FTIP ID# *(required)* SBD270004

TCWG Consideration Date December 1, 2026

Project Description *(clearly describe project)*

The San Bernardino County Transportation Authority (SBCTA), in cooperation with California Department of Transportation (Caltrans), proposes approximately 15 miles of improvements along State Route (SR) 18, between Post mile (PM) 100.9 and PM 115.9 from the San Bernardino/Los Angeles County line to US-395 in the City of Victorville in San Bernardino County. The proposed SR-18 Median Widening and Reprofiling Project (Project) would add a striped median serving as a two-way left-turn lane, provide new and extended left- and right-turn lanes along with new auxiliary lanes at key intersections, reconfigure lane geometry, reprofile portions of the mainline to improve ride quality, provide drainage improvements including culvert replacements and additions to address the new profile and new pavement, utility additions, and incorporate Complete Streets elements such as sidewalk gap closures, Americans with Disabilities Act (ADA)-compliant curb ramps, high-visibility crosswalks, lighting at signalized intersections, bicycle facility improvements, and signal modifications at multiple intersections. Work would occur within public and private right-of-way.

Alternative 1 – No-Build Alternative
The No-Build Alternative would maintain existing conditions along SR-18 within the project limits. The existing two-lane undivided highway would remain, including nonstandard geometric features such as narrow median width, grades, and cross slopes that do not meet current Caltrans Highway Design Manual standards. These conditions would continue to contribute to operational deficiencies and higher collision rates, and gaps in multimodal facilities.

Alternative 2 – Build Alternative
The Build Alternative proposes a comprehensive set of improvements along SR-18 to address operational deficiencies, enhance safety, and improve multimodal connectivity within the Project limits. The improvements would maintain the existing centerline alignment while widening the roadway to accommodate new features. The primary objectives are to improve traffic flow, reduce collisions, and provide facilities for pedestrians and bicyclists consistent with state and regional planning goals.
The Build Alternative includes the following major elements:

- Addition of a 14-foot striped median along the entire Project limits serving as a two-way left-turn lane (TWLTL) at approximately 60 cross streets to improve traffic flow, enhance safety, and reduce delays.
- Construction of new and extended left- and right-turn lanes at major intersections to improve traffic flow, enhance safety, and reduce delays.
- Construction of auxiliary lanes in the eastbound direction at the SR-18 intersections of Verbena Road and Bellflower Street to improve operations.
- Reprofiling of approximately 90 percent of the mainline to enhance ride quality and improve sight distance.
- Incorporation of Complete Streets elements, including sidewalk gap closures, ADA-compliant curb ramps, high-visibility crosswalks, and bicycle facility improvements.
- Traffic signal modifications at four intersections to improve operations and pedestrian accessibility.
- Installation of safety features such as rumble strips, tapered edge treatments, and Midwest Guardrail Systems (MGS) where warranted.
- Construction of drainage improvements along the corridor to convey stormwater across the highway.
- Utility relocations to accommodate the construction of roadway improvements

The project vicinity and Build Alternative are shown in Figures 1 and 2.

Type of Project *(use Table 1 on instruction sheet)*
Change to an existing state highway

County	**Narrative Location/Route & Postmiles**
San Bernardino	SR-18 (PM 100.9 to 115.9) **Caltrans Projects – EA#** 1L5500

Lead Agency: San Bernardino County Transportation Authority (SBCTA)

Contact Person	**Phone#**	**Fax#**	**Email**
Kenya Amezcua	(909) 472-2632	N/A	kenya.amezcua@dot.ca.gov

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

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

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

Scheduled Date of Federal Action: March 2027

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

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

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	September 2025	November 2027	June 2028	November 2031
End	November 2027	November 2029	November 2031	June 2035

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

Purpose

The purpose of the SR-18 Improvement within the project limits is to:

- Improve operations and reduce delays.
- Enhance mobility and ride quality.
- Enhance and connect the multi-modal transportation network.

