




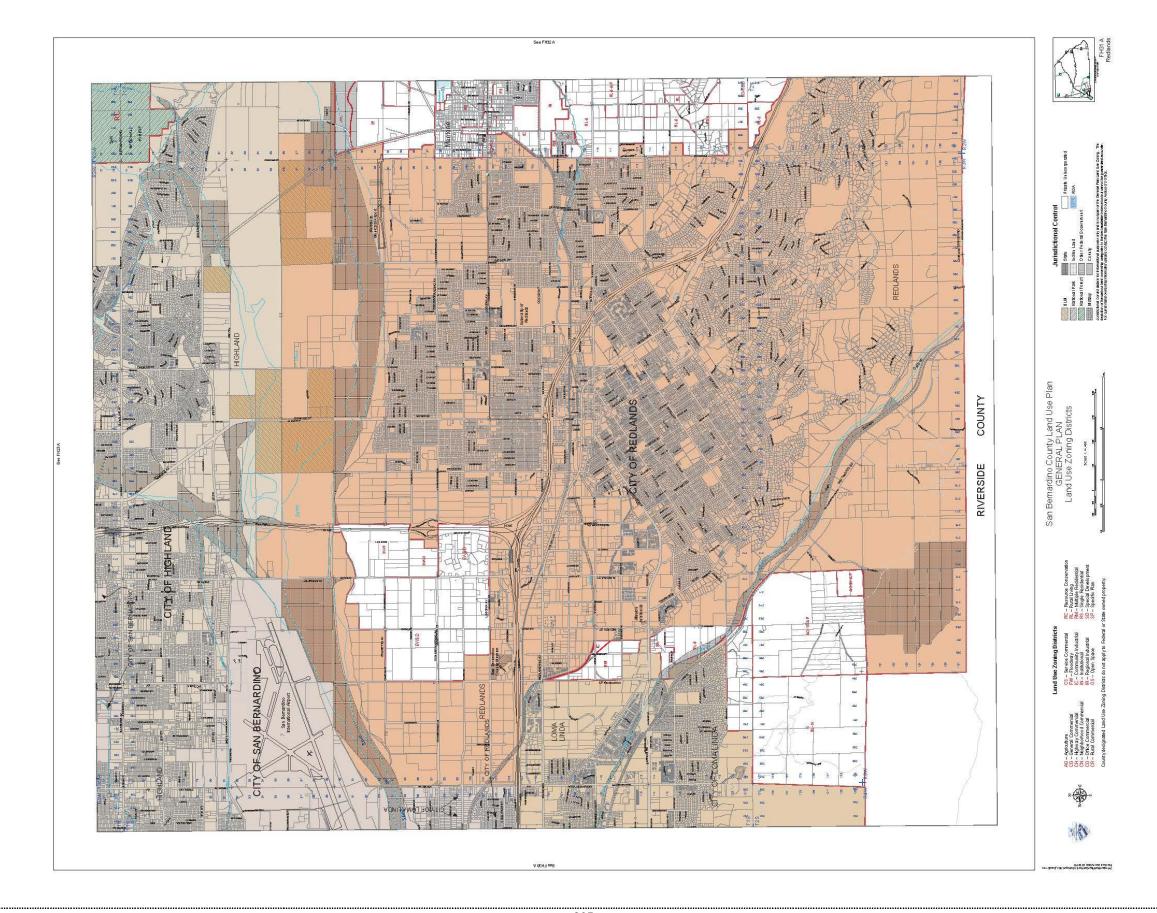


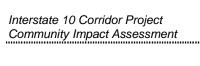


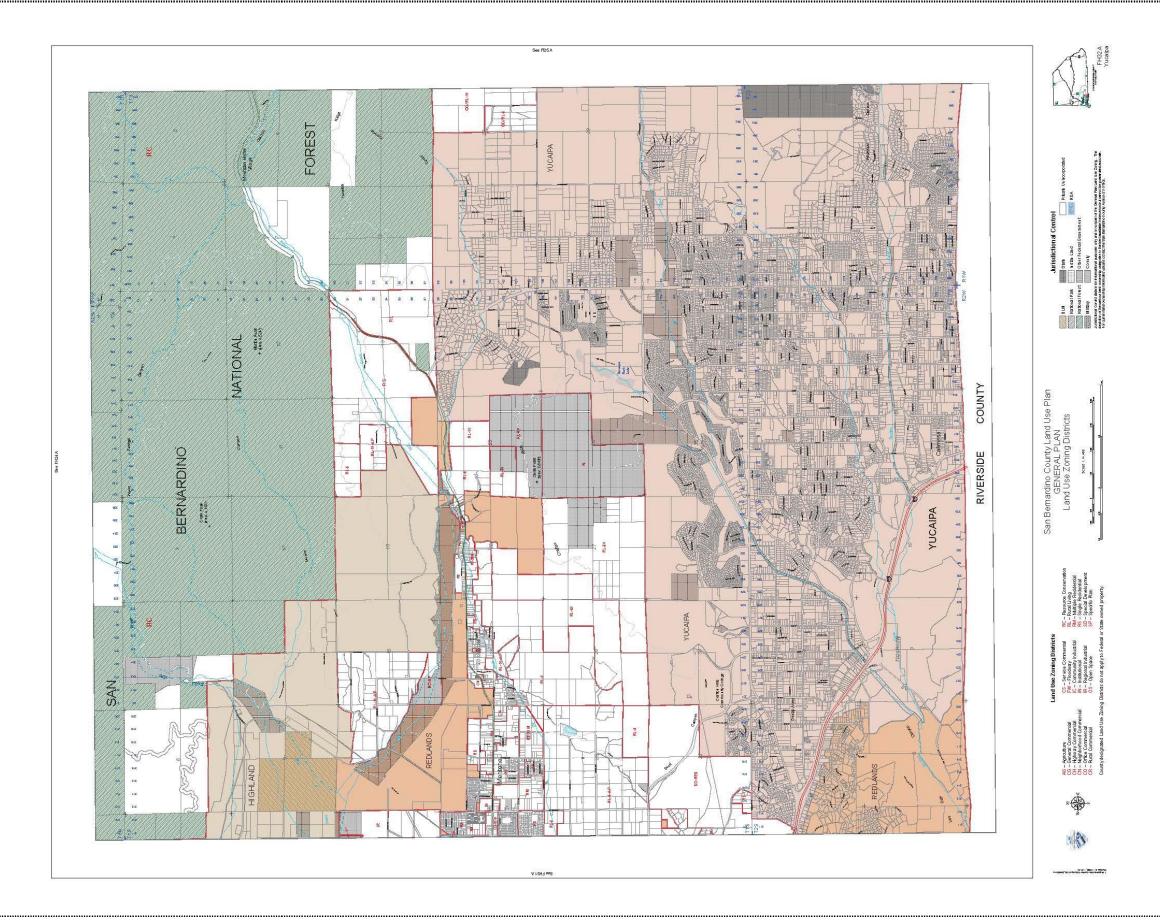














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Appendix E Ramp Closure Study

RAMP CLOSURE STUDY

Interstate 10 Corridor Project

San Bernardino and Los Angeles Counties

07-LA-10 PM 44.9/48.3 08-SBD-10 PM 0.0/R37.0

EA 0C2500



October 2015



STATE OF CALIFORNIA Department of Transportation

Project Description

The California Department of Transportation (Caltrans), in cooperation with the San Bernardino Associated Governments (SANBAG), proposes to add freeway lanes through all or a portion of the 33-mile stretch of Interstate 10 (I-10) from the Los Angeles/San Bernardino (LA/SB) County Line to Ford Street in San Bernardino County. The project limits including transition areas extend from approximately 0.4 miles west of White Avenue in the City of Pomona at Post Mile (PM) 44.9 to Live Oak Canyon Road in the City of Yucaipa at PM 37.0.

Alternatives

Alternative 1: No Build

Alternative 1 (No Build) would maintain the existing lane configuration of I-10 within the project limits with no additional mainline lanes or associated improvements to be provided.

Alternative 2: One High Occupancy Vehicle Lane (HOV) in Each Direction

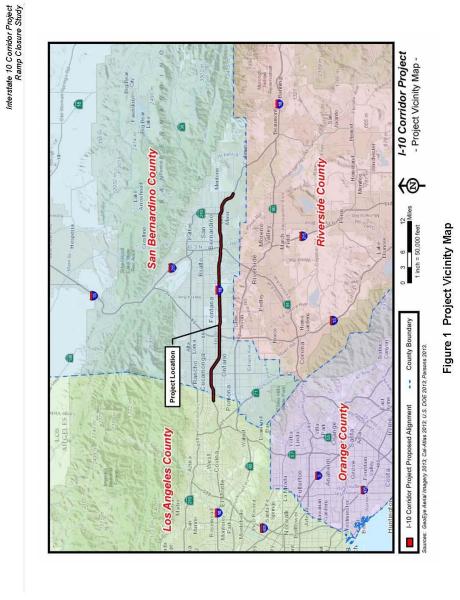
Alternative 2 (One High Occupancy Vehicle Lane in Each Direction) would extend the existing High Occupancy Vehicle (HOV) lane in each direction of I-10 from the current HOV terminus near Haven Avenue in the City of Ontario to Ford Street in the City of Redlands, a distance of approximately 25 miles.

Alternative 3: Two Express Lanes in Each Direction

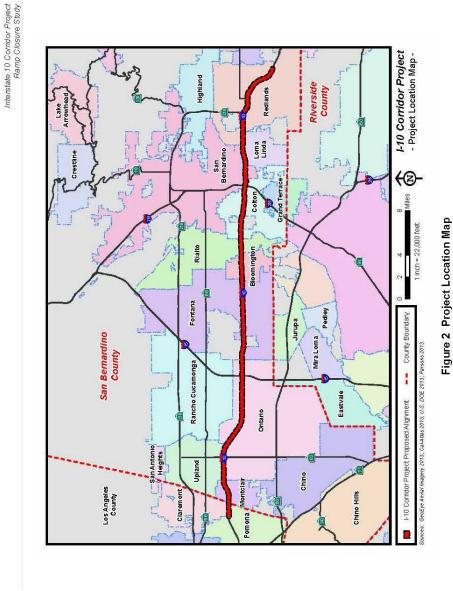
Alternative 3 (Two Express Lanes in Each Direction) would provide two Express Lanes in each direction of I-10 from the LA/SB County Line to California Street (near SR-210) in the City of Redlands and one Express Lane in each direction from California Street to Ford Street in the City of Redlands, a total of 33 miles. The Express Lanes would be priced managed lanes in which vehicles not meeting the minimum occupancy requirement would pay a toll. West of Haven Avenue, a single new lane would be constructed and combined with the existing HOV lane to provide two Express Lanes in each direction; east of Haven Avenue all Express Lanes would be constructed by the project.

October 2015

October 2015



313



314

October 2015

Study Purpose

The purpose of this Ramp Closure Study is to evaluate the anticipated project effects resulting from temporary long-term closure of ramps, as required by the Caltrans Project Development Procedures Manual Chapter 8 and in accordance with the Caltrans Standard Environmental Reference. All ramps within the project area – 149 local/regional service interchange and freeway connector ramps – have been identified and are shown in Table 1. Most interchange and all connector ramps are expected to be open for traffic during construction, with periodic closure at night, during the weekend (55-hour closure), or for a period less than 10 consecutive days. Periodic temporary closure of these ramps is not anticipated to result in a substantial inconvenience to the traveling public. Interchanges along I-10 are spaced approximately 1 mile apart, such that there are nearby alternate access points to and from the freeway and no two consecutive/adjacent off-ramps or two consecutive/adjacent on-ramps in the same direction would be closed concurrently.

