

**RTIP ID#** *(required)* RIV150901A

**TCWG Consideration Date** May 23, 2023

**Project Description** *(clearly describe project)*

The County of Riverside Transportation Department (County), in cooperation with the California Department of Transportation (Caltrans), is proposing to widen Temescal Canyon Road from two to four lanes with a two-way left-turn lane from north of El Cerrito Road to Tom Barnes Street, plus a 200-foot segment of widening north of Cajalco Road, in the unincorporated community of El Cerrito in Riverside County and the City of Corona.

Temescal Canyon Road changes name to Ontario Avenue north of El Cerrito Road. The total length of proposed road widening along Temescal Canyon Road and Ontario Avenue is 0.8 mile, with striping transitions of approximately 0.6 mile, for a total project length of approximately 1.4 miles. The construction of Temescal Canyon Road and Ontario Avenue as a four-lane facility is consistent with the roads' designation as an Arterial Highway on the Circulation Element of the County's General Plan. However, in lieu of a raised median, a two-way left-turn lane would be painted to allow left-turn access to the multiple driveways along Temescal Canyon Road. In addition, travel lane and parkway widths would be narrowed to reduce the project's footprint and impact on adjacent properties.

El Cerrito Road is proposed to be extended from Temescal Canyon Road easterly to Minnesota Road (near Quebec Avenue). The existing traffic signal at Temescal Canyon Road/Ontario Avenue/El Cerrito Road would be modified for the El Cerrito Road extension. A new traffic signal would be installed at the El Cerrito Road extension's connection with Minnesota Road. A median would be installed on Temescal Canyon Road at Minnesota Road to eliminate left turns, and the existing traffic signal would be removed to improve traffic circulation.

The existing five-leg intersection at Temescal Canyon Road, Jolora Avenue, and Grant Street would be reconfigured to a four-leg intersection by aligning the south leg of Jolora Avenue with Grant Street. A traffic signal would be added at the intersection. In addition, Envoy Avenue would be aligned with Rudell Road at Ontario Avenue and a traffic signal would be added.

In addition to the improvements noted above, the scope of work would include removing existing pavement, vegetation, and trees (including oak trees); grading the roadway with import material; grading transitions and slopes onto private property; constructing retaining walls, pavement widening, curb and gutter, sidewalk, curb ramps, driveway connections, and modifications to private properties; installing storm drains, catch basin inlets, connector pipes, and outlet structures; installing replacement fences/walls/gates, pavement markings, roadside signs, and street lights; relocating existing underground and above-ground utilities and appurtenances; and related work as necessary.

Acquisition of right-of-way along the corridor would be required, including road, drainage, and temporary construction easements, full property acquisitions, and at least one relocation.

<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> Change to existing regionally significant street					
<b>County</b> Riverside		<b>Narrative Location/Route &amp; Postmiles</b> 08-RIV-Temescal Canyon Road			
<b>Caltrans Projects – EA#</b> RPSTPL- 5956(289)					
<b>Lead Agency:</b> County of Riverside					
<b>Contact Person</b> Cathy Wampler		<b>Phone#</b> (951) 955-6803	<b>Fax#</b> N/A	<b>Email</b> cwampler@rivco.com	
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5 x</b> <b>PM10 x</b>					
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>					
X	<b>Categorical Exclusion (NEPA)</b>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<b>Other</b>
<b>Scheduled Date of Federal Action:</b> December 2024					
<b>NEPA Assignment – Project Type</b> <i>(check appropriate box)</i>					
Exempt		<b>Section 326 –Categorical Exemption</b>	X	<b>Section 327 – Non-Categorical Exemption</b>	
<b>Current Programming Dates</b> <i>(as appropriate)</i>					
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>	
<b>Start</b>	October 2021	July 2023	December 2024	October 2026	
<b>End</b>	December 2024	December 2026	December 2025	November 2027	
<b>Project Purpose and Need (Summary):</b> <i>(attach additional sheets as necessary)</i> The purpose of the project is to alleviate congestion on Temescal Canyon Road resulting from increased regional traffic and overflow traffic from I-15 during peak traffic hours, and to provide a complete street to serve pedestrians, bicyclists, motorists, and transit riders of all abilities.					
<b>Surrounding Land Use/Traffic Generators</b> <i>(especially effect on diesel traffic)</i> North of La Gloria Street, the land uses along the project alignment include single-family residences, restaurants, and retail buildings. South of La Gloria Street, the land uses along the project alignment include retail buildings and storage facilities.					