Need

The need for the SR-18 Improvement within the project limits is identified below:

- The existing two-lane undivided SR-18 corridor experiences operational deficiencies, primarily caused by improper turning movements and failure to yield within the project limits.
- The SR-18 corridor within the project limits has a rolling to flat profile, thus degrading the ride quality.
- The SR-18 corridor within the project limits has gaps in complete street elements (sidewalks, bike facility, etc.) that do not provide continuous multi-modal paths (pedestrians, bicyclists, etc.)

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Land uses along SR-18 are predominantly rural residential and open space. Commercial retail uses are located at the intersection of SR-18 and US-395. No schools, daycares, hospitals, or elder care facilities have been identified within 500 feet of the project location.

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

SR-18

2035 No Build: AADT = 19,510; Truck AADT = 1,424 (7.3%); LOS D

2035 Build: AADT = 19,510; Truck AADT = 1,424 (7.3%); LOS D

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

SR-18

2055 No Build: AADT = 20,150; Truck AADT = 1,471 (7.3%); LOS D

2055 Build: AADT = 20,150; Truck AADT = 1,471 (7.3%); LOS D

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

N/A

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

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

Since the proposed Build Alternative does not include additional travel lanes or other improvements that improve capacity, traffic demand in the study area is not expected to change. Therefore, future year traffic forecasts are the same for the No-Build and Build alternatives.

In the Opening Year (2035), the Build Alternative is expected to improve overall traffic operations compared to the No-Build Alternative. Total travel time decreases by approximately 1 to 3 percent, average speed increases by approximately 1 to 2 percent, and vehicle hours of delay decreases by approximately 2 to 7 percent.

In the Design Year (2055), the Build Alternative is expected to improve overall traffic operations compared to the No-Build Alternative. Total travel time decreases by approximately 3 to 7 percent, average speed increases by up to approximately 9 percent, and vehicle hours of delay decreases by approximately 2 to 16 percent.

The Build Alternative is not projected to increase the traffic volumes on SR-18 or any of the perpendicular facilities.

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

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

The SR-18 Improvement Project (Project) is located within a nonattainment area for federal $PM_{2.5}$ standards and a maintenance area for the federal PM_{10} standards. Therefore, per 40 CFR Part 93 hot-spot analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern.

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

i. New highway projects have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;
ii. Projects affecting intersections that are at a Level of Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level of Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
iii. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
iv. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
v. Projects in or affecting locations, areas or categories of sites which are identified in the $PM_{2.5}$ and PM_{10} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

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

i) The Build Alternative proposes a comprehensive set of improvements along SR-18 to address operational deficiencies, enhance safety, and improve multimodal connectivity within the Project limits. Tables A and B list the annual average daily traffic (AADT) and truck AADT volumes along SR-18 within the project area for the Opening Year (2035) and Horizon Year (2055) conditions, respectively. As the proposed Build Alternative does not include additional travel lanes or other improvements that improve capacity, traffic demand in the study area is not expected to change. Therefore, future year traffic forecasts are the same for the No-Build and Build alternatives. Therefore, the highway improvement project would not significantly increase the number of diesel vehicles.

ii) As discussed above, the Project would not significantly increase the number of diesel vehicles operating within the project study area. In addition, as shown in Tables C and D, the build alternatives would improve the LOS and reduce the delay at the intersections in the project area. 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 alternatives are not in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$ and PM_{10} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed SR-18 Improvement 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_{10} violations.

Table A. 2035 Traffic Volumes

Roadway Segment	No Build Alternative			Build Alternative			Project Change	
	AADT	Truck AADT	Truck %	AADT	Truck AADT	Truck %	AADT	Truck AADT
SR-18								
Between County Line and Smith Road	11,580	845	7.3%	11,580	845	7.3%	0	0
Between Smith Road and US-395	19,510	1,424	7.3%	19,510	1,424	7.3%	0	0

Source: Fehr and Peers, September 2026

Table B. 2055 Traffic Volumes

Roadway Segment	No Build Alternative			Build Alternative			Project Change	
	AADT	Truck AADT	Truck %	AADT	Truck AADT	Truck %	AADT	Truck AADT
SR-18								
Between County Line and Smith Road	13,500	986	7.3%	13,500	986	7.3%	0	0
Between Smith Road and US-395	20,150	1,471	7.3%	20,150	1,471	7.3%	0	0