Table 1: Local/Regional Service Interchange Ramps and Anticipated Closures within the I-10 Corridor Project

				Ramp Cl ore days	Ramp	Duration of Ramp	
Ramp	Ramp	Altern	ative 2	Alternative 3			
Location		Yes	No	Yes	No	ADT ¹	Closure
	Indian Hill EB off-ramp	N	A^2		X		<10 Days
Y . F YF.11	Indian Hill EB on-ramp	N	Α		X		<10 Days
Indian Hill	Indian Hill WB on-ramp	N	Ά		X		<10 Days
	Indian Hill WB off-ramp	N	A		X		<10 Days
1877.00	Monte Vista EB off-ramp	N	A	X		10,210	up to 30 days
Monte	Monte Vista EB on-ramp	NA		X		10,130	up to 30 days
Vista Avenue	Monte Vista WB on-ramp	NA		X		10,100	up to 30 days
Avenue	Monte Vista WB off-ramp	N	Ά	X		8,480	up to 30 days
	Central EB off-ramp	N	Α		X		<10 Days
Control 1	Central EB on-ramp	NA		X		12,710	<10 Days
Central	Central WB on-ramp	NA			X		<10 Days
	Central WB off-ramp	NA		X		12,640	Up to 30 days
	Mountain EB off-ramp	NA			X		<10 Days
	Mountain EB on-ramp	NA			X		<10 Days
Mountain	Mountain WB on-ramp	N	Α		X		<10 Days
	Mountain WB off-ramp	N	A		X		<10 Days

Table 1: Local/Regional Service Interchange Ramps and Anticipated Closures within the I-10 Corridor Project

		Long-Term Ramp Closure (10 or More days)				Duration of	
Ramp			Alternative 2		ative 3	Ramp	Ramp
Location	Ramp	Yes	No	Yes	No	ADT ¹	Closure
	Euclid EB off-ramp	N	A		X		<10 Days
	Euclid EB on-ramp	N	A		X		<10 Days
Euclid	Euclid WB on-ramp	N	A		X		<10 Days
	Euclid WB loop on-ramp	N	A		X		<10 Days
	Euclid WB off-ramp	N	A		X		<10 Days
	4 th EB off-ramp	N	A	X		10,640	up to 30 days
4 th	4 th EB on-ramp	N	A		X		<10 Days
4	4 th WB on-ramp	N	A		X		<10 Days
	4 th WB off-ramp	N	A		X		<10 Days
	Vineyard EB off-ramp	N	A		X		<10 Days
	Vineyard EB on-ramp	N	A		X		<10 Days
Vineyard	Vineyard WB on-ramp	N	A		X		<10 Days
38-00-0	Vineyard WB loop on-ramp	N	A		X		<10 Days
	Vineyard WB off-ramp	NA			X		<10 Days
	Archibald EB off-ramp	N	A		X		<10 Days
	Holt EB on-ramp	NA			X		<10 Days
	Archibald EB on-ramp	N	A		X		<10 Days
Archibald	Archibald WB on-ramp	NA			X		<10 Days
	Holt WB off-ramp	NA			X		<10 Days
	Archibald WB off-ramp	N	A		X		<10 Days
	Haven EB off-ramp		X		X		<10 Days
	Haven EB loop on-ramp		X		X		<10 Days
**	Haven EB on-ramp		X		X		<10 Days
Haven	Haven WB on-ramp		X		X		<10 Days
	Haven WB loop on-ramp		X		X		<10 Days
	Haven WB off-ramp		X		X		<10 Days
	Milliken EB off-ramp		X		X		<10 Days
2 6000	Milliken EB loop on-ramp		X		X		<10 Days
Milliken	Milliken WB on-ramp		X		X		<10 Days
	Milliken WB loop off-ramp		X		X		<10 Days
	E10-N15 Connector		X		X		<10 Days
	E10-S15 Connector		X		X		<10 Days
I-15	N15-E10 Connector		X		X		<10 Days
	S15-E10 Connector		X		X		<10 Days
	N15-W10 Connector		X		X		<10 Days

Table 1: Local/Regional Service Interchange Ramps and Anticipated Closures within the I-10 Corridor Project

		Long-Term Ramp Closure (10 or More days)					Duration of
Ramp		Altern	ative 2	Altern	Alternative 3		Ramp
Location	Ramp	Yes	No	Yes	No	ADT ¹	Closure
	S15-W10 Connector		X		X		<10 Days
	W10-N/S15 Connector		X		X		<10 Days
	W10-N15 Connector		X		X		<10 Days
	W10-S15 Connector		X		X		<10 Days
	Etiwanda EB C-D off-ramp		X		X		<10 Days
	Etiwanda EB loop on-ramp	X		X		2,730	up to 30 days
	Etiwanda EB on-ramp	X		X		8,840	up to 30 days
Etiwanda	Etiwanda EB C-D on-ramp		X		X		<10 Days
Etiwanda	Etiwanda WB on-ramp		X		X		<10 Days
	Etiwanda WB loop on-ramp		X		X		<10 Days
	Valley WB on-ramp		X		X		<10 Days
	Etiwanda WB off-ramp		X		X		<10 Days
	Cherry EB off-ramp		X		X		<10 Days
	Cherry EB on-ramp		X		X		<10 Days
Cherry	Cherry WB on-ramp		X		X		<10 Days
	Cherry WB loop on-ramp		X		X		<10 Days
	Cherry WB off-ramp		X		X		<10 Days
	Citrus EB off-ramp		X		X		<10 Days
	Citrus EB on-ramp		X		X		<10 Days
Citrus	Citrus WB on-ramp		X		X		<10 Days
	Citrus WB loop on-ramp		X		X		<10 Days
	Citrus WB off-ramp		X		X		<10 Days
	Sierra EB off-ramp		X		X		<10 Days
	Sierra EB on-ramp		X		X		<10 Days
Sierra	Sierra WB on-ramp		X		X		<10 Days
	Sierra WB off-ramp		X		X		<10 Days
	Cedar EB off-ramp		X		X		<10 Days
	Cedar EB on-ramp	1	X		X		<10 Days
Cedar	Cedar WB on-ramp	T .	X		X		<10 Days
	Cedar WB off-ramp		X		X		<10 Days
	Riverside EB off-ramp		X		X		<10 Days
	Riverside EB on-ramp		X		X		<10 Days
Riverside	Riverside WB on-ramp		X		X		<10 Days
	Riverside WB off-ramp		X		X		<10 Days

Table 1: Local/Regional Service Interchange Ramps and Anticipated Closures within the I-10 Corridor Project

		Long-Term Ramp Closure (10 or More days)					Duration of
Ramp		Alternative 2		Alternative 3		Ramp	Ramp
Location	Ramp	Yes	No	Yes	No	ADT ¹	Closure
	Pepper EB off-ramp		X		X		<10 Days
Pepper	Pepper EB on-ramp		X		X		<10 Days
repper	Pepper WB on-ramp		X		X		<10 Days
	Pepper WB off-ramp		X		X		<10 Days
	Rancho EB off-ramp		X		X		<10 Days
Rancho	Rancho EB on-ramp		X		X		<10 Days
Kaneno	Rancho WB on-ramp		X		X		<10 Days
	Rancho WB off-ramp		X		X		<10 Days
	9 th EB off-ramp	X		X		2,030	up to 30 days
La Cadena/	9 th EB on-ramp		X		X		<10 Days
9 th	La Cadena WB on-ramp		X		X		<10 Days
	9 th WB off-ramp		X	24	X		<10 Days
	Mt. Vernon EB off-ramp		X		X		<10 Days
N (4 37	Mt. Vernon EB on-ramp		X		X		<10 Days
Mt. Vernon	Mt. Vernon WB on-ramp		X		X		<10 Days
	Sperry WB off-ramp		X		X		<10 Days
	E10-N/S215		X		X		<10 Days
	N215-E10		X		X		<10 Days
	S215-E10		X		X		<10 Days
I-215	S215-W10 Connector		X		X		<10 Days
	N215-W10 Connector		X		X		<10 Days
	W10-N/W215 Connector		X		X		<10 Days
	Sunwest WB on-ramp	X		X		5,150	up to 30 days
	Redlands EB off-ramp		X		X		<10 Days
	Waterman EB C-D off-ramp		X		X		<10 Days
	Waterman EB loop on-ramp		X		X		<10 Days
Waterman	Waterman EB loop off-ramp		X		X		<10 Days
	Waterman EB on-ramp	X		X		9,780	up to 30 days
	Waterman EB C-D on-ramp		X		X		<10 Days
	Waterman WB on-ramp to 215		X		X		<10 Days
	Carnegie WB hook on-ramp		X		X		<10 Days
	Carnegie WB hook off-ramp		X		X		<10 Days

Table 1: Local/Regional Service Interchange Ramps and Anticipated Closures within the I-10 Corridor Project

				Ramp Cl ore days		Duration of	
Ramp Location		Alternative 2		Alternative 3		Ramp	Duration of Ramp
	Ramp	Yes	No	Yes	No	ADT ¹	Closure
	Tippecanoe EB off-ramp		X		X		<10 Days
	Tippecanoe EB on-ramp		X		X		<10 Days
Tippecanoe	Tippecanoe WB on-ramp		X		X		<10 Days
	Tippecanoe WB loop on-ramp		X		X		<10 Days
	Tippecanoe WB off-ramp		X		X		<10 Days
	Mountain View EB off-ramp		X		X		<10 Days
Mountain	Mountain View EB on-ramp		X		X		<10 Days
View	Mountain View WB on-ramp		X		X		<10 Days
	Mountain View WB off-ramp		X		X		<10 Days
	California EB off-ramp		X		X		<10 Days
0.1:0	California EB on-ramp		X		X		<10 Days
California	California WB on-ramp		X		X		<10 Days
	California WB off-ramp		X		X		<10 Days
	Alabama EB off-ramp	X		X		10,900	up to 30 days
Alabama	Alabama WB on-ramp		X		X		<10 Days
	Alabama WB off-ramp		X		X		<10 Days
	Tennessee EB off-ramp	X		X		4,000	up to 30 days
Tennessee	Tennessee EB on-ramp		X		X		<10 Days
	Tennessee WB off-ramp		X		X		<10 Days
	Eureka EB off-ramp		X		X		<10 Days
	6 th EB on-ramp		X		X		<10 Days
Eureka/ Orange/6 th	Orange WB on-ramp		X		X		<10 Days
Orange/0	Orange WB loop on-ramp		X		X		<10 Days
	6 th WB off-ramp		X		X		<10 Days
	University EB off-ramp		X		X		<10 Days
University/	Cypress EB on-ramp		X		X		<10 Days
Cypress	University WB on-ramp		X		X		<10 Days
800896	Cypress WB off-ramp		X		X		<10 Days
	Ford EB off-ramp		X		X		<10 Days
T4	Ford EB on-ramp		X		X		<10 Days
Ford	Ford WB on-ramp		X		X		<10 Days
	Ford WB off-ramp		X		X		<10 Days

Average Daily Traffic Ramp Volumes. Ramp volumes only shown for those ramps that would require closure for 10 or more consecutive days.

2 NA: Ramps are not located within Alternative 1 Project Limits.

Note: ADT – average daily traffic; C-D – collector-distributor; EB – eastbound; WB – westbound

October 2015 8

As shown in Table 1, 14 temporary long-term ramp closures have been identified and are evaluated within this Ramp Closure Study. These ramps would require complete closure for a period up to 30 days during ramp reconstruction because the new ramp alignments would occupy the current ramp locations, and construction access and right-of-way requirements preclude use while under construction. Interchange ramps that are expected to require 10 to 30 days of closure include the following:

- Monte Vista Avenue westbound (WB) off-ramp
- Monte Vista Avenue WB on-ramp
- · Monte Vista Avenue eastbound (EB) off-ramp
- Monte Vista Avenue EB on-ramp
- Central Avenue EB on-ramp
- Central Avenue WB off-ramp
- 4th Street EB off-ramp
- Etiwanda Avenue EB loop on-ramp
- Etiwanda Avenue EB on-ramp
- 9th Street EB off-ramp
- Sunwest Lane WB on-ramp
- Waterman Avenue EB on-ramp
- Alabama Street EB off-ramp
- Tennessee Street EB off-ramp

This Ramp Closure Study will evaluate the anticipated project effects on businesses (and other services) and commuters dependent on access via the previously identified temporary long-term ramp closures and recommend measures to minimize related effects to the community. No ramps are expected to require closure for more than 30 days.

Study Procedures

The Caltrans Environmental Handbook, Volume 4, Community Impact Assessment provides the following guidelines that should be considered in the preparation of ramp closure studies:

 The geographical scope of the Ramp Closure Study should generally be limited to businesses within 0.5 mile of the ramp unless compelling reasons for a larger study are evident.

- The study should determine the degree to which businesses are dependent on freeway access.
- The capacity of a business to withstand a disruption to its operations depends on the types
 of goods and services provided, the resources of the business, and its cash flow.
 Generally, large businesses and those that serve a large regional market are more likely to
 be able to afford a temporary interruption in existing access.
- Mitigation measures, such as the use of staging, expediting construction, building temporary ramps and detours, signing, and closely working with businesses, should be considered to minimize or avoid the effects on local/regional businesses.

Description of Prolonged Closure Sites and Proposed Detour Routes

Monte Vista Avenue Westbound Off-Ramp

Land Uses: The location of the I-10 Monte Vista Avenue EB off-ramp is shown in Sheet 1 of Attachment A. This ramp is located within Montclair. The areas surrounding the Monte Vista Avenue interchange are zoned general commercial (north and south of I-10 east of Monte Vista Avenue), administrative professional, single-family residential (south of I-10, east and west of Monte Vista Avenue, respectively), and multi-family residential (north of I-10 and west of Monte Vista Avenue). Areas to the south and west of I-10 within 0.5 mile of the off-ramp are primarily residential. Areas to the north and east of I-10 within 0.5 mile of the off-ramp are primarily commercial and other nonresidential land uses. Immediately north of the off-ramp is Montclair Plaza.

Major Activity Centers: The areas to the north and east of the I-10 Monte Vista Avenue WB off-ramp include Montclair Plaza and a diverse selection of retail and dining establishments. Montclair Plaza is a 1.3-million-square-foot fashion mall (4 major anchors and more than 200 specialty stores) and a dining/entertainment district. Montclair Plaza is recognized as a major Inland Valley destination.

Freeway-Dependent Businesses: There are no businesses that rely solely on freeway traffic because they likely rely on a diverse mix of local/regional clientele. Multiple freeway on-/off-ramps serve the area, so the closure of one ramp would not result in a substantial loss of business clientele, who could also utilize surface streets to access the businesses. In addition, none of Monte Vista Avenue would be closed from November 1 to January 31.

Commercial Developments: Most of the area north of I-10 and east of Monte Vista Avenue (i.e., Montclair Plaza and various other retail, dining, and entertainment establishments) and the

areas directly south of I-10 and east of Monte Vista Avenue to Central Avenue (e.g., car dealerships, Costco) is commercial.

