

FTIP ID# *(required)* RIV180129A

TCWG Consideration Date September 23, 2025

Project Description *(clearly describe project)*

The City of Beaumont (City), in coordination with the California Department of Transportation (Caltrans), is proposing to replace the existing Pennsylvania Avenue/Union Pacific Railroad (UPRR) at-grade crossing (Project). Through the Project limits of improvement Pennsylvania Avenue consists of the two through lanes in each direction (northbound [NB] and southbound [SB]), a center median, and a dedicated left-turn pocket from SB Pennsylvania Avenue to the eastbound (EB) Interstate (I-) 10 on-ramp. In addition, a sidewalk is present along the SB side of Pennsylvania Avenue that extends from East 1st Street to the south to East 6th Street to the north.

The Project would replace the existing at-grade Pennsylvania Avenue/UPRR crossing by constructing a new underpass (i.e., roadway would be depressed under the existing rail line). The roadway improvements would extend along Pennsylvania Avenue from 3rd Street to the south, to just north of the I-10 off-ramp to the north. Following construction, the horizontal alignment for the rail line would remain in its current location, while the vertical alignment/elevation would involve slight adjustment (elevation would vary from zero to two feet compared to the existing elevation). The width of the new bridge would be 79 to 108 feet.

Consistent with the existing roadway cross-section, following construction Pennsylvania Avenue would consist of two through lanes in each direction (NB and SB), a center median, a dedicated left-turn pocket from SB Pennsylvania Avenue to the EB I-10 on-ramp, and a sidewalk in the SB direction. In addition, the following improvements would be included:

- Sidewalk along the NB side of Pennsylvania Avenue
- Reprofilng of existing I-10 EB on-ramp and westbound (WB) off-ramp for a distance of approximately 125 feet and 650 feet, respectively, to match the lowered elevation of Pennsylvania Avenue
- Addition of traffic signals at the Pennsylvania Avenue/I-10 EB on-ramp and Pennsylvania Avenue/I-10 WB off-ramp intersections
- Retaining wall along the NB side of the I-10 EB on-ramp
- Relocation of the existing sewer line that is located along Pennsylvania Avenue to accommodate the lowering of the existing roadway. The sewer line would be rerouted west along East 6th Street to Massachusetts Avenue where it would then travel south. A jack and bore approach would be used to install the sewer line under I-10, and the line would tie-into the existing sewer line that exists just south of I-10 and north of the UPRR alignment.

A shoofly (approximately 3,000 feet in length) would be created just south of, and parallel to, the existing UPRR tracks for use during construction to minimize impacts to UPRR.

Type of Project (use Table 1 on instruction sheet) Railroad grade separation with new intersection signalizations					
County Riverside	Narrative Location/Route & Postmiles 08-RIV-Pennsylvania Avenue (From 3rd Street to the south to just north of the I-10 off-ramp to the north) Caltrans Projects – EA# 1P300				
Lead Agency: California Department of Transportation – District 8					
Contact Person Keith Lay, ICF	Phone# 949-333-6581	Fax# N/A	Email Keith.Lay@ICF.com		
Hot Spot Pollutant of Concern (check one or both) PM2.5 x PM10 x					
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)					
<input checked="" type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other	
Scheduled Date of Federal Action: December 2025					
NEPA Assignment – Project Type (check appropriate box)					
<input type="checkbox"/> Exempt	<input checked="" type="checkbox"/> Section 326 –Categorical Exemption		<input type="checkbox"/> Section 327 – Non-Categorical Exemption		
Current Programming Dates (as appropriate)					
	PE/Environmental	ENG	ROW	CON	
Start	02/2019	01/2026	01/2026	12/2026	
End	12/2025	06/2026	04/2026	12/2028	
Project Purpose and Need (Summary): (attach additional sheets as necessary) The purpose of the Project is to: <ul style="list-style-type: none"> • Improve safety by eliminating risk of collisions between train and vehicle/pedestrian traffic. • Provide for an uninterrupted flow of rail line through crossings to improve freight movement. • Reduce traffic delays for motorists and pedestrian traffic at the crossing. • Provide efficient goods movements, and decreases in fuel consumption. • Improve air quality by the reduction of greenhouse gas (GHG) emissions from trains and vehicles on roads that idle because of traffic congestion. <p><u>Project Need</u> The existing Pennsylvania Avenue/Union Pacific Railroad (UPRR) at-grade crossing has been in place since before the construction of the I-10/Pennsylvania Interchange in the early 1950s. There have been on-going train stop incidents, which create long traffic delays and heavy congestion. As the City continues to develop, the location is at high risk for train-pedestrian/vehicle collisions.</p> <p>The need for the Project is based on the future growth anticipated in the region and existing and estimated future rail activity, and the amount of time roadway and rail crossings are occupied to allow trains to pass. This situation has resulted, and is projected to continue to result, in vehicular traffic and train delays, and safety concerns associated with the at-grade crossing. In addition, the crossing is located just two hundred feet from the I-10/Pennsylvania Interchange and this close spacing has resulted in traffic delays at the crossing, which has also affected freeway/regional traffic.</p>					

