Project Name: SR-60/WLC Pkwy Interchange Project
DIST-CO-RTE-PM: DISTRICT 8 – RIV – 60 (PM 20.0/22.0)
EA: 0M590
EFIS ID: 0813000109

CALIFORNIA DEPARTMENT OF TRANSPORTATION

STATEMENT OF OVERRIDING CONSIDERATIONS FOR

STATE ROUTE 60/WORLD LOGISTICS CENTER PARKWAY INTERCHANGE

PROJECT

RIVERSIDE COUNTY, CALIFORNIA

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15093). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source of the information.

The following impacts have been identified as significant and not fully mitigable:

1. **Climate Change/Greenhouse Gas (GHG) Emissions:** Although the project would improve traffic operations and reduce GHG emissions compared to the No Build Alternative, it would not reduce GHG emissions from the existing condition and therefore would not contribute to achieving statewide GHG emissions reduction goals. Therefore, the impact would be potentially significant and unavoidable under CEQA for all the Build Alternatives. Project operational Mitigation Measures GHG-6 through GHG-11 would reduce this impact, but not to a less than significant level.

2. **Noise:** The project would result in substantial increases in permanent noise levels at Receptors R-25 and R-28 within the project area resulting in a significant impact. Implementation of Mitigation Measure N-2, which requires construction of noise barriers on private property to reduce noise levels at the two receptors, would reduce traffic noise levels to acceptable noise levels, and permanent noise levels would be a less than significant impact under CEQA. However, the property owners at Receptors R-25 and R-28 must accept the mitigation for installation of noise barriers to constitute a less than significant impact under CEQA. Both property owners at Receptors R-25 and R-28 were mailed letters during public review of the Draft EIR/EA so as to indicate their preference for construction of noise barriers. The property owners at Receptor R-25 indicated they were not in favor of the proposed noise barrier, and the property owners at Receptor R-28 indicated they were in favor of a 14-foot noise barrier. Because the property owners at Receptor R-25 indicated

they were not in favor of the proposed noise barrier, the permanent noise levels would be significant and unavoidable under CEQA at Receptor R-25.

3. **Cumulative Effects:** As discussed in detail in Section 2.23, Cumulative Impacts, in the FEIR, the project may result in adverse impacts to Noise and Climate Change/ GHG emissions. Extensive measures included in the FEIR would reduce potential adverse effects of the project related to noise and climate change/GHG emissions. However, those measures are not sufficient to reduce the potential contribution of the project to cumulative impacts related to those environmental parameters to below a level of significance under CEQA.

Overriding considerations that support approval of this project are provided as follows.

Purpose. The purpose of the project is to:

- Improve existing vertical and horizontal interchange geometric deficiencies;
- Provide increased interchange capacity, reduce congestion, and improve traffic operations to support the forecast travel demand for the 2045 design year; and
- Accommodate a facility that is consistent with the City of Moreno Valley General Plan.

Need. The project is needed for the following reasons:

- **Roadway Deficiencies:** The existing overpass bridge was constructed in 1964 and does not meet current geometric standards related to vertical clearance. Current Caltrans standards require 16 feet 6 inches of minimum vertical clearance in the ultimate condition. The existing vertical bridge clearance is 15 feet 2 inches. The overpass bridge was hit by an excavator hauled on a flatbed trailer in January 2015 and a costly emergency repair project was required and involved closure of the overpass bridge. Additionally, the overpass bridge was hit by an unknown vehicle in June 2019, and repairs were performed. Additional geometric deficiencies include non-standard ramp geometry and a lack of pedestrian facilities that are in compliance with the Americans with Disabilities Act (ADA).
- **Safety:** The SR-60 eastbound mainline Fatal + Injury and total accident rates are higher than the statewide average rates with the Fatal segment less than the statewide average rate for similar facilities. The Fatal + Injury accident rate is higher than the statewide average rate for all segments except for the westbound and eastbound on-ramps from the WLC Pkwy segment. The total mainline and ramp accident rates are higher than the statewide average rates for all segments except for the westbound on-ramp from the WLC Pkwy segment. The project is anticipated to improve collision rates by providing standard ramp geometry, adding auxiliary lanes, and improving the WLC Pkwy Overcrossing to meet vertical clearance standards (i.e., 16 ft 6 inches).

