



PUBLIC NOTICE AIR QUALITY CONFORMITY

SR-60/World Logistics Center Parkway Interchange Project

RTP ID 3M0801



Public Notice of Air Quality Conformity Analysis



WHAT'S BEING PLANNED?

The City of Moreno Valley (City), in cooperation with California Department of Transportation (Caltrans) District 8, proposes to reconstruct and improve the State Route 60 (SR-60) at World Logistics Center Parkway (WLC Pkwy) interchange (Project). The purpose of the Project is to provide standard vertical clearance for the WLC Pkwy overcrossing (OC) bridge; alleviate existing and future traffic congestion at the interchange ramps; and improve traffic flow through the interchange. The project is located entirely within the City, except for the northeast quadrant, which falls within unincorporated Riverside County. However, this area remains within the City's jurisdictional Sphere of Influence.

The total length of the project on SR-60 is approximately 2 miles between Post Mile (PM) 20.0 to PM 22.0. The total length of the project along WLC Pkwy and Theodore St is approximately one mile between Ironwood Ave to south of Eucalyptus Ave. In the existing condition, WLC Pkwy and Theodore St are one travel lane in each direction, including the SR-60 overcrossing. SR-60, between Redlands Boulevard and Gilman Springs Road, is 2 mixed flow travel lanes in each direction.

The Project proposes the following major improvements to the WLC Pkwy/SR-60 interchange: (1) reconstruction of the westbound and eastbound SR-60 on- and off-ramps; (2) replacement of the existing WLC Parkway overcrossing to provide a minimum 16.5-foot vertical clearance and two additional through lanes; (3) construction of roundabout intersections at the Westbound, Eastbound, and Eucalyptus Ave intersections; (4) construction of a continuous pedestrian and bicycle path on WLC Pkwy and Theodore St; (5) construction of auxiliary lanes on SR-60 between the WLC Pkwy, Redlands Boulevard, and Gilman Springs Road on- and off-ramps; (6) improvements to Theodore Street and WLC Parkway between Ironwood Ave and south to Eucalyptus Avenue and Dracaea Avenue.

An Environmental Impact Report/Environmental Assessment (EIR/EA) was prepared in accordance with the California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), and the Caltrans Standard Environmental Reference (SER). The Draft EIR/EA for the proposed project analyzed three project Alternatives: Alternative 1 (No Build Alternative) and Alternatives 2 and 6 (Build Alternatives).

After comparing and weighing the benefits of the Build Alternatives and considering potential environmental effects and reasonable avoidance, minimization, and mitigation measures and comments received during the public review period for the Draft EIR/EA, Caltrans, in coordination with the Project Development Team (PDT), identified Build Alternative 6 – a modified cloverleaf with roundabout intersections – as the Preferred Alternative.

Build Alternative 6 (Preferred Alternative)

Interchange On- and Off-Ramp Improvements: The proposed interchange is located approximately 1 mi east of the SR-60/Redlands Boulevard interchange and 0.7 miles west of the SR-60/Gilman Springs Road interchange. The Project proposes to remove and reconstruct the existing on and off-ramps and reconfigure them in a modified cloverleaf configuration. This includes a new westbound direct on-ramp, a new westbound loop off-ramp, and a new eastbound direct on- and off-ramps. At the Westbound and Eastbound ramp terminals and at Eucalyptus Ave, the Project will remove and replace the existing stop-controlled intersections with roundabouts.

In accordance with the Caltrans District 8 Ramp Meter Design Manual, all interchange on-ramps would be two-lane metered ramps, with sufficient right-of-way to accommodate vehicle storage, ramp meter equipment, and California Highway Patrol enforcement areas. Additionally, all on-ramps would provide high-occupancy vehicle (HOV) preferential lanes.

Theodore Street: The Theodore St cross-section is comprised of a 12' wide parkway and sidewalk on each side; a northbound and southbound buffered bike-lane (2' buffer with a 6' curb-adjacent bike path); and two northbound and southbound travel lanes between the Westbound ramp intersection and Ironwood Ave. These improvements substantially improve the local streets condition for pedestrians and cyclists and improve lane continuity between Ironwood Ave and the Westbound Ramp roundabout intersection.

WLC Pkwy: The WLC Pkwy cross-section is comprised of a six-lane cross-section between the Eastbound ramp intersection and to south of Eucalyptus Ave. A four-lane cross-section is provided between the Eastbound and Westbound SR-60 ramp terminal intersections through the WLC Pkwy overcrossing. On the east side of WLC Pkwy, a bi-directional 10-foot-wide cycle track is provided between Hemlock Ave and Eucalyptus Ave from the end of the on-street buffered bike lanes at Hemlock Ave to the Eucalyptus Ave roundabout multi-use trail. On the same side and for the same limits, an 8' wide pedestrian walkway is provided along WLC Pkwy with an 8 ft to 16 ft wide parkway between the northbound travel lanes and the bike / pedestrian route.