Ramp Closure Duration and Detour Routes: This ramp closure would occur under Alternative 3. The ramp closure is anticipated to last from 10 to 30 days. Based on the most recently reported annual daily traffic (ADT) data provided in Table 1, the 8,480 ADT for the off-ramp would be directed to the detour route identified below or to other interchanges and local/regional streets. The anticipated detour route is indicated with arrows in Sheet 1 of Attachment A. The proposed detour route is as follows:

- EB I-10, to northbound (NB) Indian Hill Boulevard, to EB San Jose Avenue, to NB Mills Avenue to EB San Jose Street to SB Monte Vista Avenue
- EB I-10, to southbound (SB) Indian Hill Boulevard, to EB San Bernardino Street, to NB Monte Vista Avenue

The proposed Indian Hill Boulevard detour route is less than 2 miles in length and would result in an increased travel time of approximately 4 to 6 minutes to the intersection of the WB I-10 Monte Vista Avenue off-ramp.

Monte Vista Avenue Westbound On-Ramp

Land Uses: The location of the I-10 Monte Vista Avenue WB on-ramp is shown in Sheet 2 of Attachment A. This ramp is located within Montclair. The areas surrounding the Monte Vista Avenue interchange are zoned general commercial (north and south of I-10 east of Monte Vista Avenue), administrative professional, single-family residential (south of I-10, east and west of Monte Vista Avenue, respectively) and multi-family residential (north of I-10 and west of Monte Vista Avenue). Areas to the south and west of I-10 within 0.5 mile of the on-ramp are primarily residential. Areas to the north and east of I-10 within 0.5 mile of the on-ramp are primarily commercial and other nonresidential land uses. Immediately northeast of the on-ramp is Montclair Plaza.

Major Activity Centers: The areas to the north and east of the I-10 Monte Vista Avenue WB on-ramp include Montclair Plaza and a diverse selection of retail and dining establishments. Montclair Plaza is a 1.3-million-square-foot fashion mall (4 major anchors and more than 200 specialty stores) and a dining/entertainment district. Montclair Plaza is recognized as a major Inland Valley destination.

Freeway-Dependent Businesses: There are no businesses that rely solely on freeway traffic because they likely rely on a diverse mix of local/regional clientele. Additionally, multiple

freeway on-/off-ramps serve the area, so the closure of one ramp would not result in a substantial loss of business clientele, who could also utilize surface streets to access the businesses.

Commercial Developments: Most of the area north of I-10 and east of Monte Vista Avenue (i.e., Montclair Plaza and various other retail, dining, and entertainment establishments) and the areas directly south of I-10 and east of Monte Vista Avenue to Central Avenue (e.g., car dealerships, Costco) is commercial.

Ramp Closure Duration and Detour Routes: This ramp closure would occur under Alternative 3. The ramp closure is anticipated to last from 10 to 30 days. Based on the most recently reported ADT data provided in Table 1, the 10,100 ADT for the on-ramp would be directed to the detour route identified below or to other interchanges and local/regional streets. The anticipated detour route is indicated with arrows in Sheet 2 of Attachment A. The proposed detour route is as follows:

- NB Monte Vista Avenue, to WB East Arrow Highway, to SB Indian Hill Boulevard, to WB I-10
- SB Monte Vista Avenue, to WB San Bernardino Street, to NB Indian Hill Boulevard to WB I-10

The proposed detour route is approximately 2.75 miles in length and would result in an increased travel time of approximately 4 minutes to the intersection of the EB I-10 Monte Vista Avenue on-ramp.

Monte Vista Avenue Eastbound Off-Ramp

Land Uses: The location of the I-10 Monte Vista Avenue EB off-ramp is shown in Sheet 3 of Attachment A. This ramp is located within Montclair. The areas surrounding the Monte Vista Avenue interchange are zoned general commercial (north and south of I-10 east of Monte Vista Avenue), administrative professional, single-family residential (south of I-10, east and west of Monte Vista Avenue, respectively), and multi-family residential (north of I-10 and west of Monte Vista Avenue). Areas to the south and west of I-10 within 0.5 mile of the off-ramp are primarily residential. Areas to the north and east of I-10 within 0.5 mile of the off-ramp are primarily commercial and other nonresidential land uses. Immediately north of the off-ramp and across I-10 is Montclair Plaza.

Major Activity Centers: The areas to the north and east of the I-10 Monte Vista EB off-ramp include Montclair Plaza and a diverse selection of retail and dining establishments. Montclair Plaza is a 1.3-million-square-foot fashion mall (4 major anchors and more than 200 specialty

stores) and a dining/entertainment district. Montclair Plaza is recognized as a major Inland Valley destination.

Freeway-Dependent Businesses: There are no businesses that rely solely on freeway traffic because they likely rely on a diverse mix of local/regional clientele. Additionally, multiple freeway on-/off-ramps serve the area, so the closure of one ramp would not result in a substantial loss of business clientele, who could also utilize surface streets to access the businesses.

Commercial Developments: Most of the area north of I-10 and east of Monte Vista Avenue (i.e., Montclair Plaza and various other retail, dining, and entertainment establishments) and the areas directly south of I-10 and east of Monte Vista Avenue to Central Avenue (e.g., car dealerships, Costco) is commercial.

Ramp Closure Duration and Detour Routes: This ramp closure would occur under Alternative 3. The ramp closure is anticipated to last from 10 to 30 days. Based on the most recently reported ADT data provided in Table 1, the 10,210 ADT for the off-ramp would be directed to the detour route identified below or to other interchanges and local/regional streets. The anticipated detour route is indicated with arrows in Sheet 3 of Attachment A. The proposed detour route is as follows:

- . WB I-10, to NB Central Avenue, to WB Moreno Street, to SB Monte Vista Avenue
- WB I-10, to SB Central Avenue, to WB San Bernardino Street to NB Monte Vista Avenue

The proposed detour route is approximately 1.1 to 1.3 miles in length, depending on the route, and would result in an increased travel time of approximately 3 minutes to the intersection of the EB I-10 Monte Vista Avenue off-ramp.

Monte Vista Avenue Eastbound On-Ramp

Land Uses: The location of the I-10 Monte Vista Avenue EB on-ramp is shown in Sheet 4 of Attachment A. This ramp is located within Montclair. The areas surrounding the Monte Vista Avenue interchange are zoned general commercial (north and south of I-10 east of Monte Vista Avenue), administrative professional, single-family residential (south of I-10, east and west of Monte Vista Avenue, respectively), and multi-family residential (north of I-10 and west of Monte Vista Avenue). Areas to the south and west of I-10 within 0.5 mile of the on-ramp are primarily residential. Areas to the north and east of I-10 within 0.5 mile of the on-ramp are primarily commercial and other nonresidential land uses. Immediately northeast of the on-ramp is Montclair Plaza.

Major Activity Centers: The areas to the north and east of the I-10 Monte Vista Avenue EB onramp include Montclair Plaza and a diverse selection of retail and dining establishments. Montclair Plaza is a 1.3-million-square-foot fashion mall (4 major anchors and more than 200 specialty stores) and a dining/entertainment district. Montclair Plaza is recognized as a major Inland Valley destination.

Freeway-Dependent Businesses: There are no businesses that rely solely on freeway traffic because they likely rely on a diverse mix of local/regional clientele. Additionally, multiple freeway on-/off-ramps serve the area, so the closure of one ramp would not result in a substantial loss of business clientele, who could also utilize surface streets to access the businesses.

Commercial Developments: Most of the area north of I-10 and east of Monte Vista Avenue (i.e., Montclair Plaza and various other retail, dining, and entertainment establishments) and the areas directly south of I-10 and east of Monte Vista Avenue to Central Avenue (e.g., car dealerships, Costco) is commercial.

Ramp Closure Duration and Detour Routes: This ramp closure would occur under Alternative 3. The ramp closure is anticipated to last from 10 to 30 days. Based on the most recently reported ADT data provided in Table 1, the 10,130 ADT for the on-ramp would be directed to the detour route identified below or to other interchanges and local/regional streets. The anticipated detour route is indicated with arrows in Sheet 4 of Attachment A. The proposed detour route is as follows:

- NB Monte Vista Avenue, to EB Moreno Street, to SB Central Avenue, to EB I-10
- SB Monte Vista Avenue, to EB Palo Verde Street, to NB Central Avenue to EB I-10

The proposed detour route is approximately 1.3 miles in length and would result in an increased travel time of approximately 3 minutes to the intersection of the EB I-10 Central Avenue on-ramp.

Central Avenue Eastbound On-Ramp

Land Uses: This ramp is located within Montclair. The areas surrounding the Central Avenue interchange are zoned general commercial (north of I-10, east and west of Central Avenue, and south of I-10 west of Central Avenue) and restricted commercial and residential (south of I-10, east of Central Avenue). Immediately north of I-10 and west of Central Avenue is Montclair Plaza. The Central Avenue EB on-ramp is shown in Sheet 5 of Attachment A.

Major Activity Centers: The closest major activity center is Montclair Plaza, which is located to the north of I-10 and west of Central Avenue. The areas to the north of I-10 both east and west

of the Central Avenue EB on-ramp include Montclair Plaza and a diverse selection of retail and dining establishments. Montclair Plaza is a 1.3-million-square-foot fashion mall (4 major anchors and more than 200 specialty stores) and a dining/entertainment district. Montclair Plaza is recognized as a major Inland Valley destination.

Freeway-Dependent Businesses: There are no businesses that rely solely on freeway traffic because they likely rely on a diverse mix of local/regional clientele. Additionally, multiple freeway on-/off-ramps serve the area, so the closure of one ramp would not result in a substantial loss of business clientele, who could also utilize surface streets to access the businesses.

Commercial Developments: The Central Avenue EB on-ramp is surrounded by commercial development to the north and west. Most of the area north of I-10 (i.e., Montclair Plaza and various other retail, dining, and entertainment establishments) and south of I-10 and west of Central Avenue (e.g., car dealerships, Costco) is commercial. The commercial developments would not lose drive-by traffic as a result of the detour, because traffic would still be diverted on Central Avenue to Mountain Avenue.

Ramp Closure Duration and Detour Routes: This ramp closure would occur under Alternative 3. The ramp closure is anticipated to last from 10 to 30 days. Based on the most recently reported ADT data provided in Table 1, the 12,710 ADT for the on-ramp would be diverted to the detour route identified below or to other interchanges and local/regional streets. The anticipated detour route is indicated with arrows in Sheet 5 of Attachment A. The proposed detour route is as follows:

- NB Central Avenue, to EB Moreno Street, to the Mountain Avenue I-10 EB on-ramp
- SB Central Avenue, to EB Palo Verde Street, to NB Mountain Avenue

The proposed detour route is approximately 1.3 to 1.7 miles in length, depending on the route, and would result in an increased travel time of approximately 4 to 7 minutes to the EB I-10 Mountain Avenue on-ramp.

Central Avenue Westbound Off-Ramp

Land Uses: This ramp is located within Montclair. The areas surrounding the Central Avenue interchange are zoned general commercial (north of I-10, east and west of Central Avenue, and south of I-10 west of Central Avenue) and restricted commercial and residential (south of I-10, east of Central Avenue). Immediately north of I-10 and west of Central Avenue is Montclair Plaza. The Central Avenue WB off-ramp is shown in Sheet 6 of Attachment A.

Major Activity Centers: The closest major activity center is Montclair Plaza, which is located to the west of the Central Avenue WB Off-ramp. The areas to the north of I-10 both east and west of the Central Avenue WB off-ramp include Montclair Plaza and a diverse selection of retail and dining establishments. Montclair Plaza is a 1.3-million-square-foot fashion mall (4 major anchors and more than 200 specialty stores) and a dining/entertainment district. Montclair Plaza is recognized as a major Inland Valley destination.

Freeway-Dependent Businesses: There are no businesses that rely solely on freeway traffic because they likely rely on a diverse mix of local/regional clientele. Additionally, multiple freeway on-/off-ramps serve the area, so the closure of one ramp would not result in a substantial loss of business clientele, who could also utilize surface streets to access the businesses.

Commercial Developments: The Central Avenue WB off-ramp is surrounded by commercial development. The area north of I-10 (i.e., Montclair Plaza and various other retail, dining, and entertainment establishments) and south of I-10 and west of Central Avenue (e.g., car dealerships, Costco) is commercial. The commercial developments would not lose drive-by traffic as a result of the detour, because traffic would still be diverted on Central Avenue from Mountain Avenue.

Ramp Closure Duration and Detour Routes: This ramp closure would occur under Alternative 3. The ramp closure is anticipated to last from 10 to 30 days. Based on the most recently reported ADT data provided in Table 1, the 12,640 ADT for the off-ramp would be diverted to the detour route identified below or to other interchanges and local/regional streets. The anticipated detour route is indicated with arrows in Sheet 6 of Attachment A. The proposed detour route is as follows:

- WB I-10, to NB Monte Vista Avenue, to EB Moreno Street, to SB Central Avenue, to the I-10 WB Central Avenue off-ramp
- EB I-10, to EB Palo Verde Street, to NB Central Avenue, to the I-10 WB Central Avenue off-ramp

The proposed detour route is approximately 0.08 to 1.1 miles in length, depending on the route, and would result in an increased travel time of approximately 3 minutes to the WB I-10 Central Avenue off-ramp.

4th Street Eastbound Off-Ramp

Land Uses: The 4th Street EB I-10 off-ramp is located in Ontario and is shown in Sheet 7 of Attachment A. The predominant land designations for the area surrounding the off-ramp are

residential to the south and southeast, community commercial and industrial park to the west and northwest, high-density residential to the north, and community services to the west.

Major Activity Centers: Currently, there are no major activity centers within 0.5 mile of the off-ramp; however, Ontario International Airport is located just over 1 mile south of the off-ramp, and the future, yet to be developed, Meredith International Center. This large, mixed-use development will be located 0.5 mile east of the off-ramp and will occupy 250 acres.