- **Capacity/Transportation Demand:** According to the Demographics and Growth Forecast prepared for the 2016 SCAG RTP/SCS, between 2012 and 2040, Riverside County's population is expected to increase by 42 percent, households are anticipated to increase by 52 percent, and employment is anticipated to increase by 90 percent. For Moreno Valley specifically, between 2012 and 2040, population is anticipated to increase by 30 percent, households are anticipated to increase by 41 percent, and employment is anticipated to increase by 165 percent. Without the proposed improvements, the interchange intersections and SR-60 mainline are anticipated to operate at unacceptable levels of service (LOS) by Design Year 2045 (acceptable LOS is LOS D or better). Per the Caltrans Policy on Transportation Impact Analysis and CEQA Significance Determinations for Projects on the State Highway System Memo (dated September 10, 2020), which includes the Policy Implementation Timing, "For projects initiated on or after December 28, 2018 which have reached or will reach Caltrans' Milestone 020 ("Begin Environmental") before September 15, 2020, the April 13, 2020 Implementation Timing Memorandum (VMT CEQA Significance Determinations for State Highway System Projects Implementation Timeline Memorandum) should be consulted." The project began environmental studies (i.e., Milestone 020) before December 28, 2018. Therefore, VMT-based transportation impact analysis per Section 15064.3 of the State CEQA Guidelines was not required for this project EIR.

- **Social Demands and Economic Development:** • As discussed above in Capacity/Transportation Demand, according to the Demographics and Growth Forecast prepared for the 2016 SCAG RTP/SCS, between 2012 and 2040, Riverside County's population is expected to increase by 42 percent, households are anticipated to increase by 52 percent, and employment is anticipated to increase by 90 percent. For Moreno Valley specifically, between 2012 and 2040, population is anticipated to increase by 30 percent, households are anticipated to increase by 41 percent, and employment is anticipated to increase by 165 percent. The project will provide a facility that is consistent with the City of Moreno Valley General Plan and would be beneficial to the social demands and economic development of the project area.

- **Modal Relationships and System Linkages:** The SR-60/WLC Pkwy Interchange Project has been planned to be consistent with the transportation goals as identified in the City of Moreno Valley General Plan. Project improvements would accommodate the movement of people using multiple modes of transportation with community-based design and take into consideration the natural environment, social environment, and transportation behavior. Regarding equestrian, bicycle, and pedestrian users, the project would be consistent with the City's Master Plan of Trails to implement a multi-use trail along WLC Pkwy from Eucalyptus Avenue to the northern project limit.

- **Air Quality Improvements:** The project would improve traffic operations and therefore reduce GHG emissions compared to the No Build condition. Although GHG emissions will increase in future years compared to existing conditions with or

without the project due to anticipated regional growth, the project would reduce GHG emissions in both the opening and design years compared to the corresponding No Build Alternative.

Conclusion

The project proposes to reconstruct the SR-60/WLC Pkwy interchange in a modified partial cloverleaf configuration with roundabout intersections on WLC Pkwy within the project limits. The project would meet the purpose and need; the No Build Alternative would not meet the purpose and need.

Caltrans concludes, based upon the whole of the record, that the improvements to roadway deficiencies, safety, mobility, and air quality, outweigh the unavoidable environmental impacts associated with its construction and operation, and determines that said benefits override the significance of its associated adverse impacts.

David Bricker		12/10/2020
Deputy District Director, District 8 Division of Environmental Planning California Department of Transportation (Caltrans) CEQA and NEPA Lead Agency	Signature	Date