Source: Fehr and Peers, September 2026

Table C. 2035 Intersection Operations

Intersection		Control[2]	LOS / Delay (seconds)[1]					
			No Build Alternative			Build Alternative		
			AM	PM	WE	AM	PM	WE
1	SR-18 & 263rd St at County Line	SSSC	A / 7 (SBLT)[3]	A / 9 (SBLT)	C / 17 (SBLT)	A / 6 (SBLT)	A / 8 (SBLT)	B / 12 (SBLT)
2	SR-18 & Oasis Rd	SSSC	B / 12 (NBTH)	C / 15 (NBTH)	C / 20 (NBTH)	B / 13 (NBTH)	B / 14 (NBTH)	B / 14 (NBTH)
3	SR-18 & Beekley Rd	SSSC	A / 10 (WBTH)	B / 12 (WBTH)	B / 11 (WBTH)	A / 8 (EBTH)	B / 12 (EBTH)	B / 12 (EBTH)
4	SR-18 & Sheep Creek Rd	Signal	C / 21	C / 32	D / 36	B / 20	C / 27	C / 29
5	SR-18 & Johnson Rd	SSSC	C / 16 (SBLT)	C / 22 (NBTH)	D / 32 (NBTH)	C / 20 (NBLT)	D / 29 (NBTH)	D / 34 (NBTH)
6	SR-18 & Eaby Rd	SSSC	B / 15 (SBLT)	C / 18 (NBLT)	C / 25 (SBLT)	B / 10 (NBLT)	C / 16 (SBLT)	C / 19 (NBLT)
7	SR-18 & Wilson Ranch Rd	SSSC	B / 11 (NBLT)	C / 18 (NBLT)	C / 19 (NBLT)	B / 13 (NBLT)	C / 16 (EBLT)	C / 20 (SBLT)
8	SR-18 & Lessing Rd/Buttermere Rd	SSSC	B / 15 (SBLT)	C / 20 (SBLT)	C / 25 (NBLT)	C / 19 (NBTH)	C / 21 (NBLT)	D / 25 (SBTH)
9	SR-18 & Caughlin Rd	SSSC	B / 13 (NBLT)	C / 19 (NBLT)	D / 33 (NBLT)	B / 10 (NBLT)	B / 15 (WBLT)	C / 24 (SBLT)
10	SR-18 & Richardson Rd/White Rd	SSSC	A / 10 (SBLT)	D / 29 (NBLT)	C / 24 (SBLT)	B / 13 (SBLT)	C / 22 (SBLT)	C / 20 (SBLT)
11	SR-18 & Koala Rd/Baldy Mesa Rd	SSSC	B / 12 (SBLT)	C / 18 (SBLT)	**E / 39 (NBLT)**[4]	B / 12 (SBLT)	C / 18 (NBLT)	C / 21 (SBLT)
12	SR-18 & Aster Rd/Monte Vista Rd	Signal	C / 27	C / 35	C / 34	C / 23	C / 31	C / 32
13	SR-18 & Verbena Rd	Signal	B / 20	C / 24	C / 24	C / 21	C / 24	C / 26
14	SR-18 & Bellflower St	Signal	C / 35	D / 48	D / 54	C / 27	C / 33	D / 36
15	SR-18 & Pearmain St	SSSC	C / 22 (SBLT)	**E / 36 (SBLT)**	**F / 62 (SBLT)**	C / 18 (SBLT)	D / 35 (SBLT)	**E / 44 (SBLT)**
16	SR-18 & Adelanto Marketplace Dwy	Signal	C / 21	C / 29	C / 30	C / 23	C / 29	C / 35
17	SR-18 & US-395	Signal	D / 53	**E / 62**	**E / 64**	D / 52	**E / 60**	**E / 64**