Freeway-Dependent Businesses: There are no businesses that rely solely on freeway traffic because they likely rely on a diverse mix of local/regional clientele. Additionally, multiple freeway on-/off-ramps serve the area, so the closure of one ramp would not result in a substantial loss of business clientele, who could also utilize surface streets to access the businesses.

Commercial Developments: Community commercial developments (i.e., strip mall, Denny's, gas station) are located along the north side of 4th Street, south of I-10, and along both sides of the street north of I-10. The Meredith International Center is a planned, regionally significant, major mixed-use development located 0.5 mile east of the off-ramp.

Ramp Closure Duration and Detour Routes: This ramp closure would occur under Alternative 3. The ramp closure is anticipated to last from 10 to 30 days. Based on the most recently reported ADT data provided in Table 1, the 10,640 ADT for the off-ramp would be diverted to the detour route identified below or to other interchanges and local/regional streets. The anticipated detour route is indicated with arrows in Sheet 7 of Attachment A. The proposed detour routes are as follows:

- WB I-10, to NB Vineyard Avenue, to WB 4th Street, to the I-10 EB 4th Street off-ramp
- EB I-10, to SB Vineyard Avenue, to WB G Street, to NB Grove Avenue, to the I-10 EB 4th Street off-ramp

The proposed detour route is approximately 1.2 to 1.9 miles in length, depending on the route, and would result in an increased travel time of approximately 4 to 5 minutes to the I-10 EB 4th Street off-ramp.

Etiwanda Avenue Eastbound Loop On-Ramp

Land Uses: The Etiwanda Avenue EB loop on-ramp is located on the border of Ontario and Fontana. The ramp location is shown in Sheet 8 of Attachment A. The predominant land designations for the area surrounding the on-ramp are light industrial, commercial, commercial office, and general industrial. Most of the area within 0.5 mile of the ramp is occupied by large warehouse operations.

Major Activity Centers: There are no major activity centers within 0.5 mile of the Etiwanda Avenue EB loop on-ramp; however Auto Club Speedway is located approximately 1.7 miles to the north-northeast, and Ontario Mills mall is located approximately 1.5 miles to the west. Etiwanda Avenue is identified as the route for Red Parking passes to Access Gate 7. Closure of the ramps would not affect arrival to the speedway, however it would affect exit from the speedway.

Freeway-Dependent Businesses: Businesses in the surrounding area are large mega-warehouse operations and are not freeway-dependent.

Commercial Developments: Large warehouse operations occupy most of the areas within the study area. These business operations would not be affected with the use of the detours discussed below.

Ramp Closure Duration and Detour Routes: This ramp closure would occur under Alternatives 2 and 3. The ramp closure is anticipated to last from 10 to 30 days. Based on the most recently reported ADT data provided in Table 1, the 2,730 ADT for the on-ramp would be diverted to the detour route identified below or to other interchanges and local/regional streets. The anticipated detour route is indicated with arrows in Sheet 8 of Attachment A. The proposed detour route is as follows:

• SB Etiwanda Avenue, to EB Slover Avenue, to NB Cherry Avenue, to EB I-10

The proposed detour route is approximately 2.5 miles in length and would result in an increased travel time of approximately 6 minutes to the EB I-10 Cherry Avenue on-ramp.

Etiwanda Avenue Eastbound On-Ramp

Land Uses: The Etiwanda Avenue EB on-ramp is located on the border of Ontario and Fontana. The ramp location is shown in Sheet 9 of Attachment A. The predominant land designations for the area surrounding the on-ramp are light industrial, commercial, commercial office, and general industrial. Most of the area within 0.5 mile of the ramp is occupied by large warehouse operations.

Major Activity Centers: There are no major activity centers within 0.5 mile of the Etiwanda Avenue EB on-ramp; however, Auto Club Speedway is located approximately 1.7 miles to the north-northeast, and Ontario Mills mall is located approximately 1.5 miles to the west. Etiwanda Avenue is identified as the route for Red Parking passes to Access Gate 7. Closure of the ramps would not affect arrival to the speedway; however, it would affect exit from the speedway.

Freeway-Dependent Businesses: Businesses in the surrounding area are large mega-warehouse operations and are not freeway-dependent.

Commercial Developments: Large warehouse operations occupy most of the areas within the study area. These business operations would not be affected with the use of the detours discussed below.

Ramp Closure Duration and Detour Routes: This ramp closure would occur under Alternatives 2 and 3. The ramp closure is anticipated to last from 10 to 30 days. Based on the most recently reported ADT data provided in Table 1, the 8,840 ADT for the on-ramp would be diverted to the detour route identified below or to other interchanges and local/regional streets. The anticipated detour route is indicated with arrows in Sheet 9 of Attachment A. The proposed detour route is as follows:

• NB Etiwanda Avenue, to EB Valley Boulevard, to SB Cherry Avenue, to EB I-10

The proposed detour route is approximately 2.4 miles in length and would result in an increased travel time of approximately 6 minutes to the EB I-10 Cherry Avenue on-ramp.

9th Street Eastbound Off-Ramp

Land Uses: The 9th Street EB off-ramp is located in Colton. The ramp location is shown in Sheet 10 of Attachment A. The predominant land designations for areas south of I-10 are heavy industrial (railroad) and beyond that is general commercial and residential. Areas to the north of I-10 within the 0.5-mile study area are comprised of primarily general commercial and neighborhood commercial.

Major Activity Centers: There are no major activity centers within 0.5 mile of the off-ramp.

Freeway-Dependent Businesses: There are no businesses that rely solely on freeway traffic because they likely rely on a diverse mix of local/regional clientele. Additionally, multiple freeway on-/off-ramps serve the area, so the closure of one ramp would not result in a substantial loss of business clientele, who could also utilize surface streets to access the businesses.

Commercial Developments: South of I-10, the heavy industry of the railroad dominates the landscape. North of I-10 consists of typical strip mall type businesses, Stater Bros., banks, and other community commercial developments. The temporary detour routes during the prolonged closure of the off-ramp would not result in a substantial effect on business patronage.

Ramp Closure Duration and Detour Routes: This ramp closure would occur under Alternatives 2 and 3. The ramp closure is anticipated to last from 10 to 30 days. Based on the most recently reported ADT data provided in Table 1, the 2,030 ADT for the off-ramp would be diverted to the detour route identified below or to other interchanges and local/regional streets. The anticipated detour routes are indicated with arrows in Sheet 10 of Attachment A. The proposed detour route is as follows:

• EB I-10, to NB Mt. Vernon Avenue, to WB Valley Boulevard, to 9th Street

The proposed detour route is approximately 0.9 miles in length and would result in an increased travel time of approximately 3 minutes to the I-10 EB 9th Street off-ramp.

Sunwest Lane Westbound On-Ramp

Land Uses: The Sunwest Lane WB on-ramp is located in the city of San Bernardino. The ramp location is shown in Sheet 11 of Attachment A. The predominant land designation for areas within 0.5-mile vicinity of the ramp is commercial.

Major Activity Centers: The National Orange Show Event Center is the nearest major activity center, however, both north and south of I-10 are major business and light industrial parks containing commercial offices, retail, dining, and lodging.

Freeway-Dependent Businesses: There are no businesses that rely solely on freeway traffic because they likely rely on a diverse mix of local/regional clientele. Additionally, multiple freeway on-/off-ramps serve the area, so the closure of one ramp would not result in a substantial loss of business clientele, who could also utilize surface streets to access the businesses.

Commercial Developments: North and south of I-10 are major business/commercial districts and some light industrial parks. There are many large office buildings, dining, and retail.

Ramp Closure Duration and Detour Routes: This ramp closure would occur under Alternatives 2 and 3. The ramp closure is anticipated to last from 10 to 30 days. Based on the most recently reported ADT data provided in Table 1, the 5,150 ADT for the on-ramp would be diverted to the detour route identified below or to other interchanges and local/regional streets. The anticipated detour route is indicated with arrows in Sheet 11 of Attachment A. The proposed detour route is as follows:

• EB Hospitality Lane, to I-10 WB Carnegie Drive on-ramp

The proposed detour route is approximately 1.0 mile in length and would result in an increased travel time of approximately 2.0 minutes to WB I-10.

Waterman Avenue Eastbound On-Ramp

Land Uses: The Waterman Avenue EB on-ramp is located in the city of San Bernardino. The ramp location is shown in Sheet 12 of Attachment A. The predominant land designation for areas within 0.5 mile vicinity of the ramp is commercial.

Major Activity Centers: The National Orange Show Event Center is the nearest major activity center, however, both north and south of I-10 are major business and light industrial parks containing commercial offices, retail, dining, and lodging.

Freeway-Dependent Businesses: There are no businesses that rely solely on freeway traffic because they likely rely on a diverse mix of local/regional clientele. Additionally, multiple freeway on-/off-ramps serve the area, so the closure of one ramp would not result in a substantial loss of business clientele, who could also utilize surface streets to access the businesses.

Commercial Developments: North and south of I-10 are major business/commercial districts and some light industrial parks. There are many large office buildings, dining, and retail.

Ramp Closure Duration and Detour Routes: This ramp closure would occur under Alternatives 2 and 3. The ramp closure is anticipated to last from 10 to 30 days. Based on the most recently reported ADT data provided in Table 1, the 9,780 ADT for the on-ramp would be diverted to the detour route identified below or to other interchanges and local/regional streets. The anticipated detour route is indicated with arrows in Sheet 12 of Attachment A. The proposed detour route is as follows:

 NB Waterman Avenue, to EB Redlands Boulevard, to NB Tippecanoe Avenue, to I-10 EB Tippecanoe Avenue on-ramp

The proposed detour route is approximately 1.0 mile in length and would result in an increased travel time of approximately 2.0 minutes to EB I-10.

Alabama Street Eastbound Off-Ramp

Land Uses: The Alabama Street EB off-ramp is shown in Sheet 13 of Attachment A. The predominant land uses in the surrounding areas are commercial and industrial.

Major Activity Centers: There are no major activity centers within 0.5 mile of the off-ramp.

Freeway-Dependent Businesses: There are no businesses that rely solely on freeway traffic because they likely rely on a diverse mix of local/regional clientele. Additionally, multiple freeway on-/off-ramps serve the area, so the closure of one ramp would not result in a substantial loss of business clientele, who could also utilize surface streets to access the businesses.

Commercial Developments: All areas surrounding the Alabama Street interchange are comprised of commercial and industrial, which includes primarily commercial developments.

Ramp Closure Duration and Detour Routes: This ramp closure would occur under Alternatives 2 and 3. The ramp closure is anticipated to last from 10 to 30 days. Based on the most recently reported ADT data provided in Table 1, the 10,900 ADT for the off-ramp would be diverted to the detour route identified below or to other interchanges and local/regional streets. The anticipated detour route is indicated with arrows in Sheet 13 of Attachment A. The proposed detour route is as follows:

- · EB I-10, to NB Tennessee Street, to WB Lugonia Avenue, to SB Alabama Street
- · EB I-10, to SB Tennessee Street, to WB Colton Avenue, to NB Alabama Street

The proposed detour route is approximately 0.8 to 1.2 miles in length, depending on the route, and would result in an increased travel time of approximately 4 minutes to the intersection of Alabama Street and I-10.

Tennessee Street Eastbound Off-Ramp

Land Uses: The Tennessee Street EB off-ramp is shown in Sheet 14 of Attachment A. The predominant land uses in the surrounding areas are commercial and industrial.

Major Activity Centers: There are no major activity centers within 0.5 mile of the off-ramp.

Freeway-Dependent Businesses: There are no businesses that rely solely on freeway traffic because they likely rely on a diverse mix of local/regional clientele. Additionally, multiple freeway on-/off-ramps serve the area, so the closure of one ramp would not result in a substantial loss of business clientele, who could also utilize surface streets to access the businesses.

Commercial Developments: All areas surrounding the Tennessee Street interchange are comprised of primarily commercial and industrial and some retail, including car dealerships.

Ramp Closure Duration and Detour Routes: This ramp closure would occur under Alternatives 2 and 3. The ramp closure is anticipated to last from 10 to 30 days. Based on the most recently reported ADT data provided in Table 1, the 4,000 ADT for the off-ramp would be

diverted to the detour route identified below or to other interchanges and local/regional streets. The anticipated detour route is indicated with arrows in Sheet 14 of Attachment A. The proposed detour route is as follows:

- . EB I-10, to NB Eureka Street, to WB Colton Avenue, to NB Tennessee Street
- EB I-10, to SB Eureka Street, to WB Redlands Avenue, to NB Tennessee Street

The proposed detour route is approximately 1.0 to 1.5 miles in length, depending on the route, and would result in an increased travel time of approximately 3 to 4 minutes to the intersection of Tennessee Street and I-10.

Conclusion

The conclusions below are based on the following assumptions and will be incorporated into the EIR/EIS and/or Transportation Management Plan (TMP) strategies as required. The assumptions are all components of the TMP strategies discussed in detail below:

- · Business access would be maintained at all times during construction.
- Preliminary detour routes for all long-term closures have been identified to accommodate
 access changes lost due to the temporary long-term closures. Detour routes represent a
 short-term inconvenience to the traveling public, but they do not represent a substantial
 burden to either businesses (limited access) or the traveling public (substantially longer or
 indirect travel).
- Periodic temporary closures of ramps, occasional and less than 10 days, are not
 anticipated to result in a substantial inconvenience to the traveling public. Interchanges
 along I-10 are spaced approximately 1 mile apart, such that there are nearby alternate
 accesses to and from I-10 and the adjacent communities and businesses. No two
 consecutive/adjacent off-ramps or two consecutive/adjacent on-ramps in the same
 direction would be concurrently closed.
- Ramps that provide access immediately adjacent to Montclair Plaza (Monte Vista and Central Avenues) or Ontario Mills mall (Milliken Avenue) would not be closed from November 1 to January 31.
- The contractor would coordinate all closures of ramps that provide access to the Auto Club Speedway with the speedway operators. Where feasible, closures would not occur on major race days (i.e., NASCAR or Indy Car races).