<p>The at-grade crossing currently experiences approximately 41 trains and 12,000 vehicles per day crossing the at-grade intersection (RCTC Grade Separation Priority Update Study, March 2012). These numbers are expected to increase to 100 trains and 20,000 vehicles per day by the year 2035 (RCTC Grade Separation Priority Update Study, March 2012). The vehicle wait time at the Pennsylvania Avenue/UPRR at-grade crossing is a growing concern. The vehicle delay at the Pennsylvania Avenue/UPRR grade crossing in 2010 was 18 hours per day and is forecasted to be 165 hours per day by the year 2035. In June 2022, a train stopped at the crossing causing major traffic congestion for over eight hours affecting both community and regional travelers. With the anticipated increase in number of trains, pedestrian and vehicle traffic, the project is needed to improve safety and reduce congestion</p>
<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> The surrounding land uses include single-family residences, storage centers, manufacturing, commercial centers, and open space.</p>
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility <u>Pennsylvania Avenue</u> 2030 No Build; AADT=24,800; Truck AADT=1,040 (4.2%); LOS=N/A 2030 Build Alternative; AADT=24,800; Truck AADT=1,040 (4.2%); LOS=N/A</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility <u>Pennsylvania Avenue</u> 2050 No Build; AADT=47,100; Truck AADT=1,980 (4.2%); LOS=N/A 2050 Build Alternative; AADT=24,800; Truck AADT=1,980 (4.2%); LOS=N/A</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT N/A</p> <p>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT N/A</p>
<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i> See attached analysis</p>
<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i> See attached analysis</p>

PM_{2.5}/PM₁₀ Hot-Spot Analysis

The Pennsylvania Avenue Grade Separation Project is located within a nonattainment area for federal standards for particulate matter less than 2.5 micrometers in diameter (PM_{2.5}) and within an attainment/maintenance area for the federal standards for particulate matter less than 10 micrometers in diameter (PM₁₀). Therefore, per 40 Code of Federal Regulations (CFR) Part 93, hot-spot analyses are required for conformity purposes. However, the U.S. Environmental Protection Agency does not require hot-spot analyses—qualitative or quantitative—for projects that are not listed in Section 93.123(b)(1) as an air quality concern.

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

- i. New highway projects have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;
- ii. Projects affecting intersections that are at a Level of Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level of Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- iii. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- iv. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- v. Projects in or affecting locations, areas or categories of sites which are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

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

- i) The build alternative would replace the existing at-grade Pennsylvania Avenue/UPRR crossing by constructing a new underpass. Under Opening Year 2030 conditions, the total annual average daily traffic would be 24,800 and the truck AADT would be 1,040 (4.2 percent). Under Horizon Year 2050 conditions, the total annual average daily traffic would be 47,100 and the truck AADT would be 1,980 (4.2 percent). As the project would not increase the capacity of Pennsylvania Avenue, the Build Alternative traffic volumes are projected to remain unchanged. There would be no change in the number of diesel vehicles operating within the project study area.
- ii) As discussed above, the proposed Project would not increase the number of diesel vehicles operating within the Project study area. In addition, the construction of new traffic signals at the Pennsylvania Avenue/I-10 EB on-ramp and Pennsylvania Avenue/I-10 WB off-ramp intersections would reduce vehicle delay. Therefore, the proposed Project would not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles.
- iii) The proposed build alternative does not include the construction of a new bus or rail terminal.
- iv) The proposed build alternative does not expand an existing bus or rail terminal.

- v) The proposed build alternative is not in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed Pennsylvania Avenue Grade Separation Project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis and would not create a new, or worsen an existing, PM_{2.5} and PM₁₀ violation.