Source: Fehr and Peers, September 2026

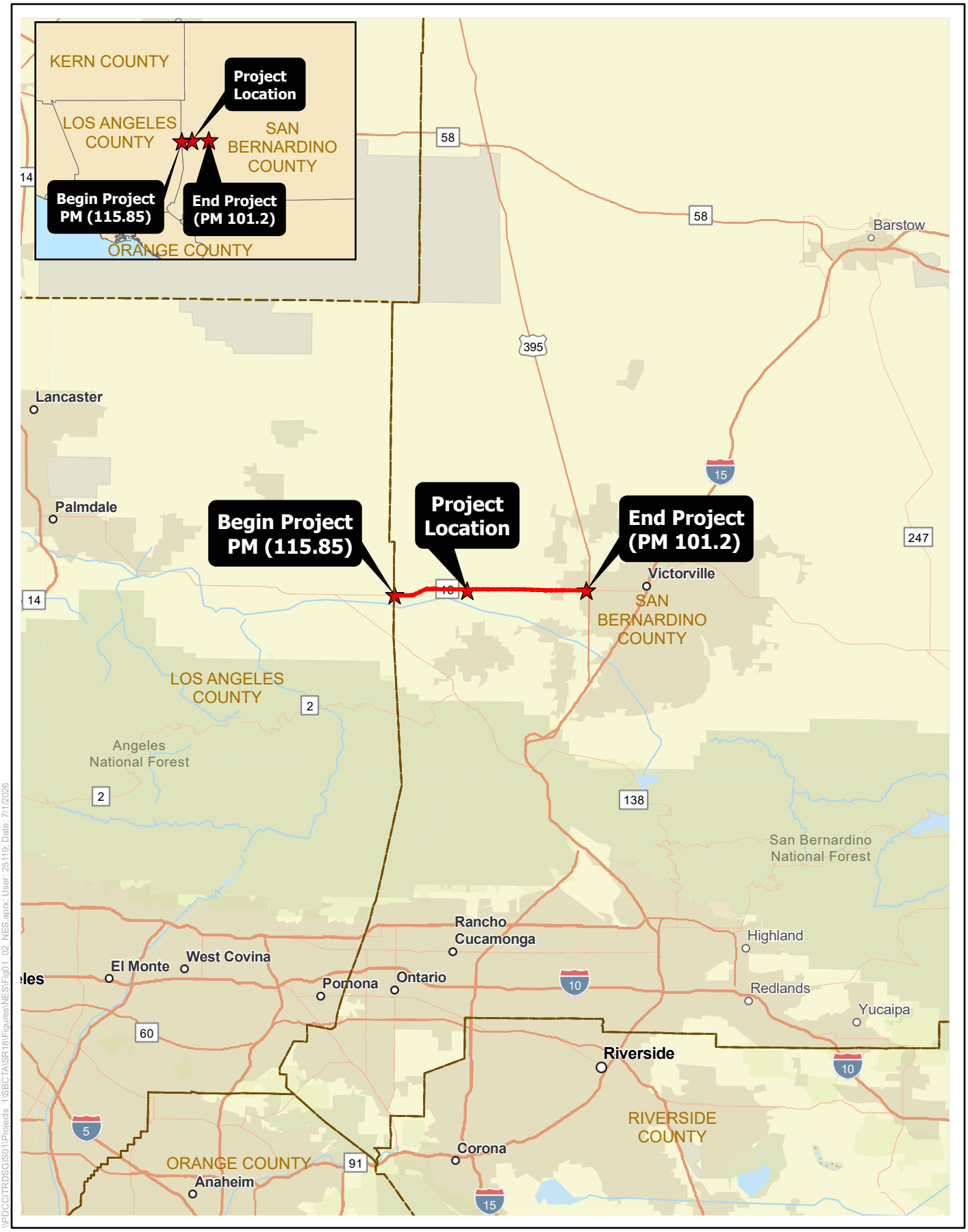
Notes:
1. Level of service and delay for the weekday morning (AM), weekday evening (PM), and weekend (WE) conditions
2. SSSC = Side-Street Stop-Control
3. Worst movement control delay for SSSC intersections is reported in parentheses.
4. **Bold and underlined** font indicates LOS E or F conditions.