The affected communities in the I-10 Corridor Project area have reached build out and have little or no remaining vacant land available for development; therefore, infill redevelopment is the

main contributor to growth in the area. Within the cities along the I-10 project alignment, the primary land uses are commercial, residential, and industrial. Heavy concentrations of commercial developments, including gas stations, restaurants, grocery stores, and entertainment venues, are scattered adjacent to the I-10 project corridor.

The previously discussed temporary long-term closures would represent a temporary inconvenience to residents, businesses, and business patrons within the I-10 Corridor Project area and would result in increased travel times ranging from 2 to 7 minutes. All temporary long-term closures are supported by adequate detours, as shown in Attachment A, and a robust local/regional arterial street network. Access to all businesses would be maintained during construction of the I-10 Corridor Project, and all are accessible from alternate freeway off-ramps and utilizing local/regional streets. Based on the short-term and temporary nature of the closures (10 to 30 days), the increased travel times and distances would not result in either a substantial economic effect on businesses or substantial delays or travels cost for residents or business patrons. There are several major activity centers within the vicinity of the I-10 Corridor Project, including:

- Montclair Plaza
- Ontario Mills mall
- · Citizens Business Bank Arena

All notable community facilities and services are shown in Figure 4-1 of the Community Impact Assessment (CIA). Additionally, there are other major activity centers along the corridor, however, due to their location, they would not be substantially affected by any of the long-term closures previously discussed. These major activity centers include:

- Pomona Valley Hospital
- Kaiser Hospital
- Loma Linda Hospital and Medical Campus
- · Ontario International Airport
- San Bernardino International Airport
- · San Manuel Indian Casino
- Ontario Mills Mall
- Victoria Gardens
- · Auto Club Speedway
- National Orange Show Events Center

As shown in Table 1, of the ramps serving major activity centers, the Monte Vista Avenue interchange off-ramps and Central Avenue off-ramp would experience a long-term temporary closure (from 10 to 30 days), for which the proposed detour is identified in Attachment A Sheets 1 through 4 and Sheets 5 and 6, respectively. These off-ramps would not be closed from November 1 to January 31 to minimize potential economic effects during the busy holiday shopping season. With the seasonal closure restrictions for Monte Vista and Central Avenues, the I-10 Corridor Project would not result in a substantial economic effect or substantially affect access to major activity centers.

No temporary long-term closures have been identified that would result in any substantial effect on emergency access or response times. All hospitals are shown in Figure 4-1 of the CIA. As discussed in the coordination section below under TMP Strategies, coordination with local/regional jurisdictions and emergency service providers (e.g., CHP, local/regional police, fire, paramedics) would be required during the final design to identify emergency service routes that serve hospitals, fire/police stations, emergency shelters, emergency command centers, and other facilities that provide essential services in times of emergencies within the study area. All emergency service routes would be maintained during construction, or alternate routes would be provided and emergency service providers would be notified in advance prior to any closures or interruptions to emergency service routes.

No temporary long-term closures have been identified that would result in any substantial effect on access to or response times to/from these hospitals.

Based on the short-term and temporary nature of the long-term ramp closures (10 to 30 days), incorporation of the assumptions from this Ramp Closure Study into the EIR/EIS and Final TMP, and the TMP Strategies summarized below from the Draft TMP, would result in no substantial economic effects on businesses, business appeal to patrons, or inconvenience to corridor residents.

TMP Strategies

The TMP is a specialized program designed to minimize the impacts of a construction project by applying a variety of techniques, including public information, motorist information, incident management, construction strategies, demand management, and alternate route strategies. For the I-10 Corridor Project, the following TMP strategies are proposed based on the type of work planned, the geographic and demographic area, and the anticipated traffic impacts:

- Public Information
- Motorist Information

- Incident Management
- · Construction Strategies
- Demand Management
- Alternate Route Strategies
- · Contingency Plans
- Coordination Elements

A draft project-specific conceptual TMP has been completed and attached to the Project Report, and will be finalized during the design phase. Proposed TMP strategies from the project Draft TMP (July 2014) are provided below and accommodate the assumptions upon which this Ramp Closure Study is based. During the design phase, if it is determined that changes to or elimination of the ramp closure durations, locations, or assumptions are warranted, additional analysis and coordination with corridor cities and businesses may be required to ensure that project changes would not result in substantial effects related to temporary long-term ramp closures.

Public Information: SANBAG is expected to lead public relations and carry out a Public Awareness Campaign (PAC) during final design and construction to provide the public with information relating to planned and ongoing highway work. Information on construction activities, upcoming detours and/or lane closures, possible alternate routes, and alternate transportation modes would be disseminated to the public via many methods, including:

- Brochures and mailers to be mailed periodically throughout the entire construction period to residents and businesses in targeted areas
- Press releases and news media events during key construction milestones that involve closures and changes in traffic patterns
- Paid advertisements through local/regional newspapers to be published approximately 1 month prior to start of construction, with regular updates thereafter
- Community outreach/public meetings to be held at the beginning of each major construction phase
- A 24-hour telephone hotline providing automated daily update of construction activities and road closures
- Project Web site to be maintained by SANBAG providing all-encompassing information about project construction
- Direct e-mails or e-newsletters to residents and businesses in targeted areas

- Community task force (local/regional businesses/merchants) to help disseminate information
- Posting of construction information at local/regional libraries, schools, and City's public work offices
- · Information posted to social network sites such as Facebook and Twitter

Motorist Information: Motorist information strategies are used to relay near "real-time" information regarding potential delays and available detours to motorists, enabling them to make travel plans accordingly. The following mechanisms would be employed to provide motorist information:

- Existing Changeable Message Signs (CMS) to report changing travel conditions
- Portable Changeable Message Signs (PCMS) to report changing travel conditions
- Stationary ground-mounted signs to provide information about immediate road conditions
- · Traffic radio announcements
- Information available on Caltrans Highway Information Network (CHIN), 1-800-427-ROAD.

Incident Management Strategies: An incident is any event that interrupts traffic flow for a considerable amount of time. Incident management strategies are proposed for this project to manage the effects of traffic incidents or vehicular breakdown in or near the work zone. The goal of the incident management strategies is to minimize the time to detect, respond to, and remove the incident from the roadway as safely and quickly as possible. Key components of incident management strategies are identified below.

- A Traffic Management Team (TMT) would be established to assist in managing traffic during incidents and planned lane closures. The TMT would include representatives from SANBAG, local/regional agencies and local/regional law enforcement agencies, CHP, and Caltrans' Public Affairs, Traffic Operations, Design, and Construction units.
- The District Traffic Management Center (TMC) would be used for coordinating and managing traffic and incident information dissemination.
- Existing traffic surveillance equipment, including closed-circuit television (CCTV)
 cameras and vehicle detection/monitoring systems, in conjunction with additional
 temporary systems, would be used to help detect incidents and manage traffic through the
 construction area.

- The existing Freeway Service Patrol (FSP), which currently patrols I-10 during the morning and afternoon peak hours and removes disabled vehicles from the freeway at no charge to the motorist under the auspices of Caltrans, would be expanded during certain phases of construction. A supplemental team of FSP tow trucks would be provided beyond the peak-hour periods during certain construction stages, especially when there would be no shoulders on the mainline to allow motorists to move away from the travel way.
- A Construction Zone Enhanced Enforcement Program (COZEEP) would be established
 for the entire construction period. A highly visible CHP presence would alert motorists
 that road work is being performed and that motorist behavior is under surveillance.
 COZEEP services are especially beneficial during night work and when construction
 workers are on foot in the work zone.

Construction Strategies: A major part of the construction strategies would be implemented through staging construction and incorporated into the construction contract documents (e.g., traffic handling plans, construction area sign plans, contract special provisions). These strategies are designed to minimize project effects resulting from construction activities on traffic circulation and include:

- · Lane closure restrictions during holidays and special local/regional events
- Closure of secondary streets during construction to allow quick construction and reopening
- Lane modifications (i.e., lane reductions, shifts) to maintain the number of lanes needed
- Allowing night work and extended weekend work
- · Maintaining business access
- Maintaining pedestrian and bicycle access
- Usage of rapid-strength concrete at selected locations, such as ramp terminal and intersection areas, to accelerate construction and reduce closure duration
- · Adding liquidated damages clause

A supplemental construction strategy under consideration for this project is the use of an incentive/disincentive program to motivate the contractor to achieve the overall construction schedule and minimize impacts to the traveling public and local/regional communities. An incentive/disincentive payment could be programmed for intermediate milestones or for final completion of the project contracted work. The incentive/disincentive payment clause would need to be included in the contract special provisions during the final design.

Demand Management: This strategy involves promoting the use of public transit, ride sharing, and variable work hours to reduce the amount of traffic using the freeway and roadways in and around the construction zone. Through the public awareness campaign, large employers would be urged to consider staggered working hours and encourage their employees to use the SANBAG transit system and rideshare resources, which includes six park-and-ride lots along the I-10 corridor. Incentive programs, such as free transit tickets and free/discounted merchant coupons for rideshare participants, could be used to attract participants.

Alternate Route Strategies: Alternate routes and detours would be used to give motorists the opportunity to avoid the work zone by diverting to other highway or adjacent surface streets. Alternate routes and detours would be provided in the contract documents during the final design. Primary and major arterials surrounding the project area discussed in the July 2014 TMP would be used as alternate and detour routes during construction of various overcrossing structures and arterial improvements. Attachment A provides alternate and detour routes for interchange ramps that require closure from 10 to 30 days during reconstruction. Supplemental traffic analysis along alternate and detour routes may need to be performed during the final design phase to evaluate roadway and intersection performance and mitigation measures in response to added traffic. Potential mitigations that could be made on alternate and detour routes include:

- Street/intersection improvements (e.g., widening, pavement rehabilitation, removal of median, restriping) to provide added capacity to handle detour traffic
- Signal improvements and adjustment of signal timing and/or signal coordination to increase vehicle throughput, improve traffic flow, and optimize intersection capacity
- Turn restrictions at intersections and roadways necessary to reduce congestion and improve safety
- Parking restrictions on alternate and detour routes during work hours to increase capacity, reduce traffic conflicts, and improve access

Contingency Plans: Contingency plans would need to be developed during the final design phase to address unexpected events that could impact construction operations and traffic handling during critical work operations. Critical work operations are operations that require closure of a lane, ramp, or shoulder, such as:

- · Roadway excavation
- Bridge demolition
- Bridge work

- · Erection and removal of falsework
- · Pavement operations
- Striping

Construction Operations Contingency Plan: Contract special provisions to be prepared in the final design would require the contractor to develop a Construction Operations Contingency Plan to identify elements that could potentially fail and cause delayed opening of lane closures, and provide the alternatives to ensure continuing operations and on-time opening of traffic lanes for each of the identified critical work operations. Elements that would be addressed in the plan include:

- · Delayed construction operations
- · Equipment breakdown
- Unavailable materials
- Bad weather
- · Heavier traffic than expected

Traffic Handling Contingency Strategies: Traffic handling contingency strategies are typically developed during the final design with cooperation of the Caltrans Division of Traffic Operations to identify traffic handling contingency strategies to be employed in the event of work zone incidents or late lane closure pickups. Traffic handling contingency strategies would include procedures/methods for:

- Notification of incident/late closure pickup to the TMC, CHP, Highway Advisory Radio system, and the media
- · Request for TMT assistance
- · Activation of CMS and PCMS
- · Activation of a detour
- · Provision of emergency access through construction zones and during road closures

Coordination Elements

Emergency Response: Coordination with local/regional jurisdictions and emergency service providers (e.g., CHP, local/regional police, fire, paramedics) would be made during the final design to identify emergency service routes that serve hospitals, fire/police stations, emergency shelters, emergency command centers, and other facilities that provide essential services in times of emergencies within the study area. These emergency service routes would be maintained

during construction or alternate routes would be provided. The construction contract documents would require that emergency service providers be notified in advance prior to any lane closures, interruptions on emergency service routes, or changes in traffic control. Following are emergency service providers that have been identified to provide emergency responses to the area surrounding the project site:

Fire Protection Services

- · Los Angeles County Fire Department
- Los Angeles County Fire Department: Claremont
- Montclair Fire Department
- Upland Fire Department
- Ontario Fire Department
- · Rancho Cucamonga Fire Department
- San Bernardino County Fire Department
- · Bloomington Fire Department
- Colton Fire Department
- · Fontana Fire Department
- · Redlands Fire Department

Police Protection Services

- · Claremont Police Department
- Montclair Police Department
- Upland Police Department
- Rancho Cucamonga Police Department
- Fontana Police Department
- · Rialto Police Department
- Colton Police Department
- Redlands Police Department
- San Bernardino County Sherriff

Hospital Services

- Pomona Valley Hospital Medical Center
- Community Extended Care Hospital

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- Advanced Medical and Urgent Care Center
- · Kindred Hospital Ontario
- · San Antonio Community Hospital
- · Kindred Hospital Rancho
- Concentra Urgent Care, Rancho Cucamonga
- Kaiser Permanente Fontana Medical Center
- · Arrowhead Regional Medical Center
- Loma Linda University Medical Center
- Advanced Ambulatory Surgery Center
- · Redlands Family Clinic

Transit Operations: Transit agencies would be informed about the temporary lane and street closures during the final design.