<p><b>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p><b>Temescal Canyon Road/Ontario Avenue</b> 2025 No Build Alternative: ADT=20,508; Truck ADT=820 (4%); LOS=F 2025 Build Alternative: ADT=25,784; Truck ADT=1,031 (4%); LOS=C</p>
<p><b>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</b></p> <p><b>Temescal Canyon Road/Ontario Avenue</b> 2048 No Build Alternative: ADT=23,553; Truck ADT=942 (4%); LOS=F 2048 Build Alternative: ADT=29,386; Truck ADT=1,175 (4%); LOS=D</p>
<p><b>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</b></p> <p><b>Cajalco Road</b> 2025 No Build Alternative: ADT=34,467; Truck ADT=3,412 (9.9%); LOS=F 2025 Build Alternative: ADT=32,293; Truck ADT=3,197 (9.9%); LOS=E</p> <p><b>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</b></p> <p><b>Cajalco Road</b> 2048 No Build Alternative: ADT=37,529; Truck ADT=3,715 (9.9%); LOS=F 2048 Build Alternative: ADT=36,193; Truck ADT=3,583 (9.9%); LOS=F</p>
<p><b>Describe potential traffic redistribution effects of congestion relief (impact on other facilities)</b> See attached analysis</p>
<p><b>Comments/Explanation/Details (attach additional sheets as necessary)</b> See attached analysis</p>

## PM<sub>2.5</sub>/PM<sub>10</sub> Hot-Spot Analysis

The Temescal Canyon Road Widening Project is located within a nonattainment area for federal PM<sub>2.5</sub> standards and within an attainment/maintenance area for the federal PM<sub>10</sub> 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<sub>2.5</sub> and PM<sub>10</sub> 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 proposed as part of the project would widen 0.8 miles of Temescal Canyon Road from two to four lanes. Tables A and B list the average daily traffic (ADT) and truck ADT volumes along the roadway segments within the project area for the opening year (2025) and horizon year (2048) conditions, respectively. These tables also compare the ADT and Truck ADT volumes associated with the build alternative to the No-Build conditions. Along Temescal Canyon Road/Ontario Avenue the project would increase the total ADT by up to 5,300 in 2025 and by up to 5,800 in 2048. Along Cajalco Road the project would decrease the total ADT by up to 2,200 in 2025 and by up to 1,300 in 2048. Along Temescal Canyon Road/Ontario Avenue the project would increase the total truck ADT by up to 211 in 2025 and by up to 233 in 2048. Along Cajalco Road the project would decrease the total truck ADT by up to 215 in 2025 and by up to 132 in 2048. Therefore, the widened roadway would not significantly increase the number of diesel vehicles operating within the project study area.
- ii) As discussed above, the proposed Project would not significantly increase the number of diesel vehicles operating within the project study area. In addition, the project would improve the Level of Service along both Temescal Canyon Road and Cajalco Road. Therefore, the proposed Project would not affect intersections that are at a Level of Service 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.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

- v) The proposed build alternatives are not in or affecting locations, areas, or categories of sites that are identified in the PM<sub>2.5</sub> and PM<sub>10</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed Temescal Canyon Road Widening 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<sub>2.5</sub> and PM<sub>10</sub> violation.

**Table A. 2025 Traffic Volumes**

Roadway Segment	No Build			Build Alternative			Project Change	
	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT
<b>Temescal Canyon Road/Ontario Avenue</b>								
North of El Cerrito Road	20,444	777	3.8	21,060	800	3.8	616	23
Between El Cerrito Road and Jolora Avenue	20,508	820	4.0	25,784	1,031	4.0	5,276	211
Between Jolora Avenue and Tom Barnes Street	18,541	445	2.4	23,433	562	2.4	4,892	117
Between Tom Barnes Street and Cajalco Road	14,451	405	2.8	19,603	549	2.8	5,152	144
<b>El Cerrito Road</b>								
Between I-15 NB Ramps and Temescal Canyon Road	8,271	232	2.8	10,620	297	2.8	2,349	66
<b>Cajalco Road</b>								
Between I-15 NB Ramps and Grand Oaks	25,767	2,551	9.9	23,678	2,344	9.9	-2,089	-207
Between Grand Oaks and Temescal Canyon Road	34,467	3,412	9.9	32,293	3,197	9.9	-2,174	-215

ADT = average daily traffic; I-15 = Interstate 15; NB = northbound

**Table B. 2048 Traffic Volumes**

Roadway Segment	No Build			Build Alternative			Project Change	
	ADT	Truck ADT	Truck %	ADT	Truck ADT	Truck %	ADT	Truck ADT
<b>Temescal Canyon Road/Ontario Avenue</b>								
North of El Cerrito Road	24,814	943	3.8	26,901	1,022	3.8	2,087	79
Between El Cerrito Road and Jolora Avenue	23,553	942	4.0	29,386	1,175	4.0	5,833	233
Between Jolora Avenue and Tom Barnes Street	22,586	542	2.4	25,826	620	2.4	3,240	78
Between Tom Barnes Street and Cajalco Road	19,648	550	2.8	24,641	690	2.8	4,993	140
<b>El Cerrito Road</b>								
Between I-15 NB Ramps and Temescal Canyon Road	9,703	272	2.8	10,572	296	2.8	869	24
<b>Cajalco Road</b>								
Between I-15 NB Ramps and Grand Oaks	29,125	2,883	9.9	28,369	2,809	9.9	-756	-75
Between Grand Oaks and Temescal Canyon Road	37,529	3,715	9.9	36,193	3,583	9.9	-1,336	-132

ADT = average daily traffic; I-15 = Interstate 15; NB = northbound

# TEMESCAL CANYON ROAD WIDENING PROJECT - EL CERRITO SEGMENT