Table D. 2055 Intersection Operations

Intersection		Control[2]	LOS / Delay (seconds)[1]					
			No Build Alternative			Build Alternative		
			AM	PM	WE	AM	PM	WE
1	SR-18 & 263rd St at County Line	SSSC	A / 7 (SBLT)[3]	A / 9 (SBLT)	C / 19 (SBLT)	A / 9 (EBLT)	B / 11 (SBLT)	C / 17 (SBLT)
2	SR-18 & Oasis Rd	SSSC	B / 14 (NBTH)	B / 14 (SBLT)	D / 28 (NBLT)	B / 12 (NBTH)	C / 16 (NBTH)	C / 23 (SBTH)
3	SR-18 & Beekley Rd	SSSC	B / 12 (WBRT)	C / 17 (SBLT)	C / 17 (NBLT)	B / 11 (NBLT)	C / 19 (SBLT)	C / 19 (NBLT)
4	SR-18 & Sheep Creek Rd	Signal	C / 26	D / 36	D / 52	C / 22	C / 28	C / 32
5	SR-18 & Johnson Rd	SSSC	C / 20 (SBLT)	D / 32 (NBTH)	**F / 60 (NBLT)**[4]	C / 25 (NBTH)	D / 31 (NBTH)	**E / 50 (NBTH)**
6	SR-18 & Eaby Rd	SSSC	C / 16 (SBLT)	C / 19 (NBLT)	D / 31 (NBLT)	C / 19 (NBLT)	C / 22 (NBLT)	C / 22 (NBLT)
7	SR-18 & Wilson Ranch Rd	SSSC	B / 14 (NBLT)	C / 17 (NBLT)	**E / 38 (NBLT)**	C / 16 (SBLT)	C / 18 (NBLT)	D / 29 (NBLT)
8	SR-18 & Lessing Rd/Buttermere Rd	SSSC	C / 19 (NBLT)	C / 24 (SBTH)	**E / 35 (SBLT)**	C / 22 (NBTH)	D / 25 (SBTH)	C / 24 (NBLT)
9	SR-18 & Caughlin Rd	SSSC	B / 15 (SBLT)	C / 18 (NBLT)	**E / 41 (NBLT)**	C / 20 (NBLT)	D / 27 (NBLT)	D / 29 (NBLT)
10	SR-18 & Richardson Rd/White Rd	SSSC	C / 24 (NBTH)	**F / 82 (SBTH)**	**F / 117 (SBLT)**	C / 19 (SBLT)	D / 33 (SBLT)	**F / 54 (SBTH)**
11	SR-18 & Koala Rd/Baldy Mesa Rd	Signal	C / 26	D / 39	D / 46	C / 28	D / 41	D / 45
12	SR-18 & Aster Rd/Monte Vista Rd	Signal	C / 24	C / 33	D / 36	C / 25	C / 34	D / 36
13	SR-18 & Verbena Rd	Signal	B / 14	C / 28	**E / 55**	C / 21	C / 27	C / 29
14	SR-18 & Bellflower St	Signal	**E / 56**	**F / 131**	**F / 184**	D / 36	D / 43	D / 37
15	SR-18 & Pearmain St	Signal	B / 12	B / 16	C / 26	B / 20	C / 27	C / 33
16	SR-18 & Adelanto Marketplace Dwy	Signal	B / 14	C / 25	C / 30	B / 17	C / 23	C / 28
17	SR-18 & US-395	Signal	**F / 85**	**F / 128**	**F / 145**	**F / 83**	**F / 139**	**F / 145**

Source: Fehr and Peers, September 2026

Notes:
1. Level of service and delay for the weekday morning (AM), weekday evening (PM), and weekend (WE) conditions
2. SSSC = Side-Street Stop-Control
3. Worst movement control delay for SSSC intersections is reported in parentheses.
4. **Bold and underlined** font indicates LOS E or F conditions.