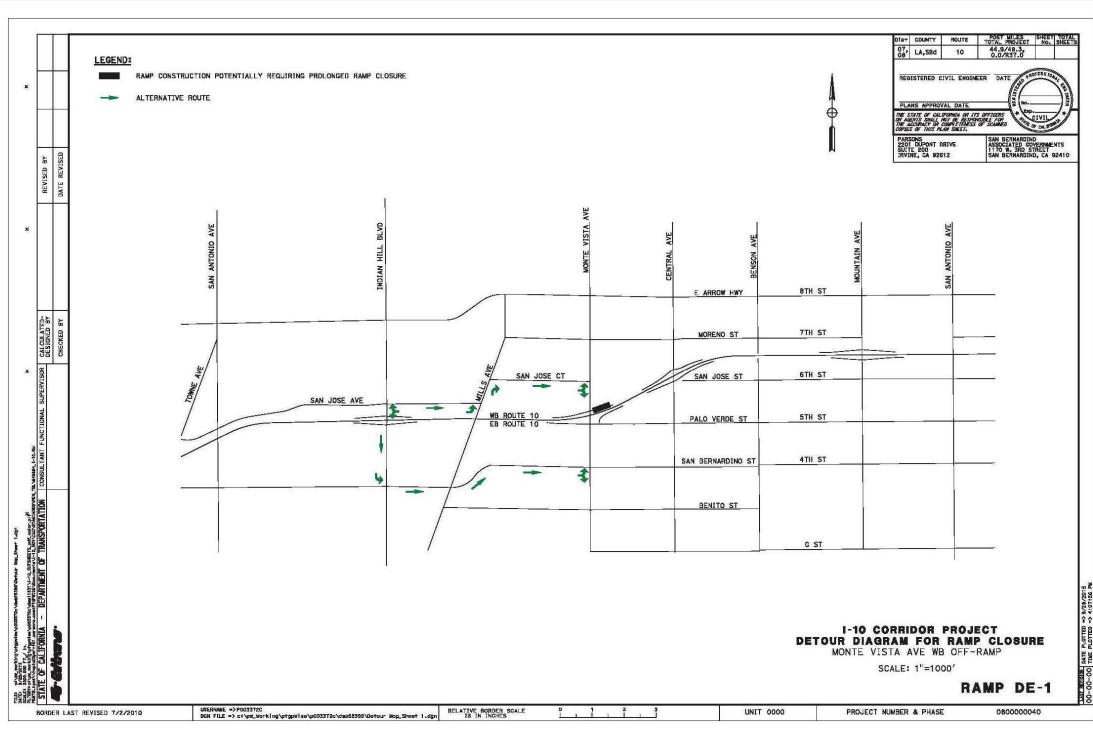
Commercial Vehicle Operations: Commercial vehicle operators would be notified of all planned construction activities, implementation of detours, or road closures. Contacts for commercial vehicle operations include:

- California Trucking Association (CTA) in Sacramento, CA. Phone: (916) 373-3500
- Regional Truck Permit Office in San Bernardino. Phone (909) 388-7001

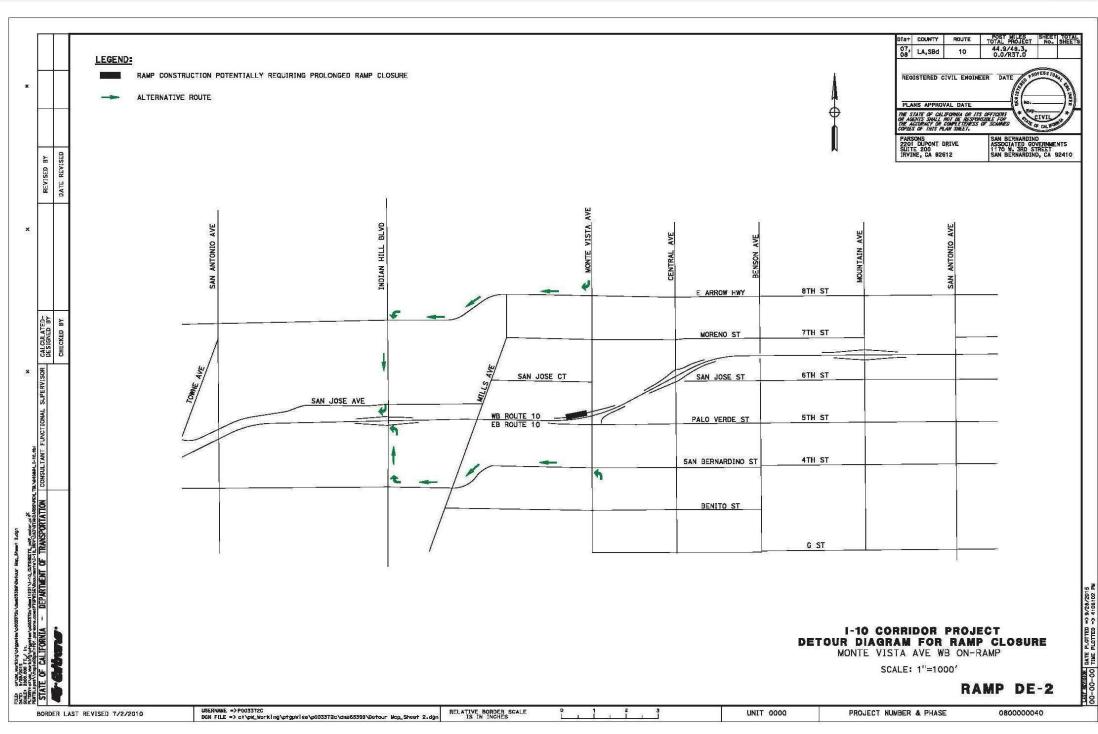
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Attachment A Detour Diagrams