SR-60: The SR-60 cross-section is comprised of two existing lanes in each direction. The Project between WLC Pkwy, Redlands Blvd, and Gilman Springs Rd will add one 12' wide auxiliary lane in each direction from the interchange on and off-ramps. A 10' wide continuous shoulder will be provided along the auxiliary lane.

Structure OC: The Project will remove the existing two-lane WLC Pkwy OC bridge and replace it with a new four-lane crossing. The new OC is proposed as a cast-in-place concrete box girder bridge measuring 245' long by 97' feet wide. The bridge span includes one center bridge bent with four circular columns parallel with the freeway. Two bridge abutments will support the bridge ends with textured slope paving included between the abutments and the freeway. The vertical profile of WLC Pkwy over SR-60 is lower compared to the PA/ED profile by approximately 3- to 4-feet, but exceeds the minimum 16.5-feet of clearance required. The bridge profile was modified to reduce the amount of import fill required by the project which will reduce construction time and grading required by the Project. The new OC bridge is planned to be constructed in phases to maintain continuous WLC Pkwy access from SR-60. The stage construction phasing will include left-right bridge construction, temporary on- and off-ramps with temporary paving, and short-term weekend closures.

Construction is anticipated to begin in early 2027 and be completed in 2028. It is anticipated that the Project will open to traffic in 2028.

	<p>Purpose. The purpose of the project is to:</p> <ul style="list-style-type: none"> • 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. <p>This project is included in the Southern California Association of Governments (SCAG) 2025 Federal Transportation Improvement Program (FTIP) under the project’s FTIP ID, RIV080904 and fiscally constrained. The project is also included in the SCAG 2024–2050 Regional Transportation Plan (RTP)/Sustainable Communities Strategy Project List under its FTIP ID. According to the FTIP, the project cost is estimated to be \$110 million and is proposed to be funded by local, agency, and federal funds.</p>
<p>WHY THIS NOTICE?</p>	<p>Air Quality Conformity requirements apply only in nonattainment and “maintenance” (former nonattainment) areas for the National Ambient Air Quality Standards (NAAQS), and only for the specific NAAQS that are or were violated. United States Environmental Protection Agency (USEPA) regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for State standards regardless of the status of the area. The project is located in an area that is extreme nonattainment for the 8-hour ozone (O₃), serious nonattainment for particles of 2.5 micrometers or smaller (PM_{2.5}), and attainment-maintenance for carbon monoxide (CO), particles of 10 micrometers or smaller (PM₁₀), and nitrogen dioxide (NO₂). Therefore, a project-level air quality conformity analysis was required. The report that explains these findings was part of the EIR/EA and was made available for public review between April 24, 2020, and June 8, 2020. Subsequently, design modifications were proposed to the project and a Revalidation of the Final EIR/EA is currently being prepared.</p> <p><u>Not a Project of Air Quality Concern (POAQC)</u></p> <p>An analysis of project-level conformity was conducted to account for the proposed PS&E phase design modifications described above. The project-level conformity analysis shows that the project will conform to the State Implementation Plan, including localized impact analysis with interagency consultation for particulate matter (PM₁₀ and PM_{2.5}) and CO required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Concern regarding particulate matter (PM₁₀ and PM_{2.5}) as defined in 40 CFR 93.123(b)(1). A detailed PM₁₀ and PM_{2.5} hot-spot analysis was not completed because Clean Air Act and 40 CFR 93.116 requirements are met without an explicit hot-spot analysis. The project comes from a conforming RTP and FTIP. On October 28, 2025, the Transportation Conformity Working Group [which includes federal (USEPA and Federal Highway Administration), State (California Air Resources Board and Caltrans), regional (air quality management districts and SCAG), and sub-regional (county transportation commissions) agencies and other stakeholders] confirmed that the project is not a Project of Air Quality Concern.</p> <p>Comment is requested regarding the project-level conformity analysis.</p>
<p>WHAT’S AVAILABLE</p>	<p>Additional project information is available at https://moval.gov/cdd/documents/about-projects.html.</p>
<p>CONTACT</p>	<p>For more information, questions, or to submit comments related to this project, contact the City of Moreno Valley at: Quang Nyugen, Capital Projects Principal Engineer, Public Works Department, quangn@moval.org. Please include “STATE ROUTE 60/WORLD LOGISTICS CENTER PARKWAY INTERCHANGE AIR QUALITY CONFORMITY DETERMINATION” as the subject line.</p> <p>To request alternative accommodations for accessing project information or for providing a comment, please contact the Caltrans District 8 Public Information Office at (909) 383-4631 or use California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.</p>