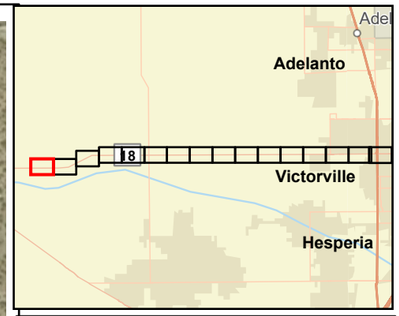
0 5 10 Miles

1:633,600

N

Figure 1
Project Vicinity
SR-18 Median Widening and Reprofiling Project





Legend

— Project Design

N

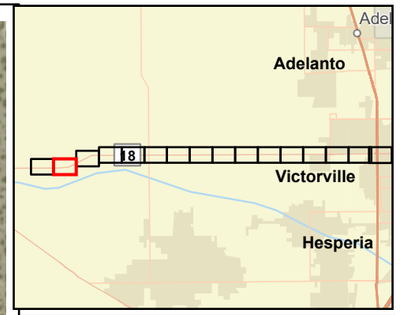
0 200 400 Feet

1:4,800

\\PDCCITRDSGIS01\Projects_1\SBCTA\SR18\Figures\AQI\FigXX_LOD.aprx; User: 37937; Date: 10/9/2026

Figure 2, Sheet 1 of 16
Build Alternative
SR-18 Median Widening and Reprofiling Project





Legend

— Project Design

\\PDCCITRDSGIS01\Projects_1\SBCTA\SR18\Figures\AQI\FigXX_LOD.aprx; User: 37937; Date: 10/9/2026

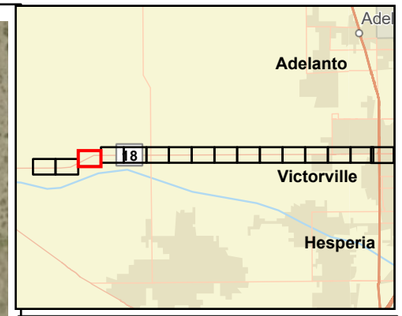
N

0 200 400 Feet

1:4,800

Figure 2, Sheet 2 of 16
Build Alternative
SR-18 Median Widening and Reprofiling Project





Legend

— Project Design

\\PDCCITRDSGIS01\Projects_1\SBCTA\SR18\Figures\AQ\FigXX_LOD aprx; User: 37937; Date: 10/9/2026

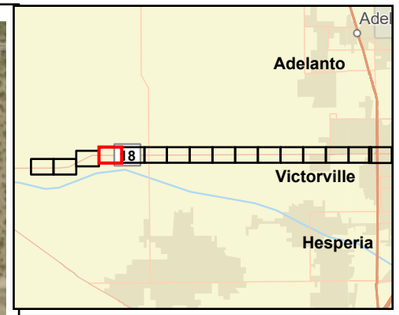
N

0 200 400 Feet

1:4,800

Figure 2, Sheet 3 of 16
Build Alternative
SR-18 Median Widening and Reprofiling Project





Legend

Project Design

0 200 400 Feet

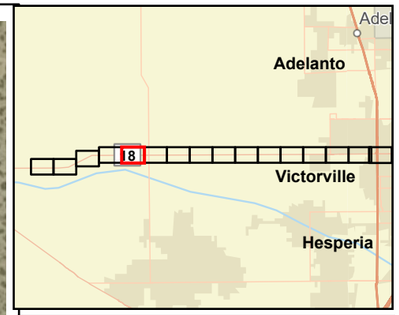
1:4,800

N

Figure 2, Sheet 4 of 16
Build Alternative
SR-18 Median Widening and Reprofiling Project

\\PDCCITRDSGIS01\Projects_1\SBCTA\SR18\Figures\AQ\FigXX_LOD aprx; User: 37937; Date: 10/9/2026





Legend

— Project Design

0 200 400 Feet

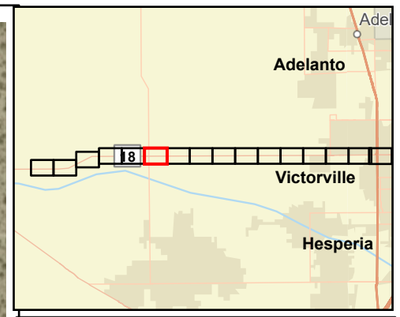
1:4,800

N

Figure 2, Sheet 5 of 16
Build Alternative
SR-18 Median Widening and Reprofiling Project

\\PDCCITRDSGIS01\Projects_1\SBCTA\SR18\Figures\AQI\FigXX_LOD.aprx; User: 37937; Date: 10/9/2026