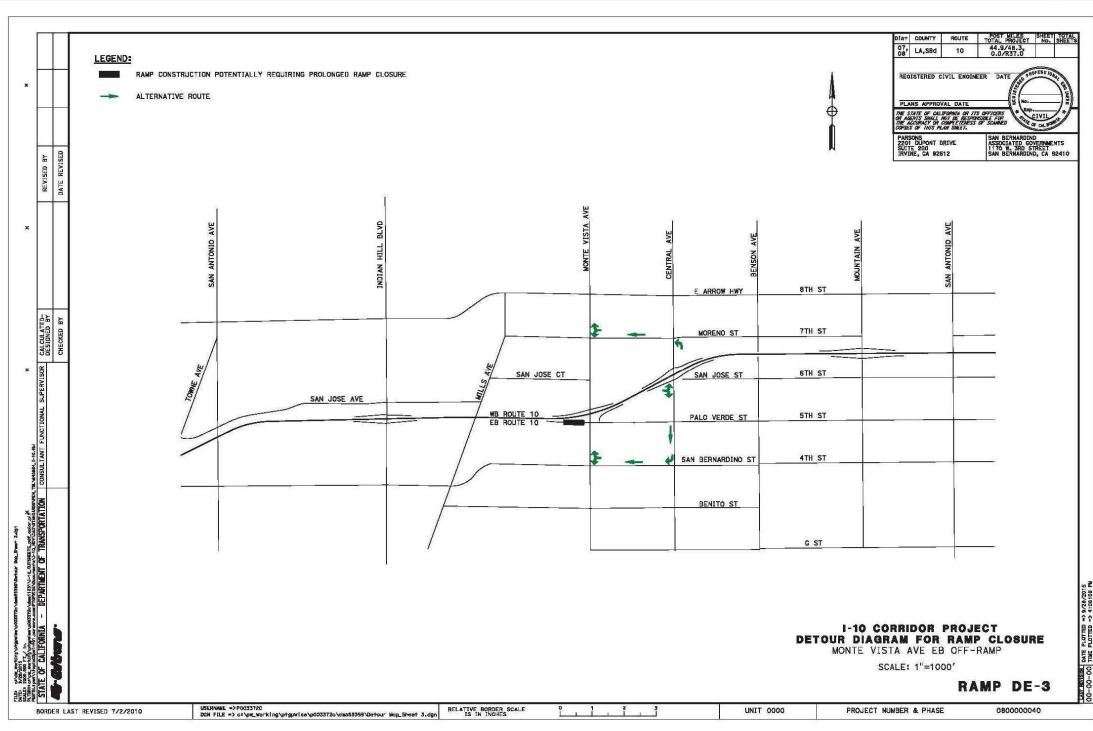
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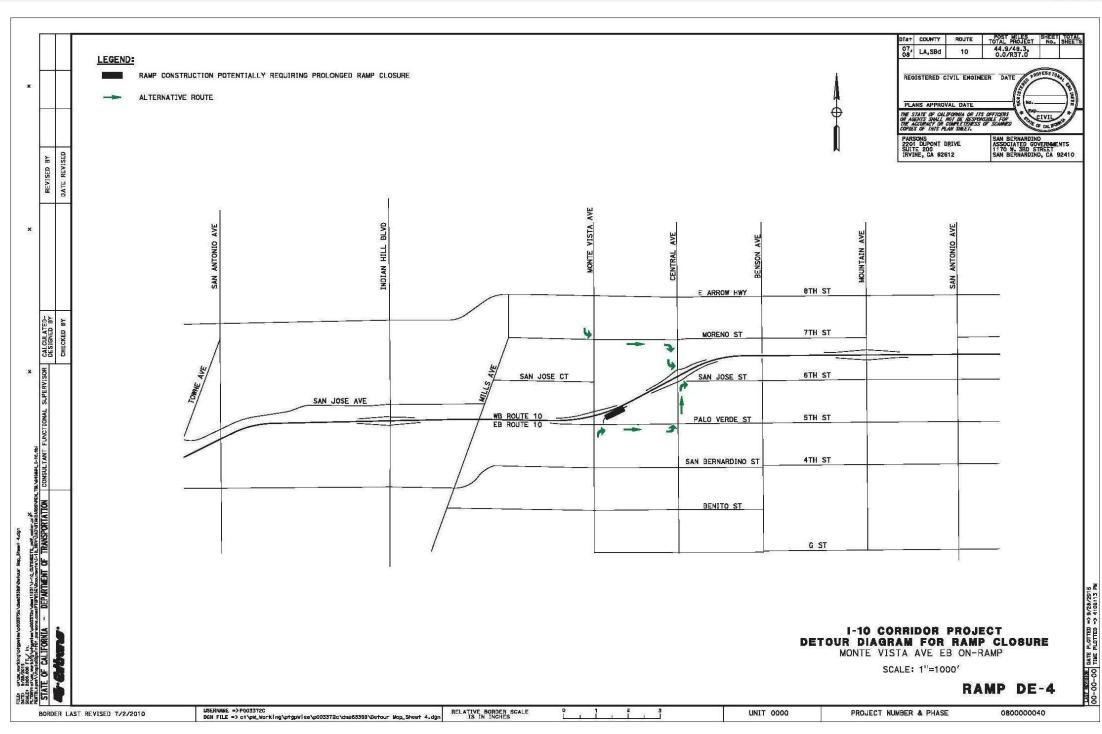
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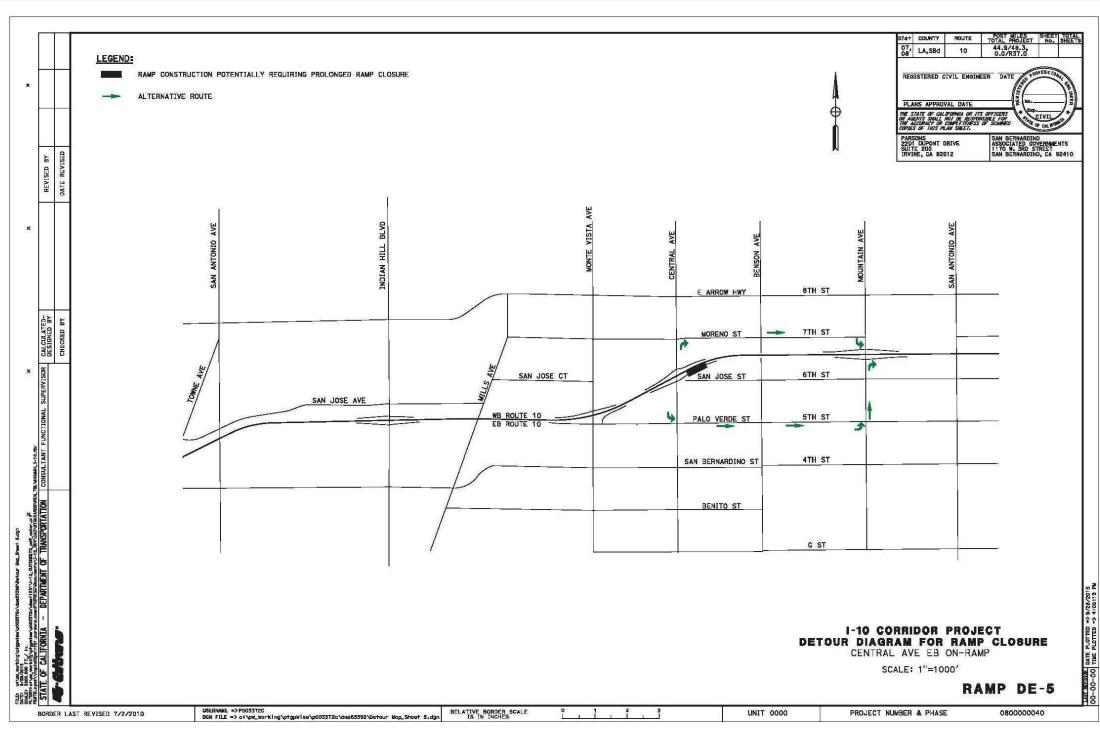
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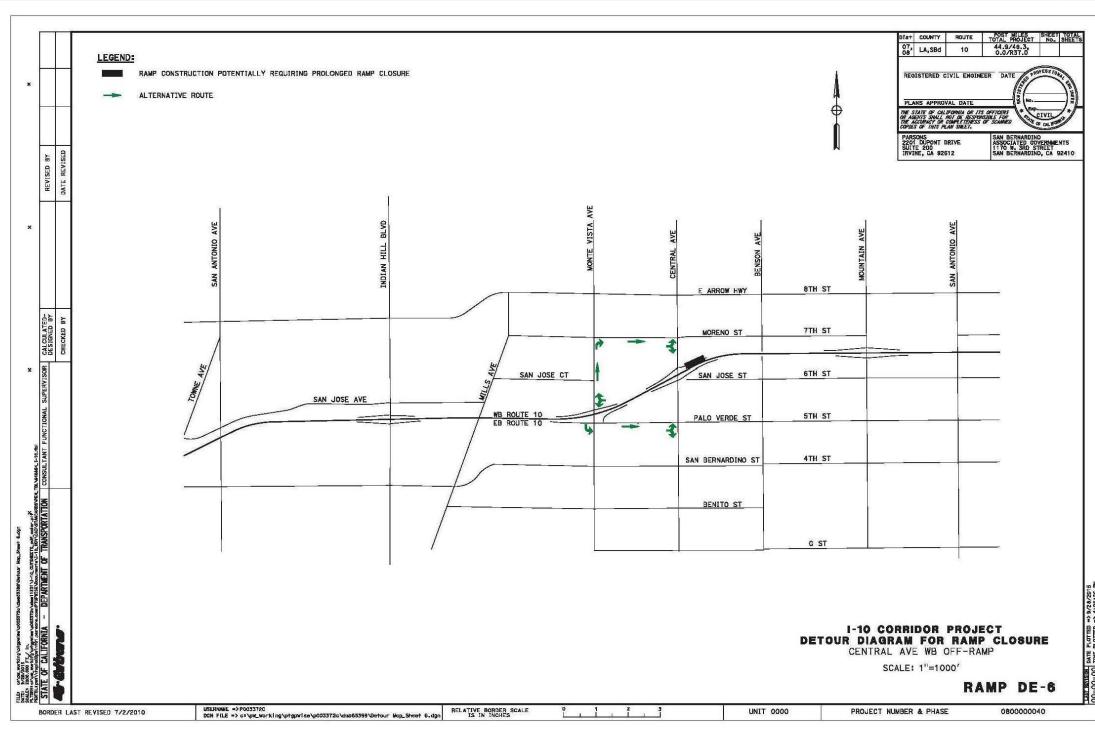
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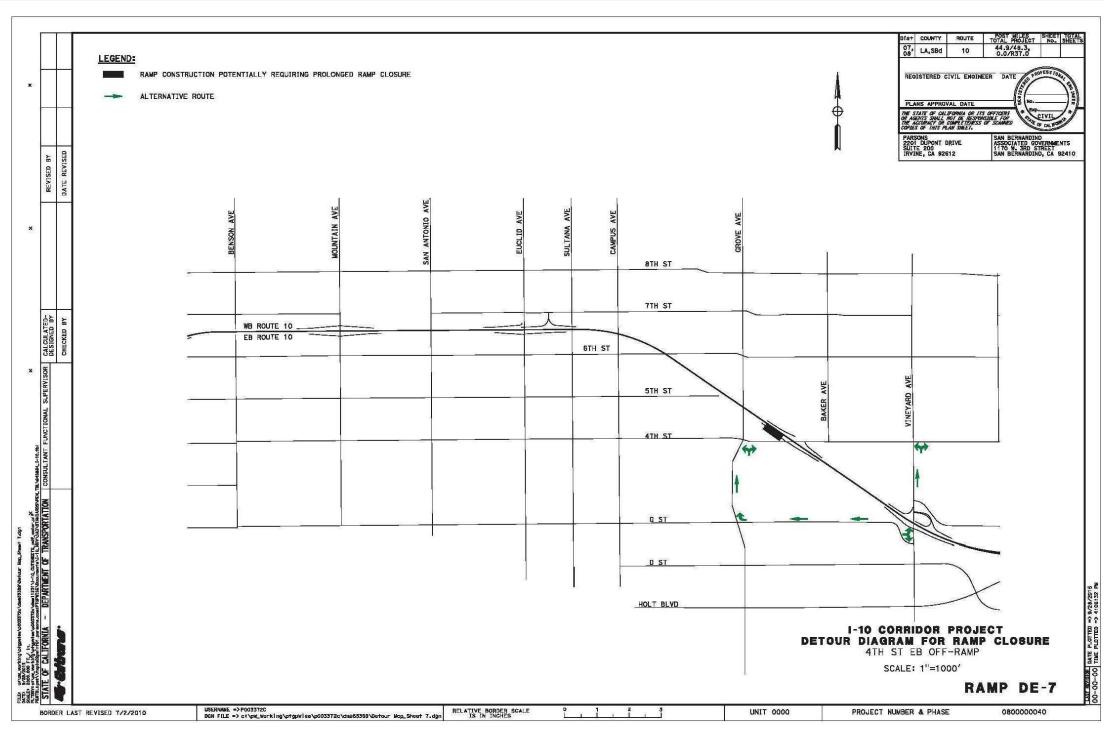
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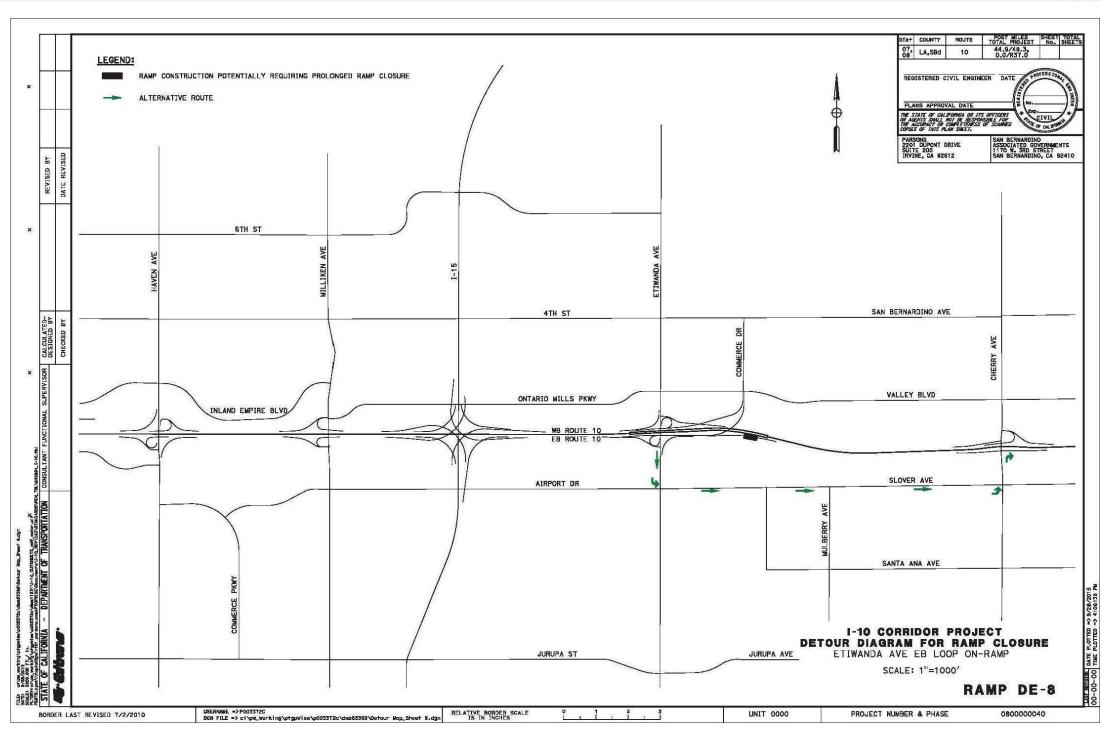
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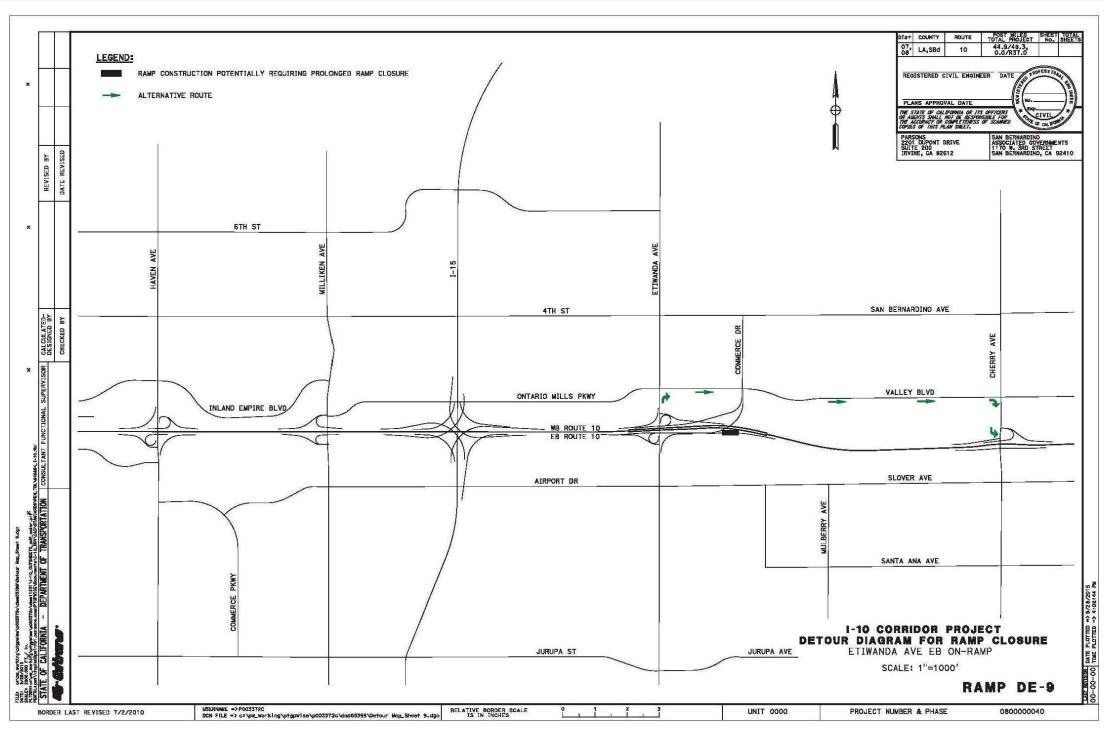
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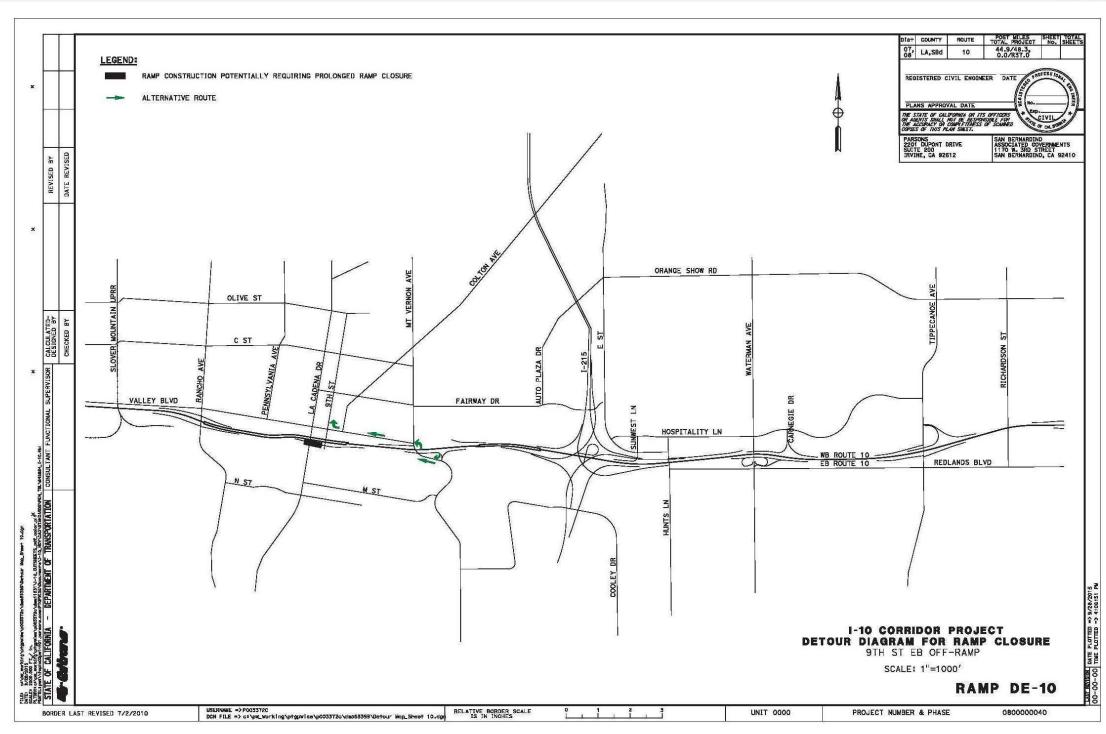
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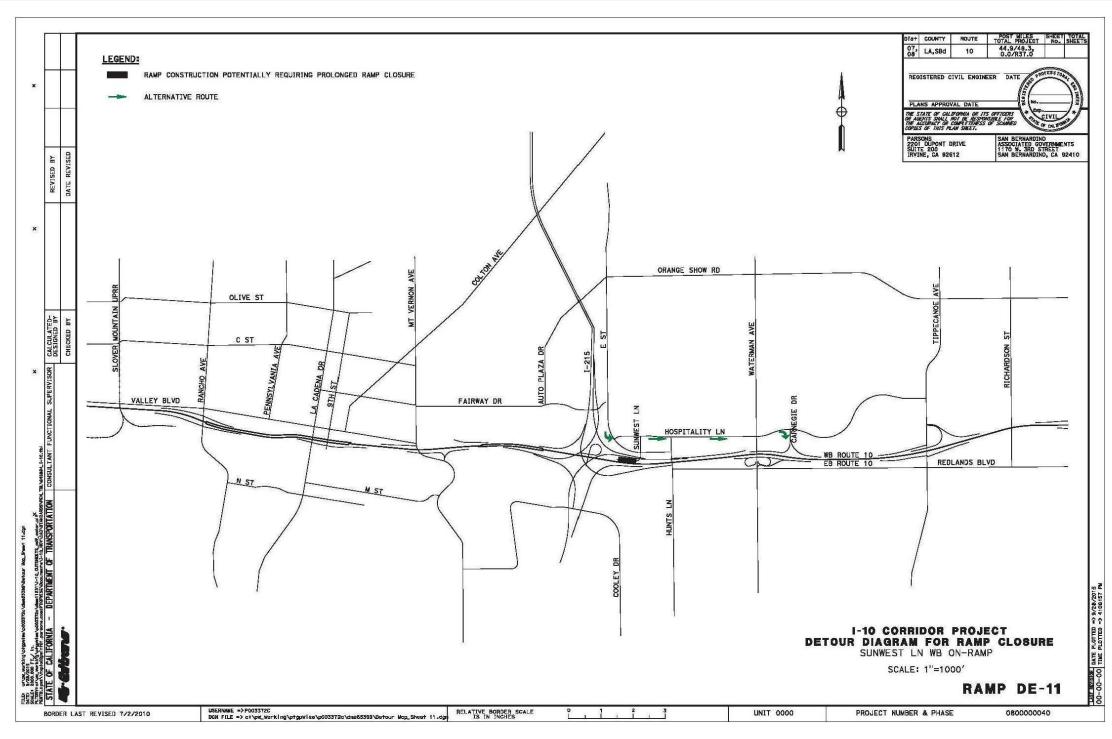
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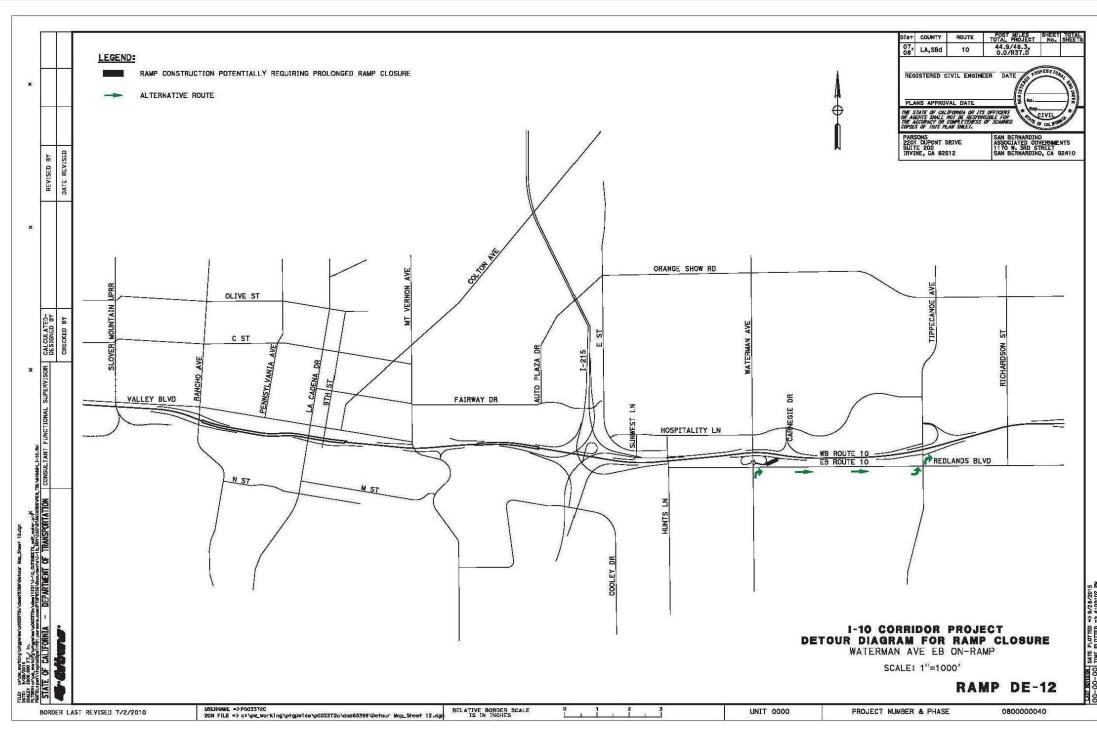
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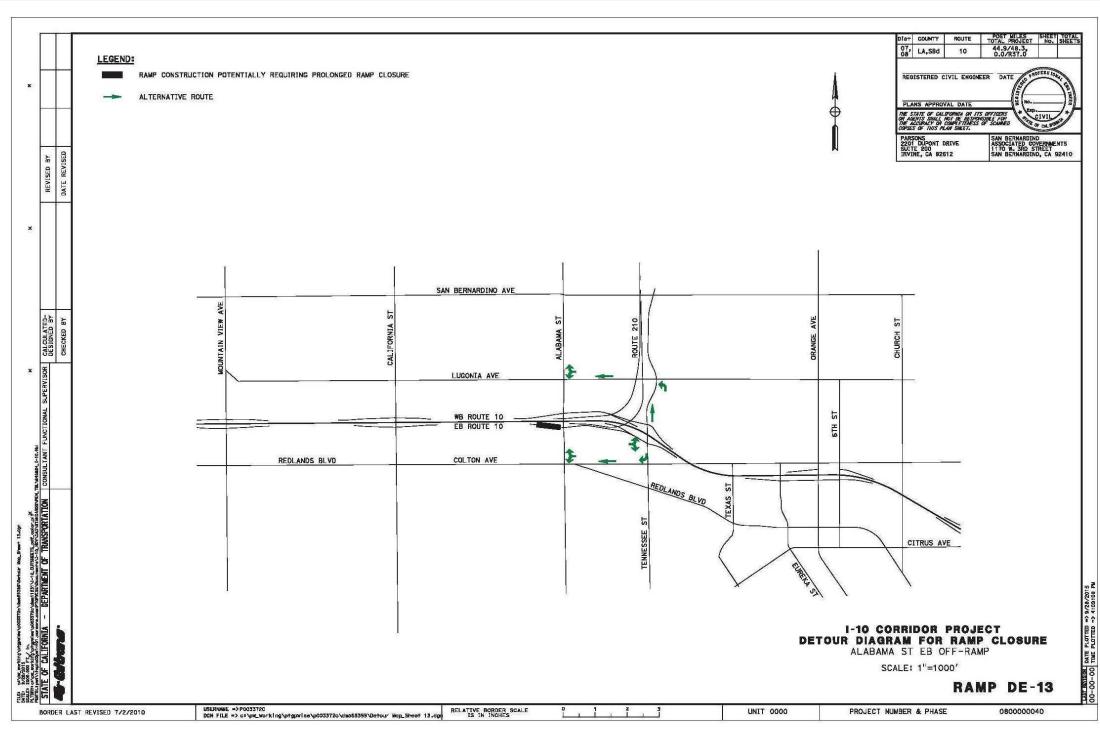
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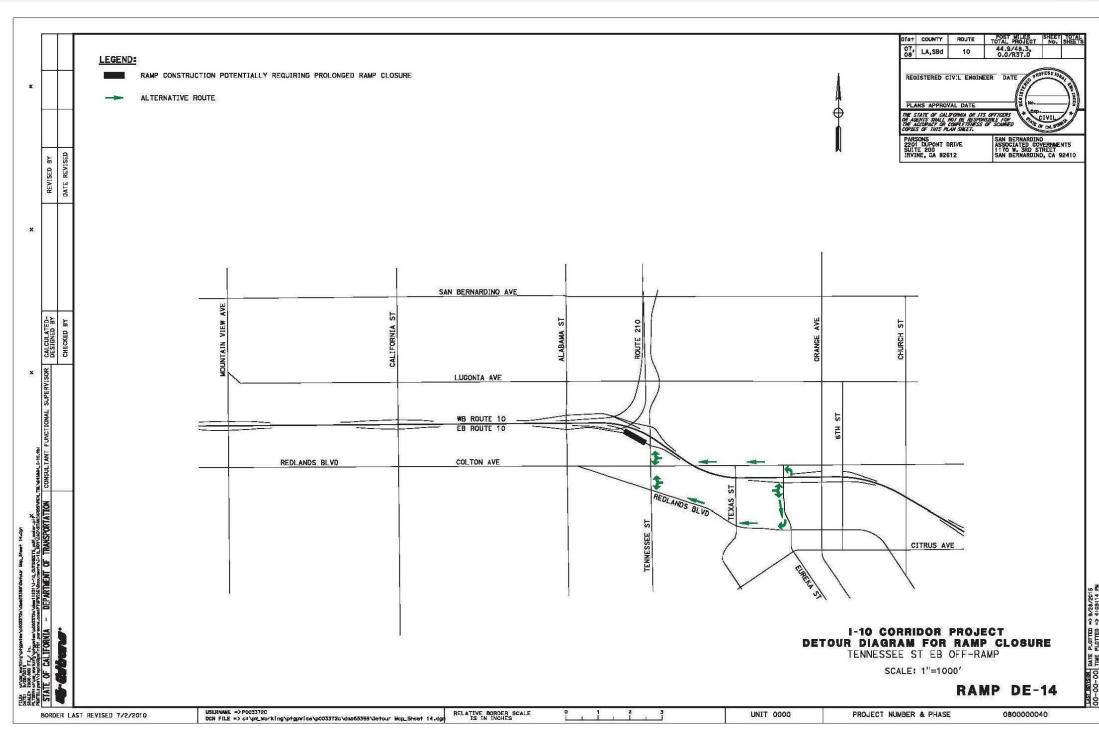
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Appendix F Farmland Conversion Impact Rating Form (NRCS CPA-106)