Legend

— Project Design

N

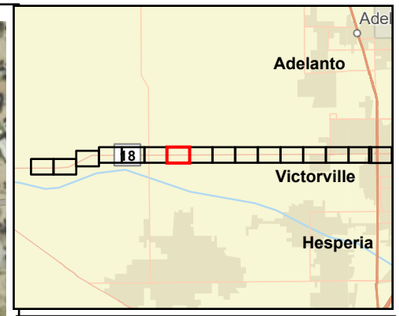
0 200 400 Feet

1:4,800

\\PDCCITRDSGIS01\Projects_1\SBCTA\SR18\Figures\AQ\FigXX_LOD.aprx; User: 37937; Date: 10/9/2026

Figure 2, Sheet 6 of 16
Build Alternative
SR-18 Median Widening and Reprofiling Project





Legend

Project Design

0 200 400 Feet

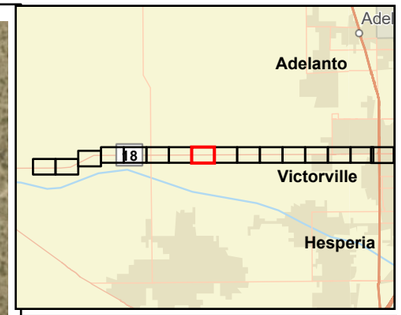
1:4,800

N

\\PDCCITRDSGIS01\Projects_1\SBCTA\SR18\Figures\AQ\FigXX_LOD apprx; User: 37937; Date: 10/9/2026

Figure 2, Sheet 7 of 16
Build Alternative
SR-18 Median Widening and Reprofiling Project





Legend

— Project Design

0 200 400 Feet

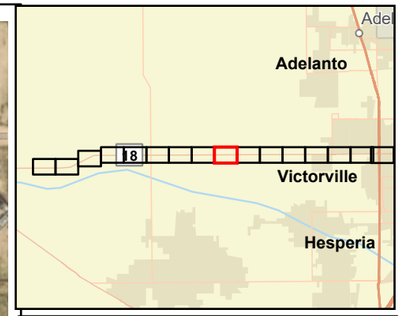
1:4,800

N

Figure 2, Sheet 8 of 16
Build Alternative
SR-18 Median Widening and Reprofiling Project

\\PDCCITRDSGIS01\Projects_1\SBCTA\SR18\Figures\AQ\FigXX_LOD aprx: User: 37937; Date: 10/9/2026





Legend

Project Design

\PDC\TRDSGIS01\Projects_1\SBCTA\SR18\Figures\AG\FigXX_LOD.aprx: User: 37937: Date: 10/9/2026

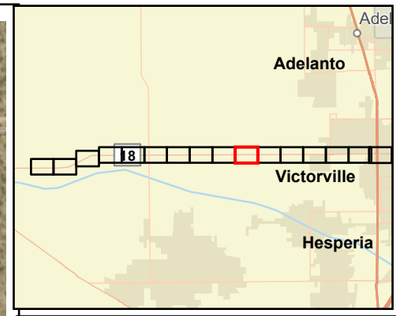
0 200 400 Feet

1:4,800

N

Figure 2, Sheet 9 of 16
Build Alternative
SR-18 Median Widening and Reprofiling Project





Legend

Project Design

0 200 400 Feet

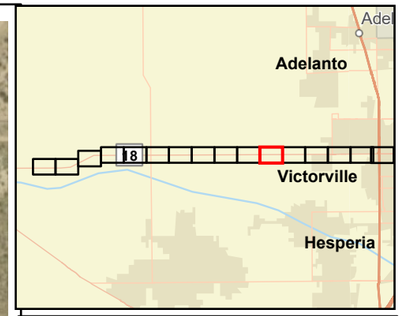
1:4,800

N

Figure 2, Sheet 10 of 16
Build Alternative
SR-18 Median Widening and Reprofiling Project

\\PDCCITRDSGIS01\Projects_1\SBCTA\SR18\Figures\AQ\FigXX_LOD.aprx; User: 37937; Date: 10/9/2026





Legend

— Project Design

N

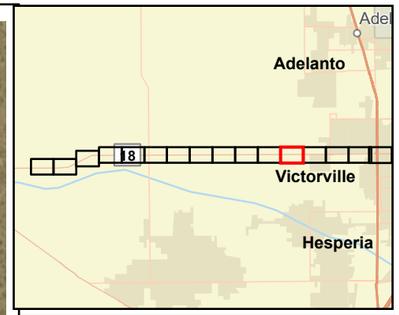
0 200 400 Feet

1:4,800

\PDC\TRDSGIS01\Projects_1\SBCTA\SR18\Figures\AGi\FigXX_LOD.aprx; User: 37937; Date: 10/9/2026

Figure 2, Sheet 11 of 16
Build Alternative
SR-18 Median Widening and Reprofiling Project





Legend

— Project Design

\\PDCCITRDSGIS01\Projects_1\SBCTA\SR18\Figures\AQ\FigXX_LOD.aprx; User: 37937; Date: 10/9/2026

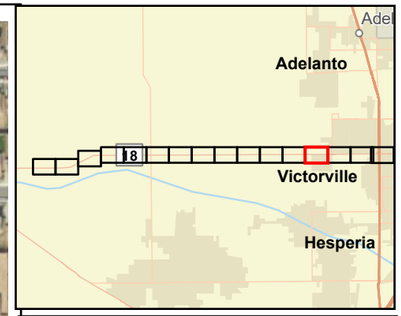
N

0 200 400 Feet

1:4,800

Figure 2, Sheet 12 of 16
Build Alternative
SR-18 Median Widening and Reprofiling Project





Legend

— Project Design

0 200 400 Feet

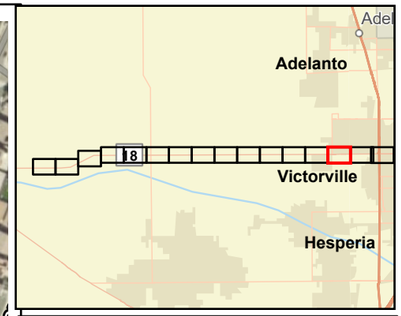
1:4,800

N

Figure 2, Sheet 13 of 16
Build Alternative
SR-18 Median Widening and Reprofiling Project

\\PDCOITRDSGIS01\Projects_1\SBCTA\SR18\Figures\AG\FigXX_LOD.aprx: User: 37937: Date: 10/9/2026





Legend

Project Design

0 200 400 Feet

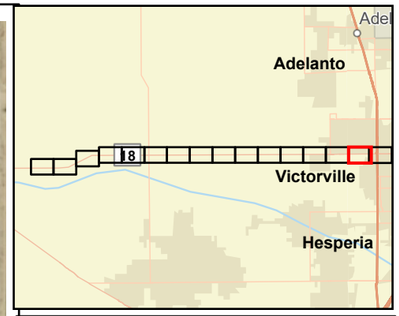
1:4,800

N

Figure 2, Sheet 14 of 16
Build Alternative
SR-18 Median Widening and Reprofiling Project

\\PDCCITRDSGIS01\Projects_1\SBCTA\SR18\Figures\AQ\FigXX_LOD aprx; User: 37937; Date: 10/9/2026





Legend

— Project Design

0 200 400 Feet

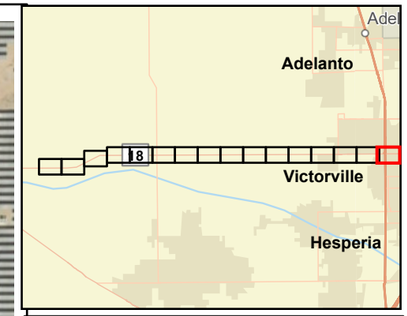
1:4,800

N

\PDC\TRDGIS01\Projects_1\SBCTA\SR18\Figures\AG\FigXX_LOD.aprx: User: 37937: Date: 10/9/2026

Figure 2, Sheet 15 of 16
Build Alternative
SR-18 Median Widening and Reprofiling Project





Legend

Project Design

\PDC\TRDGIS01\Projects_1\SBCTA\SR18\Figures\AG\FigXX_LOD.aprx: User: 37937: Date: 10/9/2026

N

0 200 400 Feet

1:4,800

Figure 2, Sheet 16 of 16
Build Alternative
SR-18 Median Widening and Reprofiling Project