U.S. DEPARTMENT OF AGRICULTURE NRCS-CPA-106 Natural Resources Conservation Service **FARMLAND CONVERSION IMPACT RATING** FOR CORRIDOR TYPE PROJECTS PART I (To be completed by Federal Agency) Sheet 1 of _ 3/13/15
5. Federal Agency Involved Federal Highway Administration (FHWA) 1. Name of Project Interstate 10 Corridor Project 2. Type of Project Transportation 6. County and State San Bernardino County, CA Date Request Received by NRCS 3/13/15 Person Completing Form Kim Lary PART II (To be completed by NRCS) 4. Acres Irrigated Average Farm Size 3. Does the corridor contain prime, unique statewide or local important farmland? YES V NO 40,961 635 (If no, the FPPA does not apply - Do not complete additional parts of this form) 7. Amount of Farmland As Defined in FPPA 3. Farmable Land in Government Jurisdiction Acres: 39,925 Acres: 58,141 Citrus, avocados, apples, and strawberries Name of Local Site Assessment System Name Of Land Evaluation System Used 10. Date Land Evaluation Returned by NRCS **CA Revised Storie Index** 3/24/15 San Bernardino County LESA system Alternative Corridor For Segment PART III (To be completed by Federal Agency) Corridor A Corridor B Corridor C Corridor D A. Total Acres To Be Converted Directly 0.000 0.000 0.253 0.000 Total Acres To Be Converted Indirectly, Or To Receive Services 0.000 0.000 C. Total Acres In Corridor 0.2 26.3 PART IV (To be completed by NRCS) Land Evaluation Information 0.00 4.7 A. Total Acres Prime And Unique Farmland 0 B. Total Acres Statewide And Local Important Farmland 0 15 0.2 C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted 0.00000344 0.00045 Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value 0.00000344 0.00045 PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative 5 5 value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points) PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c)) **Points** 1. Area in Nonurban Use 15 2. Perimeter in Nonurban Use 10 3. Percent Of Corridor Being Farmed 20 4. Protection Provided By State And Local Government 20 5. Size of Present Farm Unit Compared To Average 10 25 6. Creation Of Nonfarmable Farmland 7. Availablility Of Farm Support Services 5 20 8. On-Farm Investments 9. Effects Of Conversion On Farm Support Services 25 10 10. Compatibility With Existing Agricultural Use TOTAL CORRIDOR ASSESSMENT POINTS 160 0 0 PART VII (To be completed by Federal Agency) Relative Value Of Farmland (From Part V) 0 5 0 100 Total Corridor Assessment (From Part VI above or a local site 0 0 160 0 0 TOTAL POINTS (Total of above 2 lines) 0 260 0 5 Total Acres of Farmlands to be 1. Corridor Selected: 3. Date Of Selection 4. Was A Local Site Assessment Used? Converted by Project: YES □ NO ☑ 5. Reason For Selection: Signature of Person Completing this Part: DATE NOTE: Complete a form for each segment with more than one Alternate Corridor

Clear Form



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